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NATIONAL REGISTER OF HISTORIC PLACES/ NATIONAL HISTORIC LANDMARKS PROGRAM

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REDACTION DATE _3/28/2024_ (IF APPLICABLE)

NOTES:

FILE (PROPERTY) NAME: Monocacy Battlefield NHL

LOCATION (STATE/TERRITORY): Maryland

LOCATION (COUNTY/PARISH): Frederick

NRIS#: 66000908

1. NAME AND LOCATION OF PROPERTY

Historic Name: Monocacy Battlefield

Other Name/Site Number: Monocacy National Battlefield; Battle of Monocacy

Street and Number (if applicable)**:** 5201 Urbana Pike

City/Town: Frederick **County:** Frederick **State:** Maryland

2. SIGNIFICANCE DATA

NHL Criteria: 1

NHL Criteria Exceptions: N/A

NHL Theme(s): IV. Shaping the Political Landscape

3. Military Institutions and Activities

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Period(s) of Significance: July 8-10, 1864

Significant Person(s) (only Criterion 2)**:** N/A

Cultural Affiliation (only Criterion 6)**:** N/A

Designer/Creator/Architect/Builder: N/A

Historic Contexts: VI. The Civil War

B. War in the East

Paperwork Reduction Act Statement. We are collecting this information under the authority of the Historic Sites Act of 1935 (16 U.S.C. 461-467) and 36 CFR part 65. Your response is required to obtain or retain a benefit. We will use the information you provide to evaluate properties nominated as National Historic Landmarks. We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number. OMB has approved this collection of information and assigned Control No. 1024-0276.

Estimated Burden Statement. Public reporting burden is 2 hours for an initial inquiry letter and 344 hours for NPS Form 10-934 (per response), including the time it takes to read, gather and maintain data, review instructions and complete the letter/form. Direct comments regarding this burden estimate, or any aspects of this form, to the Information Collection Clearance Officer, National Park Service, 12201 Sunrise Valley Drive, Mail Stop 242, Reston, VA 20192. Please do not send your form to this address.

3. WITHHOLDING SENSITIVE INFORMATION

Does this nomination contain sensitive information that should be withheld under Section 304 of the National Historic Preservation Act?

_X_ Yes

___ No

4. GEOGRAPHICAL DATA

1. **Acreage of Property:** 3,020

2. **Use either Latitude/Longitude Coordinates or the UTM system:**

Latitude/Longitude Coordinates (enter coordinates to 6 decimal places)**:**

Datum if other than WGS84: NAD 1983 UTM Zone 18N

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	Latitude:	**Longitude:**
A)	39.4186	-77.3650
B)	39.4166	-77.3559
C)	39.3968	-77.3620
D)	39.3873	-77.3739
E)	39.3803	-77.3735
F)	39.3657	-77.3744
G)	39.3442	-77.3885
H)	39.3424	-77.3917
I)	39.3498	-77.4100
J)	39.3583	-77.4141
K)	39.3654	-77.4099
L)	39.3723	-77.4073
M)	39.3753	-77.4061
N)	39.3797	-77.3988
O)	39.4029	-77.3774
P)	39.4127	-77.3717
Q)	39.4144	-77.3709

3. Verbal Boundary Description:

The boundary of the Monocacy Battlefield National Historic Landmark (NHL) District is depicted on the attached series of maps titled: *Monocacy Battlefield National Historic Landmark Update*, Maps #1–#8 and in a GIS data file submitted with this nomination.

4. Boundary Justification:

The updated boundary is drawn to connect the two discontiguous sections of the 1973 NHL district, and to include intact battlefield landscapes along the Monocacy River. These lands played a significant role immediately before, during, or immediately after the July 9, 1864, battle, and are generally based on recommendations made by the National Park Service, American Battlefield Protection Program (ABPP) (Figure 1).[1] The revisions to the boundary both expand the district in areas and reduce it in others. There is a net increase of 651 acres overall. Based on a recent digitization of the hand-drawn 1973 boundary map, the original battlefield contained approximately 2,369 acres. The revised district is 3,020 acres in total.

Boundary Expansions:

The new boundary enlarges the original 1973 NHL boundaries. Boundary expansions are drawn to include the whole of the legislated Monocacy National Battlefield (MNB), and to correct where original NHL boundaries failed to follow parcel lines or natural features such as topographic contours or obvious fence or field lines. Significant additions to the boundary include six main areas (**Labeled 1 through 6 on Map #3**) (See Map #2 for battle-related areas/landmarks):

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1. **Map #3, Expansion 1 - The Hughes Ford Area** on both sides of the Monocacy River was identified as a core area by the ABPP.[2]

   On the east side of the river north of I-70, the updated NHL boundary continues north along the eastern right-of-way line of Linganore Road, encompassing the wooded areas and cultivated fields between the road and the river. About 0.2 miles north of Plant Road, the boundary departs from Linganore Road and follows the northwestern line of a large parcel (Tax Map 78A, Parcel 31). The boundary continues along the parcel boundary as it turns west and extends to and across the Monocacy River. The added area includes the eastern trace of the Hughes Ford Road. On the west bank of the river, the new boundary line extends directly east into the Frederick Municipal Airport property until it intersects with the 78-foot contour line that runs largely north-south in this area. This encompasses the unbuildable low-lying floodplains along the west bank of the Monocacy River. The boundary continues south following the 78-foot contour until it intersects with the remnant of the Hughes Ford Road which follows a tree line/field boundary extending from the southeast to the northwest. The boundary follows the historic Hughes Ford Road trace until it largely disappears at Airport Road. From there the boundary line extends south hugging the western edge of the field that lies west of Airport Road. Continuing south along the eastern

[1] ABPP was directly consulted during the development of this boundary revision. The authors consulted the original 1993 Civil War Sites Advisory Committee (CWSAC) Report on the Nation's Civil War Battlefields (CWSAC Report, 1993), as well as the January 2010 update for the State of Maryland (CWSAC Report, Update, 2010).

[2] A core area represents the areas of most intense fighting on the battlefield. Positions that delivered or received fire, and the intervening space and terrain between them, fall within the study area. Some resources (floodplain, woods, Markell/Ogle Farm) in the NHL expansion areas fall within the study area identified in the CWSAC Report Update (2010). The study area represents the full historic extent of the battle as it unfolded across the landscape and contains historic and archeological resources known to contribute to the battle event.

edge of Airport Road, the boundary encompasses the remnants of the Bowman/Robertson Farm buildings. Approximately 0.4 miles north of the Bowman Farm Road, the revised boundary rejoins the 1973 NHL boundary.

The updated NHL boundary includes the Hughes Ford crossing and road trace, a contested crossing protected by US cavalry during the battle, as it follows the northern boundary of a parcel encompassing the Robertson/Bowman Farm complex (Map #2). The Robertson/Bowman Farm buildings are included as part of the historic landscape as it appeared during the Monocacy battle. The archeological potential of these areas should be considered if any land disturbance is proposed.

This addition to the NHL boundary captures important historic resources associated with the 1864 Monocacy battle that were inadvertently excluded from the 1973 NHL boundary. These include the remaining intact Hughes Ford Road trace, the adjoining Robinson/Bowman Farm complex, and intact agricultural fields on the west side of the Monocacy River. The boundary is drawn to include undeveloped FEMA-defined floodplain areas located southeast of the Frederick Municipal Airport.

This area encompasses Hughes Ford which was the northernmost disputed river crossing during the July 9, 1864, Monocacy battle. The presence of both Federal and Confederate troops at this location throughout the day of the battle, including skirmishing, was documented using primary sources by NPS historian Edwin C. Bearss in his 1979 report, "Documentation of Troop Movement Maps, Battle of the Monocacy, July 9, 1864, Monocacy National Battlefield, Frederick, Maryland."[3]

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2. **Map #3, Expansion 2 - Dr. Baxter Road/Linganore Road** – Includes the hillside approach of the Baltimore Pike to the stone bridge, east side of Monocacy River: Identified as a core area by the ABPP. Dr. Baxter Road from Linganore Road west is the old Baltimore Pike route approaching the site of the former Stone Bridge (a.k.a. Jug Bridge) from the east. This was a central location and one of the primary river crossings that Federal troops were protecting through the course of the 1864 battle. Here the new NHL boundary follows the east right-of-way line of Linganore Road south from the I-70 overpass to its intersection with Route 144 (Old National Pike). South of Route 144, the new boundary line runs west along the south right-of-way of Route 144 and then turns south and then west following an undeveloped parcel line to the Monocacy River.

3. **Map #3, Expansion 3 - Central Section, West Bank** – Connector between the 1973 discontiguous sections (north and south) on the west side of the Monocacy River. This area encompasses floodplain fields and wooded areas along the Monocacy River, including Crum's Ford (now Reich's Ford) (Map #2) which was defended by Federal troops during the battle. This stretch of the river's west bank also effectively connects the discontiguous 1973 NHL boundary segments and reintegrates what was a single 2.5-mile-long field of operations during the July 9, 1864, action.

   The new NHL boundary extension on the west side of the river south of I-70 begins at the southeast corner of the parcel defined as Tax Map 78, Parcel 727, Lot 7 (River View Court residential development; see Boundary Reduction B) and runs northwest until it intersects with the 96-foot topographic contour line that parallels the west bank of the river and defines the top of a steep slope that frames the river's west bank. The boundary then runs south/southwest along the contour. At the south end of the embankment the boundary departs from the 96-foot contour and continues south along a

[3] Edwin C. Bearss, "Documentation of Troop Movement Maps, Battle of the Monocacy, July 9, 1864, Monocacy National Battlefield, Frederick, Maryland" (manuscript, NPS, National Capital Region, 1979).

parcel line running southwest toward Reich's Ford Road and then continues southwest to encompass the wooded area closest to the river, part of the parcel at Tax Map 77, Parcel 25. The boundary line continues southwest and includes the eastern fields and woodlands of the historic J. C. Motter farm, part of Tax Map 77, Parcel 62 (Map #2) until it meets the east line of the CSX Railroad right-of-way. These fields and woods encompass the low-lying floodplain along the western shore of the river that maintains the historic viewshed.

4. **Map #3, Expansion 4 - Central Section, East Bank** – Connector between the 1973 discontiguous sections (north and south) on the east side of the Monocacy River: This area includes Pinecliff Park (county-owned), the bulk of the historic Markell/Ogle Farm and lane, part of the Camp Hooker and Troop Movement/Retreat Route fields, and a section of the unnamed ridge that stands between the Markell/Ogle Farm and Camp Hooker fields.

   This addition to the NHL boundary captures a significant historic area of the battle that was left out of the 1973 NHL. The proposed boundary adds Pinecliff Park and portions of the county-owned Frederick County Public Safety Training Facility south of Reich's Ford Road. It excludes the developed portion of the training facility but includes the remaining undeveloped field to the east. This area was used by Union troops during the July 9th battle to move between defensive positions, to conduct reconnaissance, and as an escape route. The remnants of a historic farm road runs through the field on the east side of the ridge connecting Gambrill's Mill to Reels Mill Road. Inclusion of the county-owned field along with the lower field (in private ownership and included in the 1973 NHL boundary), captures the entire road trace and its associated agricultural landscape.

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   Pinecliff Park and the Markell/Ogle Farm encompass open floodplain and agricultural terrain that forms an integral part of the visual landscape of the battlefield. On July 9, 1864, the east fields farm road was used by Union troops from the 11th Maryland Volunteers and a detachment of the 144th Ohio Regiment National Guard as they moved from their post at Monocacy Junction to the defense of Crum's Ford and the Jug Bridge on the Baltimore Pike. Later in the day the route was used by other Union troops retreating toward the Baltimore Pike to New Market.[4] Its use was documented with primary source material by NPS historian Edwin C. Bearss in his 1979 battle report.[5] The Markell/Ogle Farm Lane passed on the east side of Crum's Ford and is the historic road to the Gambrill Mill from the north; it was used by Federal troops to deploy to their defensive positions to the north and south. The ridge served as a vantage point and artillery emplacement.

   These fields [redacted], a winter/spring 1862–63 encampment of the 14th New Jersey Regiment. During the July 1864 Battle of Monocacy, the Camp Hooker fields served as an assembly area for reserve troops, and [redacted] was used for troop movements and for the Federal retreat from the battlefield (Figure 7) toward the Baltimore Pike. The north end of this route, between Reels Mill Road the Baltimore Pike is now heavily developed.

   The boundary line for this addition to the NHL boundary on the east side of the river begins at Route 144 (see Dr. Baxter Road/Linganore Road above). Crossing Route 144 and turning west to follow the southern right-of-way line, then turning south, then west to include an open field (Tax Map 78D, Parcel

[4] See 1978 EDAW, Inc. map, "The Battle of Monocacy…Four Thirty to Seven O'Clock."
[5] Bearss, "Documentation of Troop Movement Maps."

168), then turning southwesterly to join the 1973 NHL boundary along the east bank of the river with adjustments to include the whole of the undeveloped floodplain following the western parcel lines of a Parcel 107 on Tax Map 78 and an unnumbered lot on Parcel 169 River Oaks subdivision directly to the south (Tax Map 78D). The boundary line then returns to the southeast corner of the 1973 NHL boundary (north section) following the east boundary of Pinecliff Park (Tax Map 78, Parcel 582) and continues along that line southward until it reaches the northeast side of Pinecliff Park Road, then turning south following the southwest side of the road to its intersection with Reich's Ford Road. It crosses Reich's Ford Road and follows the north and west parcel lines of the Frederick County Public Safety Training Facility (Tax Map 78, Parcel 710) along the west side of the unnamed ridge, then following the parcel line as it turns southeast crossing from the west side of the ridge to the east side, then leaving the parcel line to follow a fence line that encloses the county training facility, running east/southeast, then north to Reich's Ford Road. The new NHL boundary then follows the county parcel line (Tax Map 78, Parcel 710) along the south side of Reich's Ford Road, turning southeast along the west side of Reels Mill Road, then turning southwest following the east line to the parcel's southeast corner, then turns southeast along a parcel line enclosing a wooded lot until it joins the Monocacy National Battlefield (MNB) boundary at the CSX Railroad right-of-way.

[redacted] and troop movements/retreat route along the farm lane. The inclusion of parts of the Markell/Ogle Farm, the unnamed ridge, and the Camp Hooker fields in the new NHL boundary corrects their partial inclusion within the 1973 boundary where the boundary line cut arbitrarily through the properties. This stretch of the river's east bank also effectively connects the discontiguous 1973 NHL boundary segments and reintegrates what was a single 2.5-mile-long field of operations during the July 9, 1864, action. [redacted]

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5. **Map #3, Expansions 5A, 5B, 5C - Three Small Areas along the east side of MNB** – These are included to encompass small sections of the legislated MNB boundary that were not included in the 1973 NHL boundary. **5A: Gambrill Mill Dam and Headrace section.** This section encompasses the eastern-most extension of the MNB boundary, from the NE point on the CSX right-of-way (see above) then southwest following the MNB boundary and turning northwest to continue following the MNB boundary until it turns south again (see Boundary Reductions, Location F). **5B: Early Road section.** This triangle of undeveloped land within the MNB boundary extends southeast from the 1973 NHL boundary near the dead end of Early Road to a point, then turns southwest until it meets the northernmost point of the I-270 Overlook property. **5C: Southeast Corner addition –** Southwest of I-270 across from the I-270 Overlook, the boundary departs from the 1973 NHL Boundary to follow the MNB boundary which incorporates two largely wooded parcels (Tax Map 95, Parcels 86, 16, and 147). In addition, the southern NHL boundary has been altered to encompass the full extent of the Baker Farm property (Tax Map 86, Parcel 42) and exclude the farm to the south (Tax Map 95, Parcel 14).

6. **Map #3, Expansion 6 - Potomac Valley Brick (PVB) property and Best Farm Additions area** – On east side of Route 355/Urbana Pike adjoining the Monocacy National Battlefield Visitor Center parcel and the west side of Monocacy River. This boundary extension area includes the PVB parcel (Tax Map 86, Parcel 99), and corrects the exclusion from the 1973 NHL boundary of parts of the legislated MNB boundary on the north and west of the Visitor Center parcel (Tax Map 86, Parcel 238) and parts of the Best Farm parcels (Tax Map 86, Parcel 60 and 258) including the United Daughters of the Confederacy monument parcel (Tax Map 86, Parcel 252).

This area is in the middle of the large battle core area identified by the ABPP. The extended boundary crosses the CSX Railroad right-of-way (at the point where the boundary extension description #3 "Central Section, West Bank" leaves off) and follows the north parcel line of the PVB property, then turns south following the PVB and Visitor Center parcel boundaries along the west side of Route 355, then turning southwest to follow the north boundaries of Parcel 252 and Parcel 60, then continues along the north and west parcel lines of Parcel 258 to its southwest corner where the boundary extension rejoins the 1973 NHL boundary. Parcel 258 is bisected by I-270.

Archeological investigations conducted on the Visitor Center property indicate a strong potential for significant archeological deposits on the adjacent Potomac Valley Brick property. The buildings on the PVB property date to 2015 (according to the tax record) and ca. 1988, but it appears that only minimal grading has taken place on the property, thus it is possible that archeological deposits are still intact.

[redacted]

Boundary Reductions:

Reductions from the 1973 NHL boundary occurred at six locations (**Labeled A through F on Map #3**). These reductions occur where intensive development clearly disrupts the historic landscape and precludes any likelihood of intact archeological horizons:

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A. **Map #3, Reduction A - West boundary of the 1973 NHL boundary on the north side of Route 144, Old National Pike**: Construction of the Maryland Motor Vehicle Administration complex (Tax Map 15, Parcel 1071, Lot 1) and the Frederick County Law Enforcement Center (Tax Map 15, Parcel 1071, Lot 2) and associated grading has altered the landscape to such a degree that its historical and archeological integrity is significantly diminished.

B. **Map #3, Reduction B - West boundary on the south side of Route 144, Old National Pike**: Construction of the Maryland National Guard Armory (Frederick Readiness Center, 8501 Old National Pike) in 1978 and an adjoining housing development (River Meadow subdivision, ca. 2000, Tax Map 78, Parcel 727), both with extensive re-grading of the hillside, has altered the landscape to such a degree that its historical and archeological integrity is significantly diminished.

C. **Map #3, Reduction C - West boundary of the battlefield**, southwest side of I-270: Here the 1973 NHL boundary took an unexplained right angle turn from running southwest to running southeast. Whatever the reasoning in 1973, today that line crosses as many as eight private parcels, all with modern commercial/industrial buildings on them. The updated boundary is reduced here to follow the congressionally authorized Monocacy National Battlefield boundary.

D. **Map #3, Reduction D - Southwest boundary of the battlefield area**, west bank of Monocacy River: Here again, the 1973 NHL boundary crosses at an angle through several parcels now occupied by modern commercial/industrial buildings. The updated NHL boundary along the west side of the Monocacy River at Ballenger Creek excludes the heavily filled, graded, and excavated areas created for the wastewater treatment facilities developed by the County between 1976 and 2014, and retains the floodplain or riparian buffer area between the riverbank and the base of the land-fill platforms occupied by the water treatment facilities. While construction of the facilities has impacted archeological integrity to an extent, the floodplain retains most of its characteristics from the battle period despite the

introduction of underground sewer and water pipelines. The area retained within the NHL boundary still conveys a sense of the historic scene where Confederate troops were staged and crossed the river into combat. The adjusted boundary follows the base of the manmade slope extending up to the wastewater treatment plant's land-fill platform, and moving southward, it follows the 76-foot contour to include the floodplain. Farther south, where there is a grouping of 1950s–1980s residential dwellings, the boundary follows parcel boundary lines and encompasses the low-lying land adjacent to the western riverbank.

E. **Map #3, Reduction E - Southeast boundary of the battlefield area**, Wallace Lane cul-de-sac off Araby Church Road: Here the 1973 NHL boundary line was drawn through what was probably then just open landscape on the eastern edge of the Lewis Farm. This area is on the periphery of the battle core area and was not the site of any significant known action or movement. Now developed with residential housing, its inclusion is no longer warranted due to its lack of historic integrity and a low probability of archeological significance. The revised boundary is drawn to follow property lines and the authorized Monocacy National Battlefield boundary.

F. **Map #3, Reduction F - East-central boundary of the battlefield area**, north side of Route 355 extending across Ball Road: This area is partially in the core area and partially in the study area identified by the Battlefield Protection Program (Figure 1). The 1973 NHL boundary here crosses several properties now developed with residential and commercial buildings, including a large auto repair and recycling facility (Tax Map 87, Parcels 83 & 95). Its inclusion is no longer warranted due to lack of historic integrity and a low probability of archeological significance. The reduced boundary follows the authorized Monocacy National Battlefield boundary, existing property lines, and the Route 355 alignment.

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5. SIGNIFICANCE STATEMENT AND DISCUSSION

INTRODUCTION: SUMMARY STATEMENT OF SIGNIFICANCE

Monocacy Battlefield, located in Frederick County, Maryland, is nationally significant under National Historic Landmark Criterion 1 for the pivotal military role that the July 9, 1864, battle played in the protection of the US capital city from invading forces of the Confederate States of America during the US Civil War (1861–1865). The national significance of Monocacy Battlefield is developed under NHL Theme IV, "Shaping the Political Landscape," Subtheme 3, "Military Institutions and Activities," within the historic context of the US Civil War. Monocacy Battlefield is a remarkably intact historic landscape that retains key geographical and cultural features that were present during the one-day battle. The hill-and-valley farms and mill seats, located along the banks of the Monocacy River near the town of Frederick, formed the battleground over which the battle unfolded.

Confederate Lt. Gen. Jubal A. Early and approximately 15,000 troops, on a mission to "threaten Washington," confronted approximately 6,600 US soldiers cobbled together by Maj. Gen. Lew Wallace. Wallace held the higher ground on the hillsides east of the river. The Confederate approach was funneled by the bridges and fords crossing the Monocacy, including those that carried the Baltimore Turnpike (also known as the National Pike; today's Route 144), Washington Turnpike (Georgetown Road or Pike; today's Route 355), and the Baltimore & Ohio Railroad (CSX) across the river. It was a topographical advantage that helped Wallace stall Early's advance by one day—time enough for Lt. Gen. Ulysses S. Grant to send reinforcements to fortify Washington's defenses and prevent any substantial threat to the US capital. Though ultimately the one-day Battle of Monocacy was a Confederate victory, Wallace later wrote of the battle, "These men died to save the National Capital and they did save it."[6] The Monocacy battle saved not only Washington, DC, but also "spared the Lincoln government a potential disaster" in the election of 1864.[7]

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The Monocacy Battlefield site includes a variety of archeological resources that convey significant details about the setting, character, and sequence of events that transpired during the battle, including troop movements, battle actions, locations utilized and/or destroyed during the battle, verification or refutation of official documentary accounts, the effects of the battle on civilians, noncombatants, and soldiers, soldier life in camp, battle, and retreat. Therefore, they are contributing resources under NHL Criterion 1. Because the information potential from these data pertains chiefly to informing our understanding of the localized events of the battle, they cannot be said to meet the high bar of significance under Criterion 6, i.e., "yield data affecting theories, concepts and ideas to a major degree." The five monuments installed at the battlefield between 1907 and 1964 to commemorate Maryland, New Jersey, Vermont, and Confederate soldiers and the centennial of the battle are significant commemorative properties, however, they do not fall within the NHL period of significance, and thus do not contribute to the NHL significance.

[6] US War Department, *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies* (Washington, DC: Government Printing Office, 1880–1901) [hereafter cited as OR], Series 1, Vol. 37, Part 1, "Report of Maj. Gen. Lewis Wallace…", p. 200.
[7] Quoted in Marc Leepson, *Desperate Engagement* (New York: Thomas Dunne Books, 2007), p. 222.

CRITERION 1: NHL Theme IV: "Shaping the Political Landscape," Subtheme 3, "Military Institutions and Activities"

By the summer of 1864, the US Civil War had entered its fourth year. The Confederate States of America's army, though tattered and shaken by a growing number of defeats at the hands of United States Army, was still intact and threatening on several fronts. In March 1864, President Abraham Lincoln placed Lt. Gen. Ulysses S. Grant in command of the Federal forces, who by the end of June, was putting pressure on the Confederate Army in Virginia by laying siege to Petersburg and Richmond, the capital of the Confederacy. However, to the west in the Shenandoah Valley, Confederate forces led by Lt. Gen. Jubal A. Early defeated the Federal army, sending them in retreat across the mountains into West Virginia. Seizing the opportunity to take the pressure off Richmond and Petersburg, Confederate Gen. Robert E. Lee sent Early up the Valley to cross the Potomac River into northern territory, threaten Washington, DC, and, if possible, capture it.

Maj. Gen. Lew Wallace and a band of 6,600 Federal troops, who had moved to protect the vital Baltimore & Ohio (B&O) Railroad supply line near Frederick, Maryland, found themselves the only line of defense at the Monocacy River crossings against an approaching Confederate force of nearly 15,000 men. Though the Battle of Monocacy lasted only one day and ended in the defeat and retreat of Wallace's Federal troops, the delay of Early's troops allowed the US Army time to bring reinforcements to protect the capital, and thus save Washington from direct attack. In his memoir, Ulysses S. Grant emphasized the significance of the Monocacy battle noting, "If Early had been but one day earlier he might have entered the capital before the arrival of reinforcements I had sent…"[8] Jubal Early quipped to his officers following their failure to break through the reinforced Federal defense at Fort Stevens, "…we haven't taken Washington, but we've scared Abe Lincoln like hell!"[9] President Lincoln did fear that the threat on Washington would sway war-weary voters in the November 1864 election; however, instead voters swung in the opposite direction. Following several major Federal victories on the battlefield in fall 1864, Lincoln won the electoral vote by a large margin (212 to 21) over Democrat Gen. George McClellan, giving him the mandate needed to defeat the Confederacy on the battlefield. By preventing a disastrous invasion of the nation's capital, the Battle of Monocacy contributed to Lincoln's reelection and the eventual defeat of the Confederacy.

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The Battle of Monocacy, like many other Civil War battles, was defined by its geography. In July 1864, Frederick's proximity to the Confederate state of Virginia, just a few miles to the south and west, and its access to well-developed road and rail routes to both Baltimore and Washington, likely influenced Early's decision to pass through Frederick on his mission to threaten the federal city of Washington. The B&O Railroad crossed the Monocacy River just south of Frederick, passing between a stone-arched bridge carrying the Baltimore Pike over the river and a wooden covered bridge that carried the Georgetown Pike over the Monocacy. The river crossings forced Early's troops into narrow routes that proved to be easily defended by Wallace's much smaller force using the hill and valley landscape around the river.

The period of significance for Monocacy Battlefield is July 8-10, 1864, covering the arrival of Wallace to prepare the Federal defenses, the retreat of US troops on the 9th, and the withdrawal of Confederate troops on the 10th of July.

[8] Benjamin Franklin Cooling, "Monocacy," *Blue & Gray*, Dec. 1992, quoting Ulysses S. Grant's Memoirs, p. 60.
[9] Henry Kyd Douglas, *I Rode with Stonewall* (Chapel Hill: University of North Carolina Press, 1940), p. 296.

PROVIDE RELEVANT PROPERTY-SPECIFIC HISTORY, HISTORICAL CONTEXT, AND THEMES. JUSTIFY CRITERIA, EXCEPTIONS, AND PERIODS OF SIGNIFICANCE LISTED IN SECTION 2.

Setting the Stage

The Monocacy Neighborhood

Most of the land that makes up the cultural landscape of the Monocacy Battlefield was once owned by one man, James Marshall. As a young merchant from Scotland, Marshall immigrated to America to make his mark in the lucrative tobacco and commodities trade triangle between Britain, the American colonies, and the West Indies. His foray into the western "barrens" of Maryland began in 1758 with the purchase of Wett Work, a large tract of land on the east side of the Monocacy River just south of Frederick Town. This land was divided after Marshall's death in 1803 into the later Gambrill Mill property, and the Thomas Farm (Araby), Worthington Farm (Clifton), and Baker Farm. In 1765, Marshall purchased another large tract on the west side of the river, which he called Arcadia, and which later formed the nucleus of the Hermitage or Best Farm.[10]

James Marshall's influence on the development of the river crossing and the land he owned and sold is imbedded in the Monocacy Battlefield landscape. It is a rich, multi-layered history that highlights the rise in importance of Frederick County as a center for agriculture and trade, as well as the region's cultural diversity. As the land was sold or divided following Marshall's death, the agricultural development of the neighborhood intensified, and the various farms took on the appearance much as they are seen today. The historic development of the road, railroad, river, and land by Marshall and later owners had a profound impact on this neighborhood's central role throughout the US Civil War, culminating in the July 9, 1864, Monocacy battle. The late nineteenth-century decline in large-scale grain agriculture and the rise in dairy production left the area only slightly changed with the loss of the mill and the gain of several dairy barns and associated facilities.

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Before James Marshall began purchasing the tracts to establish his estate in Frederick County, the land followed a regular process for speculation and development that took hold of the backcountry in the early eighteenth century. Frederick County land, then part of Prince Georges County, saw its earliest speculators and settlers in the 1720s, coinciding with the migration of Pennsylvania German farmers to Virginia's Shenandoah Valley. Passing through Maryland's western country, enroute to Virginia along the several "Monocacy Roads," a number of these farmers chose to set their roots in the fertile soil of what many Maryland colonials called "The Barrens." While land speculators like Benjamin Tasker, Thomas Cresap, and Daniel Dulany snapped up huge tracts of land for later subdivision, a determined core of farmers, primarily of German descent, began to work the land.

As the settlement of the Monocacy River valley intensified through the 1730s and early 1740s, the land's potential for grain production blossomed. In 1745, Daniel Dulany sought to direct the region's development by establishing a centralized market town in the form of "Frederick Town," on the west side of the Monocacy River. Frederick Town became the county seat of the new Frederick County, carved from Prince Georges County in 1748. By 1755, Frederick County was the most populous county (of free white males) in the colony.[11]

[10] Only the Lewis Farm sits outside of the eighteenth-century boundaries of James Marshall's land.
[11] "The Population of Maryland, 1755," from *Gentleman's Magazine* 34 (1764), as cited in Edward Papenfuse and John Coale, III, *Atlas of Historical Maps of Maryland* (Baltimore: Johns Hopkins University Press, 1982), p. 37.

Movement of agricultural products through and out of Frederick County, far from the navigable creeks and rivers surrounding the Chesapeake Bay, determined many of the ensuing transportation routes. In a land quickly concentrating on grain production rather than the southern and eastern counties' primary crop, tobacco, secondary roads to and from flour and gristmills began to spider web across the countryside. When the new Frederick County Court convened in March 1748, it designated the main county roads and assigned overseers to maintain them. Among the roads described were several sections of a road on the east side of the Monocacy River leading from George Gordon's warehouse at Rock Creek—by 1751 the site of Georgetown, then a part of Maryland—to Frederick Town. The road crossed the Monocacy River at "the middle ford" just south of Frederick Town.[12] A succession of landowners, beginning with Henry Ballenger through James Marshall, operated a ferry at the Middle Ford, on what was soon known as the Georgetown Road.[13]

Despite the national and international turmoil that embroiled the second half of the eighteenth century with the French and Indian War and the American Revolution, mid-Maryland in general prospered. Population grew to the point that both Washington County and Montgomery County were carved from Frederick County in 1776. The phenomenal growth in the Monocacy region, both in economy and population, with Frederick Town at its center, brought with it a growing class of landed gentry. Lawyers, physicians, merchants, and planters established their country manors on the fertile ground surrounding Frederick. At the same time, an increasing number of yeoman farmers worked their smaller tracts and leaseholds scattered throughout the county. By 1774, both the Georgetown Road and the road from Frederick Town to Baltimore Town were defined as "Principal market roads" by the Maryland General Assembly.[14]

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About 1780, James Marshall constructed a new manor house on his tract on the east side of the Monocacy River, later known as Araby. Fourteen years later, in 1794, Marshall operated as agent for Daniel Dulany in the sale of 457 acres located on the west side of the river, between the Georgetown and Buckeystown roads.[15] Victoire Vincendiere, just nineteen years old at the time, purchased the property. Victoire, her mother Magnan, her siblings, and several friends and relatives arrived in the United States as refugees from the revolt by enslaved people in the French West Indian colony St. Domingue (Haiti). Marshall himself sold a piece of his adjoining land to the Vincendiere family a few years later. The combined acreage purchased by the refugees was called L'Hermitage, and by 1800 they were among the largest enslavers in the county with ninety enslaved people. Their French Caribbean-influenced manor house and stone barn, as well as the relatively large number of quarters to house the enslaved lining the Georgetown Road frontage on L'Hermitage, formed a distinctive cultural landscape within the largely German/English-influenced countryside. By the middle of the nineteenth century, these two large estates were subdivided. Marshall's land, divided and sold by his heirs after his death in 1803, formed the farms known as Araby (Thomas Farm and Gambrill Mill), Clifton (Worthington Farm), and the later Baker and Lewis Farms. L'Hermitage was sold in 1827. Known by later owners as the Hermitage, it eventually became a tenant farm (Best Farm).

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[12] Maryland State Archives, Frederick (FR) Co. Court Judgment Records, March Court 1748 (1749); also transcribed in J. Thomas Scharf, *History of Western Maryland* (1882; reprint Baltimore, MD: Regional Publishing Company, 1969), pp. 436-437. Note that the actual year of this record by a current calendar would be 1749, however at that time the calendar year began later in March.
[13] Maryland State Archives, FR Co. Judgment Records.
[14] Archives of Maryland Online, Vol. 64, p. 394.
[15] Dulany Papers, Special Collections, Maryland Center for History and Culture. On December 12, 1794, James Marshall, acting as agent for Daniel Dulany, contracted initially with Payen Boisneuf but by December 16th, the contract was finalized and signed by Victoire Vincendiere for 457 acres of Locust Level for £4,113. According to the contract, Boisneuf paid half of the purchase price (£2,579) as a deposit on the 13th of December to Dulany in Baltimore, on behalf of Victoire Vincendiere and with her money. The deed for the land was conveyed on the 24th of March 1795 when Victoire Vincendiere paid the remaining amount in full to Dulany (FR Land Record, Liber WR 13, folio 397).

The Louisiana Purchase of 1803 expanded the nation westward. Construction of the National Road, beginning in Cumberland in far-western Maryland and extending into the vast new territory, spurred a rash of like-minded private road improvements. Local banks and public stock sales financed the turnpike road companies. Through the first half of the nineteenth century, a web of turnpikes spread across Maryland. Many of them were improvements on already established public roads. Beginning in 1805, the Baltimore and Frederick-town Turnpike Road, commonly called the Baltimore Pike, was an improvement on the old road from Frederick to Baltimore.[16] The Baltimore Pike's stone bridge over the Monocacy River was completed in 1809, and with its iconic "jug" monument placed at the east end, locals called it "the Jug Bridge."[17] The Baltimore Pike formed the first leg in a series of turnpikes, known collectively as the National Pike, connecting the port at Baltimore to the National Road. Also in 1805, the Washington Turnpike Company was chartered to improve the old Georgetown Road between Frederick and the federal city of Washington.[18] A bridge over the Monocacy River replaced the old Middle Ford Ferry in 1828.[19] The new wooden covered bridge moved the road more than 300 feet upriver (northeast) of the old ferry landing. With the closing of the old roadbed leading to and from the ferry, nature and the plow obscured its trace on the west (Hermitage) side of the river. On the east side of the Monocacy, the abandoned "sunken" road trace was rediscovered and used as cover by Federal troops during the 1864 Battle of Monocacy.[20]

On the heels of the road improvements came two other transportation projects that reached the Frederick area in the 1830s. The Chesapeake & Ohio (C&O) Canal passed to the southwest of Frederick along the Potomac River. More importantly, the B&O Railroad passed immediately south of Frederick, crossing the Monocacy River between the Georgetown (Washington) Pike and Baltimore Pike bridges, and bisecting the south end of the Hermitage farm. On the west side of the Monocacy River, a spur line running to the B&O Railroad depot in Frederick Town peeled off from the main line at the Frederick (or Monocacy) Junction. These advancements in transportation, as they reached the western counties of Maryland, improved the ability of local farmers and mill operators to transport their products to markets more cost-effectively. The first half of the nineteenth century was an age of prosperity for Frederick and its surrounding farms.

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A Rising Tide of Disunion

In 1859, the simmering disagreement between the states over slavery came to a boil at the confluence of the Shenandoah and Potomac Rivers in Virginia. John Brown, known for his violent anti-slavery activities in Kansas, believed he could free the enslaved people in the United States by arming an "army of liberation." Brown chose Harpers Ferry, Virginia to begin his war, where he planned to seize the weapons stored at the US Arsenal there. In what one Frederick resident referred to as the "Great excitement," on Sunday evening, October 16, 1859, John Brown and his men entered Harpers Ferry.[21] Within hours they were met by a small contingent of US Marines led by Col. Robert E. Lee. Brown was captured and several of his men killed when the Marines

[16] Archives of Maryland Online, Vol. 562, p. 34, http://aomol.net on www.msa.md.gov. The same 1805 act also chartered turnpike companies to improve both the Reisterstown and York roads out of Baltimore.
[17] Milton A. Seaman, "The History and Construction of the Jug Bridge near Frederick, Maryland," January 16, 1931, digitized manuscript, Internet Archive, accessed November 25, 2013, https://archive.org/details/TheHistoryAndConstructionOfTheJugBridgeNearFrederickMaryland.
[18] Maryland State Archives, Turnpike Records, 1819-1845.
[19] *Frederick Town Herald*, May 24, 1828, microfilm collection, Maryland Room, C. Burr Artz Library, Frederick, MD.
[20] Glenn Worthington, *Fighting for Time* (Shippensburg, PA: White Mane Publishing Co., 1985, originally published, 1932), pp. 125, 135, 137-139. The metes and bounds description in an 1835 deed for the Hermitage referred to the "stone planted on the north [west] side of said river [Monocacy], and on the west side of the old road leading from Frederick City to the City of Washington in the District of Columbia, then running across the said old road now shut up…" (FR Land Record, Liber JS 49, folio 146).
[21] David H. Wallace, transcriber, *Frederick Maryland in Peace and War 1856-1864, The Diary of Catherine Susannah Thomas Markell* [*Markell Diary*] (Frederick, MD: The Historical Society of Frederick County, Inc., 2006), p. 68.

stormed the guard house where they had barricaded themselves with their hostages. By mid-day on Monday, the incursion was ended.[22]

News of John Brown's failed raid on Harpers Ferry shocked the nation, both North and South. John Brown was hanged for his attack on a federal government installation, saying at his end: "I…am now quite certain that the crimes of this guilty land will never be purged away but with blood."[23] Certainly the starkly opposing reactions to the raid and to Brown's execution in Republican and Democratic newspapers highlighted the brewing conflict over the issue of enslaved labor and its economic and political repercussions. On the one hand, the editor of the Republican Pittsburgh *Gazette* praised Brown and his cause, saying, "…a contemplation of this heroic old man's character will irresistibly compel thinking men to ask themselves whether it is John Brown, of Osawatomie, or the system of slavery which has failed in this conflict."[24] The editor of the Raleigh, North Carolina "Opposition" newspaper the *Register*, however, celebrated the execution of Brown and three of his co-conspirators, noting the failed insurgency "will prove to the Abolitionists at the North that although they make an occasional foray into a Southern State, and commit a few murders and arsons, they can never maintain a foothold on Southern soil for more than forty-eight hours."[25] These editors' comments foreshadowed the coming conflict, though it was still more than a year away.

The presidential election of 1860 further divided the country as Republicans nominated Abraham Lincoln, and the Constitutional Union Party nominated John Bell. The Democratic Party split into Northern and Southern factions, the National Democratic Party with Senator Stephen Douglas as nominee and the Constitutional Democratic Party nominating John C. Breckenridge. Civil War historian Bruce Catton highlights the implication of this divisive election noting, "…so now there were four tickets, each supported by men who felt that they were following the only possible path to salvation."[26] With the election of Abraham Lincoln in November 1860, the die was cast. While Lincoln's supporters celebrated in Springfield, Illinois, observes Catton, "Charleston was as jubilant and as excited as Springfield… Here too there was a feeling of release from tension. …There would be a new nation, it would be born in South Carolina, and it would begin to take shape at once."[27]

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On December 20, 1860, the South Carolina state legislature voted to secede from the United States. They were soon joined by the states of North Carolina, Georgia, Tennessee, Alabama, Florida, Louisiana, Mississippi, Arkansas, and Texas. In May, Virginia ratified secession from the United States by popular vote, joining the other southern states to form the Confederate States of America. A significant corps of former US Army officers, including Col. Robert E. Lee of Virginia, forsook their oaths and followed their home states into the Confederacy. The remaining, mostly northern states stayed in the Union, determined to restore the United States. Four border states—Delaware, Maryland, Kentucky, and Missouri—also remained within the Union though somewhat tenuously. Thus began the US Civil War, the war between United States of America and the

[22] "Report. The Select Committee of the Senate appointed to inquire into the late invasion and seizure of the public property at Harpers Ferry," June 15, 1860 (Government Printing Office), Ruth Scarborough Library, Shepherd University, Shepherdstown, WV.
[23] As cited in Gary W. Gallagher et al., *The American Civil War: This Mighty Scourge of War* (Oxford, UK: Osprey Publishing, 2003), p. 26.
[24] "No Title," *Gazette*, 3 December 1859, Pittsburgh, Pennsylvania, Secession Era Editorials Project, Furman University Department of History, http://history.furman.edu/editorials/see.py?menu=jbmenu&location=%20John%20Brown, accessed October 25, 2012.
[25] "Execution of the Four Conspirators," *Register*, 21 December 1859, Raleigh, North Carolina, Secession Era Editorials Project, Furman University Department of History, http://history.furman.edu/editorials/see.py?menu=jbmenu&location=%20John%20Brown, accessed October 25, 2012.
[26] Bruce Catton, *The Coming Fury* (Garden City, NY: Doubleday & Co., 1961), p. 69.
[27] Catton, *Coming Fury*, p. 111.

Confederate States of America. With Jefferson Davis as President, the Confederacy moved their capital from Montgomery, Alabama to Richmond, Virginia, just 100 miles south of the US capital in Washington, DC.

The Civil War: War in the East [28]

The Civil War was fought on multiple fronts; in the East the fighting was focused primarily on Virginia. Up to September of 1862 in the Eastern Theater, most of the war had not gone well for the US forces. Because Federal efforts to invade Virginia had misfired at a number of battles, President Abraham Lincoln switched commanders of his Army of the Potomac to try and gain success. He pinned his greatest hopes on Maj. Gen. George B. McClellan, and in the spring of 1862, McClellan came close to success. In a bold move, General McClellan placed his men on transport vessels in April and sailed them to the tip of the "the Peninsula" – formed by the York and James rivers in Virginia. His huge Army of the Potomac was now east of Richmond and poised to drive on the Confederate capital from an unexpected direction. For several reasons however, some out of his control, McClellan moved slowly enough up the Peninsula that Confederate president Jefferson Davis was able to shift Gen. Joseph E. Johnston and his troops from northern Virginia to the endangered capital. With McClellan at Richmond's door, Johnston launched a counterattack resulting in the Battle of Seven Pines, fought May 31–June 1, 1862. The attack successfully halted McClellan, but Johnston suffered a wound during the fighting. In response, Davis sent his military advisor Gen. Robert E. Lee to command the army, changing the character of the war in the East.

Born into the plantation aristocracy of Virginia, Lee attended the US military academy at West Point and began his military career in the Mexican War. He remained in the military, but with Virginia's secession from the United States in 1861, he joined the service of the Confederacy. In early 1862, he was still a relatively unknown quantity to the soldiers in the field. They soon found out that Lee was aggressive in temperament, and with the force he named the "Army of Northern Virginia," he drove McClellan's men back down the Peninsula by July of 1862.

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Soon after, Lee began to shift his men west to take on another threat from Federal forces, the Army of Virginia led by Maj. Gen. John Pope. He handled that threat by defeating Pope's men at Cedar Mountain and the Second Battle of Manassas just west of Washington at the end of August and the beginning of September 1862. During the same time, McClellan began to shift his men back to the Washington area. Unhappy with the turn of events, Lincoln temporarily removed McClellan from command, but realized he had little other choice and reinstated him as Lee was moving north of the Potomac River into Maryland.

Maryland – On the Border

Throughout the first year of the Civil War, Maryland's commitment to the Union was fragile, with a divided legislature and many families divided with fathers, sons, and brothers joining the fight in one or the other opposing army. Still, the majority of Marylanders professed their loyalty to the United States, though perhaps sympathetic to the Confederate cause. With the US capital city of Washington located within the state's borders, Federal forces aimed to keep the state within the Union. Confederate Gen. Robert E. Lee's Maryland Campaign in the late summer of 1862 sought to test the waters of rebellion in Maryland, and perhaps ease the strain of near constant occupation and fighting in Virginia.

Through most of the previous eight months, Virginia had absorbed much of the depredation of the war accommodating both the US and Confederate armies. Agricultural stores and livestock were nearly exhausted,

[28] This section of the context is drawn from a draft National Register update prepared by Paula S. Reed & Associates, "Fredericksburg and Spotsylvania National Military Park," National Register documentation update, 2009, and Paula S. Reed & Associates, *Cultural Resource Study: Monocacy National Battlefield* (Washington DC: Government Printing Office, 2004).

and property ruined by combat and encampments. Lee hoped to relieve Virginia by moving the scene of action to Maryland and possibly eventually to Pennsylvania. At the same time, General Lee hoped to capitalize on the disarray of the Federal army and the lack of sound military leadership that had frustrated the Lincoln administration and the people of the United States. By invading US territory, he hoped to force a negotiated peace through public pressure on Congress and by gaining support from Great Britain and France, support that seemed imminent by the late summer of 1862.

The Maryland Campaign began on the 4th of September 1862 as the Confederate Army of Northern Virginia, approximately 50,000 men, waded across the Potomac River into Frederick County, Maryland.[29] The army was plagued by lack of supplies, most critically food and shoes, which resulted in large-scale straggling and some wholesale desertions. Yet, among those marching into Maryland, the soldiers' spirits were high. They had scored a series of victories and had great hopes for their invasion of the US.

The Confederates made camp near Frederick, along the Monocacy River near the junction of the Buckeystown and Georgetown Pikes. Their encampment was located on the Hermitage, the childhood home of former Maryland governor, Enoch Lewis Lowe, son of Adelaide Vincendiere Lowe. Enoch Lowe, a Democrat, served as governor from 1851 to 1854, but fled to Richmond at the start of the war. By 1862 the Hermitage property belonged to C.E. Trail, though it came to be known as the Best Farm for its tenant farmer at the time, John Best.

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As he passed through Frederick, Lee proclaimed to the citizens of Maryland that the Confederates had come to restore their "independence and sovereignty," referring to the Federal efforts to thwart Confederate sympathies in Maryland. He declared that Maryland could decide its destiny without interference.[30] While Lee did not expect any "general rising of the people" for the Confederacy, he certainly seemed to have had hopes of greater support.[31] At that time, too, he probably felt that a continued occupation or significant action would bring Confederate sympathizers into more open support. Indeed, as Lee and his officers entered Frederick, they found a warm welcome in the society home of Fred and Catherine Markell. "General McLaws and staff, General Kershaw and staff, took tea with us," wrote Mrs. Markell on September 8, 1862, "some 20 officers and many girls here until midnight."[32] What Lee could not have known was that through carelessness or by design, forces were at work that would change the outcome of his campaign, and perhaps, the war.

On September 9, Lee issued his "Special Order 191," the operational orders for the Maryland Campaign, while still in camp on the Best Farm. In a bold and risky plan, he divided his army. Lee sent Maj. Gen. James Longstreet's command north to Hagerstown, to await further developments and possibly prepare for an invasion into Pennsylvania. Maj. Gen. Thomas J. Jackson led the remainder to capture the garrisons at Martinsburg and Harpers Ferry. Lee left part of Maj. Gen. Daniel H. Hill's division (less than 5,000 men) at Boonsboro at the western foot of South Mountain to guard the rear of the army and two of the three passes over the mountain at Turner's and Fox's Gaps. Some of Maj. Gen. Lafayette McLaws' Division with parts of Maj. Gen. James E. B. Stuart's Cavalry, detached from Jackson's command, guarded the third pass at Crampton's Gap. Seven copies of Special Orders 191 were prepared to be delivered to Lee's commanders.[33]

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[29] Perry D. Jamieson, *Death in September: The Maryland Campaign* (Fort Worth, TX: Ryan Place Publishers, 1995), pp. 13-14.
[30] OR, Series 1, Vol. 19, Part 2, pp. 601-02.
[31] Ibid., p. 596.
[32] Wallace, *Markell Diary*, p. 106.
[33] Wilber Jones, Jr., "Who Lost the Lost Orders: Stonewall Jackson, His Courier, and Special Orders No. 191," *Civil War Regiments: A Journal of the American Civil War* 5, no. 3 (1997): 3. The number of copies was written as seven, and there was an extra copy written later for D. H. Hill that was lost.

Although Lee's plan to divide his already undersized army while in enemy territory was a tremendous gamble, he knew that the Federal army was not well organized. Leadership had just been transferred (for a second time) to Gen. George B. McClellan, and Lee knew him to be an excellent organizer but slow to move and overly cautious. Therefore, Lee felt that his gamble would pay off and, if the plan was followed, the Harpers Ferry garrisons would be captured, and the army would be back together by September 12 or 13 in or near Pennsylvania before the US Army could react.

Unfortunately for Lee, when the Confederates vacated their campsite on John Best's farm September 10, one of the copies of his Special Orders 191 was lost.[34] On the evening of September 13, Federals moving west in pursuit of the Confederate column found an envelope with two cigars, and the lost order. The information was quickly passed to McClellan who saw the opportunity to take advantage of Lee's vulnerability and capture the divided Confederate army. McClellan put his forces in motion the following morning, September 14. The Army of the Potomac moved forward along the National Pike through the Middletown Valley toward South Mountain. From his vantage point atop South Mountain, where a Confederate defense was by then entrenched, Gen. D. H. Hill viewed the sea of blue beginning to mass at the base of the mountain: "It was a grand and glorious spectacle, and it was impossible to look at without admiration."[35]

The result of the loss of Special Orders 191 was the Battle of South Mountain followed by the Battle of Antietam at Sharpsburg. The Battle of South Mountain (September 14, 1862) was a delaying action to protect the scattered Confederate forces until the army could reassemble and prepare for battle. The Battle of Antietam, because of its magnitude and its ghastliness, overshadows the other events of the Maryland Campaign. When the threat at the mountain passes became apparent, Lee recalled Maj. Gen. James Longstreet's division from Hagerstown to Boonsboro and Turner's Gap. Realizing that the Federal army was very close in pursuit, Lee altered his plans to proceed to Hagerstown and Pennsylvania and instead turned west from Boonsboro toward Virginia. After the dramatic Confederate effort to hold Federal forces at bay at South Mountain until the Harpers Ferry capture could be completed, the Confederates hastily reassembled at Sharpsburg. This movement would put them closer to the rest of the army as they returned from Harpers Ferry. Lee made the decision to form a battle line west of the Antietam Creek near Sharpsburg, on a ridgeline between the creek and the Potomac River.

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Lee had the advantage of choosing the ground, but again he was at risk because his back was to the Potomac River and a retreat, if necessary, could be made at only one nearby ford. His army was also severely depleted by stragglers and deserters.[36] On Tuesday, September 16, Lee's scattered army began to gather between Antietam Creek and the Potomac River in and around Sharpsburg. Under Lee's direction, they assembled a battle line, their force of around 45,000 men stretched painfully thin, extending some four miles in length north and south of Sharpsburg. Arrayed against him was McClellan's Federal force of 65,000, with an additional division kept in reserve east of the Antietam Creek.

McClellan's initial dawn attack targeted the left of Lee's battle line, where the heaviest fighting occurred in the cornfield and west woods of the D. R. Miller farm. About 9:30 a.m. came Federal attacks on the center across the Roulette, Mumma, and Piper farms and on the right by Maj. Gen. Ambrose E. Burnside at the Lower Bridge

[34] "Special Order No. 191," National Park Service, Monocacy National Battlefield, www.nps.gov/mono/historyculture/so191.htm, accessed October 24, 2012.
[35] Daniel Harvey Hill, "The Battle of South Mountain or Boonsboro: Fighting for Time at Turner's and Fox's Gap," in *Battles and Leaders of the Civil War*, ed. Robert Underwood Johnson and Clarence Clough Buel (New York, 1884-1887), vol. 2, p. 564.
[36] Robert K. Krick, "The Army of Northern Virginia in September 1862," in Gary Gallagher, ed., *Antietam: Essays on the 1862 Maryland Campaign* (Kent, OH: Kent State University Press, 1989), p. 55.

over Antietam Creek, later known as Burnside's Bridge. Burnside's attack on the bridge was slowed considerably by a surprisingly small number of Confederates (around 400 men) who held the high ground on the Otto farm overlooking the bridge. The timing of the attacks and the delay at the bridge allowed Lee to counter the Federal advances by moving his forces from location to location and provided time for Confederate Gen. A. P. Hill's troops to march from Harpers Ferry to reinforce the Confederate defense on the right. By the end of the day, more than 23,000 combatants lay dead, wounded, or missing, making September 17, 1862, the bloodiest single day in US history. The exhausted Confederates remained in place through the following day, September 18, and began withdrawing into Virginia that night and the following morning. Again Robert E. Lee took a great risk, for if the Federals had renewed the attack on September 18, surely the Confederates would have been beaten, or at least dealt a crippling blow. However, the US force did not attack and thus, the Battle of Antietam ended with no clear victory and at the cost of thousands of lives.

Lincoln seized the opportunity afforded by Lee's withdrawal to announce his plan to free all enslaved people in the rebelling states the following January. Lincoln's Emancipation Proclamation changed the nature of the war from one aimed at preserving the Union to one intent on eliminating slavery and thus crippling the Confederacy's economic and social structure. Emancipation made it much more difficult for European countries, particularly England that had abolished slavery a generation earlier, to recognize the Confederacy. "The war after Antietam," concludes historian Gary Gallagher, "would demand a decisive resolution on the battlefield, and that the Confederacy could not achieve."[37]

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Lee Invades Again: Summer 1863

The following summer, in June of 1863, Lee again led the Army of Northern Virginia into US territory. Once again, his objectives were similar. Politically, he sought to take advantage of the growing peace movement in the United States by bringing war to its doorstep. Again, Lee hoped that victory in US territory would create demands for a compromised negotiated peace and separation. Strategically, Lee believed a decisive Confederate victory on United States soil would again encourage England and France to recognize the Confederacy and put pressure on the federal government to end the war. And finally, as it was in the Maryland Campaign of 1862, Lee's underlying objective for a US invasion was to replenish supplies for his army.

It is easy to underestimate the importance of this quest for supplies. By 1863, Virginia was severely depleted in livestock and agricultural produce. Up to this point in the war, both the Confederate Army of Northern Virginia and the US Army of the Potomac had occupied Virginia for almost the entire time. All available horses had been taken for the use of the Confederate army, and no animals were available to farm the land or transport farm produce.[38] It was becoming clear that Virginia had nothing left to give. It was critical for Lee to not only feed his army but to stockpile foodstuffs for the coming winter. Historically, the Cumberland Valley and Piedmont areas of Pennsylvania and Maryland had been regarded as part of America's breadbasket. This rich agricultural land held great allure for Lee. He still had hopes of winning Maryland over to the Confederacy, however, so orders not to collect property and goods in Maryland were strictly enforced. Therefore, southern Pennsylvania was to be Lee's feeding ground.

Lee's Gettysburg campaign goal then was to reach Harrisburg, Pennsylvania, capture the city and cut off rail traffic to Philadelphia and New York. He felt confident in this pursuit because the Union Army of the Potomac, under the command of Maj. Gen. Joseph Hooker, which was in the vicinity of Warrenton and Culpeper,

[37] Gallagher, *Antietam*, p. 94.
[38] Robert Krick, "Dissolution of the Homefront," Keynote Address, Annual Conference, Civil War Medicine, Shepherdstown, WV, August 7, 1993.

Virginia, had been ordered to protect Washington, DC and to maneuver to keep the army between the enemy and the national capital. This gave Lee plenty of latitude in his movements.

As the Federals pursued Lee's army north through Frederick County, in June 1863 they paused in the vicinity of Frederick and encamped along the Monocacy River in the same location on the Best Farm that they had used less than a year earlier. Nearby, C.K. Thomas's farm called Araby became the headquarters for US Maj. Gen. Winfield S. Hancock for three days. Repeated use of the farms south of Frederick as an encampment site by both armies was likely because of the proximity to main highways, the railroad, and the river.

The B&O Railroad was concerned about the threat of all this military activity to their tracks, bridge, and equipment in the Monocacy vicinity. An important supply line, protection of the railroad had been essential to the federal war effort since the beginning of the conflict. The Confederates had early targeted the B&O Railroad, destroying the bridge at Harpers Ferry in June 1861. Temporary replacements were destroyed regularly throughout the war. In the spring of 1863, the US Army discussed fortifications to protect the railroad bridge over the Monocacy. On March 16, 1863, US Maj. Gen. Halleck wrote to Maj. Gen. Robert Schenck, in apparent frustration, "I must again call your attention to the importance of constructing block-houses for the defense of our railroad bridges."[39] Schenck replied on May 13, 1863, "What has been done about the block houses will be explained in detail by Colonel Reynolds as soon as he returns from the railroad, where he is now working at them."[40] Blockhouses were constructed at Monocacy Junction at the railroad bridge, one on each side of the river.[41]

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The three-day battle that occurred at Gettysburg in July 1863 once again ended with the retreat of Confederate forces from US territory. They re-crossed the Potomac River at Williamsport and Falling Waters into the newly formed US state of West Virginia and followed the Shenandoah Valley southward into Virginia.[42] Lee and his Army of Northern Virginia never again invaded the US. However, there were repeated Confederate forays for supplies, and one final attempt to ransom a peace by threatening the US capital city of Washington.

Jubal Early's Invasion of 1864

On March 1, 1864, President Lincoln appointed Ulysses S. Grant as Lieutenant General in charge of the strategy and movement of all the armies of the United States, including the Army of the Potomac, by then under the command of Maj. Gen. George G. Meade. Grant focused the Federals' efforts relentlessly on "destroying or capturing Confederate armies and restricting their ability to wage war." General Meade's Army of the Potomac was tasked with defeating and capturing Lee's Army of Northern Virginia. To secure the western theater of battle, he sent Maj. Gen. William T. Sherman on his ruthless march through Georgia to the Atlantic coast.[43] As a part of this campaign, Grant began activity in the Shenandoah Valley with his Department of West Virginia under Maj. Gen. Franz Sigel. Attempting to stretch Lee's dwindling Army of Northern Virginia further, Grant

[39] OR, Series 1, Vol. 25, Part 2, p. 139.
[40] OR, Series 1, Vol. 25, Part 2, p. 478.
[41] B. Franklin Cooling, *Monocacy: The Battle that Saved Washington* (Shippensburg, PA: White Mane Publishing Co., 1997), p. 42.
[42] The State of West Virginia was formed on June 20, 1863; Sheldon Winston, "Statehood for West Virginia: An Illegal Act?" *West Virginia History* 30, no. 3 (April 1969): 530-534, http://www.wvculture.org/history/journal_wvh/wvh30-1.html, accessed November 25, 2013.
[43] Craig L. Symonds, *A Battlefield Atlas of the Civil War* (Baltimore: The Nautical and Aviation Publishing Company of America, 1983), pp. 76-79, and National Park Service, Ulysses S. Grant National Historic Site, "Ulysses S. Grant's Path to Victory: The 1864 Overland Campaign," https://www.nps.gov/articles/000/ulysses-s-grant-s-path-to-victory-the-1864-overland-campaign.htm#:~:text=Grant%E2%80%99s%20strategy%20proved,strangle%20the%20Confederacy, accessed March 18, 2024.

moved Sigel into the Upper Valley.[44] However, following his defeat in the Battle at New Market, Sigel was replaced by Maj. Gen. David Hunter. Sigel returned to the Lower Valley to continue his mission of protecting the railroad, supply, and communications centers of Winchester, Harpers Ferry, and Martinsburg.

Hunter's campaign in the Upper Shenandoah Valley began successfully, moving quickly south toward Lynchburg, destroying southern rail lines along the way. Early in June, Lee was forced to detach troops to face Hunter. Lee sent Maj. Gen. John C. Breckenridge's division, who had previously defeated Sigel, and also, the Second Corps commanded by Lt. Gen. Jubal A. Early. On word that Early had arrived to save Lynchburg, Hunter quickly retreated west, ending the campaign in June, and leaving the Valley open as far north as Winchester.[45]

In the meantime, Grant's Federal forces laid siege to the city of Petersburg and were beginning to threaten Richmond, the capital of the Confederacy. Lee, a master of devising impossible plans that repeatedly saved his army and the Confederacy, mulled over a new plan with President Jefferson Davis in a letter dated the 26th of June 1864. By 1864, the ranks of the Confederate army had grown thin, both in physical condition and in numbers. Lee's plan, he hoped, would avoid a confrontation with Grant's army, while at the same time supply his army under siege, add to his shrinking ranks, and draw US troops away from Petersburg:

> I am less uneasy about holding our position [against Grant] than about our ability to procure supplies for the army. I fear the latter difficulty will oblige me to attack General Grant in his intrenchments [sic], which I should not hesitate to do but for the loss it will inevitably entail. A want of success would in my opinion be almost fatal, and this causes me to hesitate in the hope that some relief may be procured without running such great hazard.[46]

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Lee proposed sending Maryland troops under the command of Marylander Col. Bradley T. Johnson to release the Confederate prisoners held in the Federal prison at Point Lookout, located on the Potomac River in southern Maryland. Once freed and armed they could, with assistance, noted Lee, "capture Washington" or at least "march around it and cross the upper Potomac where fordable." "Provisions &c.," wrote Lee "would have to be collected in the country through which they pass." Lee concluded, "The sooner that it is put into execution the better… At this time, as far as I can learn, all the troops in the control of the United States are being sent to Grant, and little or no opposition could be made by those at Washington."[47] Assistance would come from Early and Breckenridge then moving into and through the huge hole left in the Shenandoah Valley by Hunter.

Apparently, Lee was already convinced of the value of his plan, sending orders to General Early on June 12, fourteen days prior to his letter to President Davis. Lee ordered Early to begin moving through the Lower Valley to the Potomac River crossing at Leesburg or Harpers Ferry, and to "threaten Washington City" if possible.[48] Enroute to Harpers Ferry, the troops under Early found little resistance from US General Franz Sigel, now stationed at Martinsburg, as they approached through Hainesville and Leetown on July 3.[49] Sigel reported the situation:

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[44] Since the Shenandoah River system (which forms the Shenandoah Valley) flows downhill to the northeast, the northern end of the Valley is considered the "lower" Valley; the southern end, upriver, is called the "upper" Valley.
[45] George E. Pond, *The Shenandoah Valley in 1864* (New York: Charles Scribner's Sons, 1886), pp. 9, 22, 33-37.
[46] OR, Series 1, Vol. 37, Part 1, "Correspondence – Confederate," General R.E. Lee to His Excellency Jefferson Davis, June 26, 1864, pp. 766-767.
[47] OR, Series 1, Vol. 37, Part 1, "Correspondence – Confederate," General R.E. Lee to His Excellency Jefferson Davis, June 26, 1864, pp. 766-767.
[48] Jubal A. Early Lt. Gen., C.S.A., "Early's March to Washington in 1864," in Johnson and Buel, *Battles and Leaders*, vol. 4, p. 492.
[49] Early, in Johnson and Buel, *Battles and Leaders*, vol. 4, p. 494.

> In order to enable me to concentrate our forces, I ordered Col. Mulligan to retire, if forced, as slowly as possible to Kearneysville and Shepherdstown. All stores were sent off on cars, and the remainder loaded on wagons. The train was sent to Shepherdstown to cross the river, and subsequently I withdrew the troops from Martinsburg...[50]

Sigel moved his troops to Maryland Heights, a prominent cliff on the Maryland side of the Potomac River overlooking Harpers Ferry, via Sandy Hook on July 4, probably following the C&O Canal towpath as others had done before. Sigel's counterpart, Brig. Gen. Max Weber, in command at Harpers Ferry, withdrew to Maryland Heights on July 5.[51] According to Early, he was also instructed by Lee "to destroy the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal," a task, recalled Early, partially completed by Weber's retreating Federal troops who burned "the railroad and pontoon bridges across the Potomac" behind them.[52]

Early and Breckinridge crossed the Potomac River into Maryland on July 5, 1864, with the intention to force a surrender of the Federal troops on Maryland Heights before continuing across South Mountain into Frederick County on their approach to Washington. Early described the progression of events through July 8:

> In the afternoon [of July 5] Breckinridge's command moved to Shepherdstown and crossed the Potomac, followed by Rodes' and Ramseur's divisions early on the 6th. Gordon's division advanced toward Maryland Heights and drove the enemy into his works. Working parties were employed in destroying the aqueduct of the canal over the Antietam, and the locks and canal boats. On the 7th Rodes moved through Rohrersville on the road to Crampton's Gap in South Mountain, and skirmished with a small force of the enemy, while Breckinridge demonstrated against Maryland Heights. McCausland had occupied Hagerstown and levied a contribution of $20,000, and Boonsboro' had been occupied by Johnson's cavalry.... My desire had been to maneuver the enemy out of Maryland Heights, so as to move directly to Washington; but he had taken refuge in his strongly fortified works, and I therefore determined to move through the gaps of South Mountain north of the Heights. [On July 8th Early sent] ...Rodes through Crampton's Gap to Jefferson; Breckinridge through Fox's Gap; and Ramseur, with the trains, through Boonsboro's [Turner's] Gap, followed by Lewis's brigade, which had started from Harper's Ferry the night before after burning the trestle-work on the railroad... [53]

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John Garrett, president of the B&O Railroad, who rightly feared for the safety of his railroad, sent a telegraph informing US Maj. Gen. Lew Wallace, in command of the Eighth Corps and Middle Department was headquartered in Baltimore, of the Confederate movements.

Historian B. F. Cooling's narrative on the Monocacy battle highlights the central role of B&O Railroad president John Garrett in drawing Gen. Lew Wallace to the Monocacy River crossing in July of 1864:

> Garrett informed him [Wallace] that the presence of Rebel raiders at stations along the B&O line between Harpers Ferry and Cumberland, Maryland betokened the usual Confederate summer invasion. Fearing for the safety of his iron railroad bridge over the Monocacy River below Frederick, Garrett demanded protection. Forty-eight hours later, railroad officials informed Wallace that Harpers Ferry had been evacuated and its defenders had moved atop Maryland Heights. Wallace expressed concern that he could be of any help in what was technically Hunter's department, but vowed to protect Garrett's bridge

[50] OR, Series I, Vol. 37, Part 1, "Reports of Maj. Gen. Franz Sigel, U. S. Army Commanding Reserve Division, Department of West Virginia, of Operations July 2-8." pp. 175-176.
[51] OR, Series I, Vol. 37, Part 1, "Reports of Maj. Gen. Franz Sigel, U. S. Army Commanding Reserve Division, Department of West Virginia, of Operations July 2-8," pp. 175-176.
[52] Early, in Johnson and Buel, *Battles and Leaders*, vol. 4, p. 495.
[53] Early, in Johnson and Buel, *Battles and Leaders*, vol. 4, pp. 494-495. Here "trains" refer to supply wagons.

over the Monocacy as it was located on the border with his own jurisdiction.[54]

The western boundary of Wallace's Middle Department stretched from Baltimore to the Monocacy River.[55] However, Hunter had withdrawn deep into West Virginia when Jubal Early's Confederates appeared, which left the Lower Shenandoah Valley, the B&O Railroad, and the approach to Washington unprotected. Notes Cooling, "It was perhaps the Baltimore and Ohio Railroad Company more than anyone else that recognized the peril and took steps to inform government officials and cajole them into action."[56]

It seems that Early's invasion of Maryland in 1864 was not initially taken particularly seriously by the War Office in Washington, or by Grant. Confederate raiding parties north of the Potomac River were not uncommon, and the magnitude of Early's movement apparently was not known, or not appreciated. Still, there was fear and concern in the District of Columbia, Maryland, and Pennsylvania, as residents recalled the horror of the Gettysburg Campaign only a year before. Maj. Gen. Henry W. Halleck in Washington did send reinforcements to help Sigel, who had been isolated on Maryland Heights. But by the time Federal troops arrived on the scene, Early's Confederates had already bypassed Harpers Ferry and were bearing down on Frederick. Instead of gathering information about the size and strength of the enemy force, the Federals merely re-positioned at Harpers Ferry.[57] With Hunter withdrawn and the Harpers Ferry garrison staying put, only Maj. Gen. Lew Wallace with his promise to protect the B&O bridge at Monocacy Junction stood between the Confederates and their planned destination of Washington, DC.

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General Wallace was a Democrat and a volunteer officer, somewhat out of place among an officer corps of West Pointers. Still, he was a veteran of the Mexican War and had proved himself to be a competent commander during the Civil War, which earned Wallace the rank of Major General.[58] His duties in Baltimore were more defensive and administrative, with emphasis on training rather than combat. With the main Federal army at Petersburg, Wallace perceived it would be his job to take any defensive action. For Wallace, this too was perhaps an opportunity for redemption.

From his command at Baltimore, Wallace was only able to gather about 3,200 men for the defensive effort, and many of them were inexperienced. Besides Wallace's men, the only other military presence was a detachment of the Eighth Illinois Cavalry, sent by Halleck to patrol the Potomac River between Washington, DC and Point of Rocks, Maryland. Taking a night train to the Monocacy Junction, Wallace and an aide arrived the morning of July 5, looked over the terrain and planned a strategy. With his limited manpower, Wallace could not cover all the crossing places of the Monocacy River. He focused on the railroad bridge, as he had promised Garrett; the wooden highway bridge just to the southwest, which carried the road to Washington; and the Baltimore Pike stone bridge about two miles to the north in the event that Early's destination was Baltimore rather than

[54] Cooling, "Monocacy," *Blue & Gray*, Dec. 1992, p. 13.
[55] Cooling, *Jubal Early's Raid on Washington: 1864* (Baltimore: The Nautical & Aviation Publishing Co. of America, 1989), p. 53. Cooling notes: "A serious question may be raised about Wallace's judgment. Wallace, for whatever reasons (whether to aid Garrett, a desire for combat, or a plan to retrieve lost glories and his reputation through a victory), may well have consciously exceeded his authority and pushed some thirty actual miles beyond his official departmental jurisdiction. According to reorganization orders published in March and June, Wallace's boundary came nowhere near the Monocacy. General Order 97, Adjutant General's Office, March 12, 1864, established the Middle Department as '…the eastern shore of Maryland, and Cecil, Harford, Baltimore, and Anne Arundel counties in Maryland.' General Order 214, Adjutant General's Office, June 21, 1864, prescribed the Department of the Potomac to consist of that part of the State of Maryland west of Baltimore and Anne Arundel counties, east of the Monocacy, and north of a line from the mouth of the Monocacy to Annapolis Junction…' See Raphael P. Thian, *Notes Illustrating the Military Geography of the United State, 1813-1880*, ed. John M. Carroll (Austin and London: University of Texas Press, 1979), pp. 91, 104."
[56] Cooling, "Monocacy," *Blue & Gray*, Dec. 1992, p. 13.
[57] Cooling, "Monocacy," *Blue & Gray*, Dec. 1992, p. 13.
[58] Cooling, *Jubal Early's Raid*, p. 55.

Washington. His chances of being the victor against a larger, battle-hardened Confederate force were remote and he knew it. Wallace's hope was to delay the Confederates long enough for reinforcements to be sent, or for a proper defense of Washington to be assembled. Significantly, it was also Gen. Robert E. Lee's hope that Early's threat to Washington would force Grant to send reinforcements, thus drawing Federal troops away from Petersburg and Richmond.[59]

While the initial Federal response to Early's invasion was relatively anemic, the civilian population was deeply affected. The consternation that the Confederates provoked was rooted in the experience of the two previous summers when invasions threatened the very same areas of Maryland and Pennsylvania. So, while the military authorities seemed unruffled by the Confederate approach (except for Wallace), this time the Confederates were not greeted with enthusiasm by previously supportive citizens. By now, most Marylanders had come to accept that the Confederacy would eventually lose the war. The Confederate invaders likewise viewed Maryland as a lost cause and liberally helped themselves to supplies and plunder.[60]

At 1:00 p.m. on July 8, Sigel, still at Maryland Heights, sent a message to Washington reporting that "The enemy is advancing in strong force said to be a whole corps, in the Middletown Valley…it seems certain that the enemy with his whole force is marching for Frederick."[61] In fact, US cavalry – the Eighth Illinois under command of Lt. Col. David Clendenin – had already skirmished with Confederate cavalry east of Middletown through much of the previous day, July 7. Clendenin reported placing the two guns of Alexander's Battery on the side of Catoctin Mountain, which helped to slow the Confederate approach. But as the size of the column behind Confederate skirmishers grew, Federal defenders withdrew back to Frederick.[62]

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The Confederate force, rumored to be as many as 30,000 men, alarmed Wallace. Encouragement came in the form of news from Garrett. Veteran reinforcements sent from Petersburg to Baltimore by steamship would arrive at Monocacy Junction via the B&O Railroad by July 8.[63] Still, Wallace fretted about the fate of Frederick, afraid that as a supply post for the US Army, county seat, and prominent commercial center, it would be destroyed. Wallace recalled:

> About 6 o'clock in the afternoon [July 8] Colonel Catlin telegraphed me that a heavy force of rebel infantry was moving toward Urbana by the Buckeystown road. This threatened my line of retreat and the position at Monocacy bridge. What was more serious, it seemed to disclose a purpose to obtain the pike to Washington, important to the enemy for several causes, but especially so if his designs embraced that city, then in no condition, as I understood it, to resist an army like that attributed to Early by General Sigel. I claim no credit for understanding my duty in such a situation; it was self-apparent. There was no force that could be thrown in time between the capital and the rebels but mine, which was probably too small to defeat them, but certainly strong enough to gain time and compel them to expose their strength… I made up my mind to fight, and accordingly telegraphed General Halleck: "I shall withdraw immediately from Frederick City, and put myself in position to cover the road to Washington, if necessary."[64]

Under cover of night, Wallace withdrew his men from Frederick to Monocacy Junction:

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[59] OR, Series 1, Vol. 37, Part 1, "Reports of Gen. Robert E. Lee, C. S. Army, commanding Army of Northern Virginia, of Early's Operations July 23-July 26," p. 346.
[60] Cooling, *Jubal Early's Raid*, p. 42.
[61] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. Franz Sigel," p. 180. The message was received in Washington at 3:00 p.m.
[62] OR, Series 1, Vol. 37, Part 1, "Report of Lt. Col. David R. Clendenin," p. 219.
[63] Leepson, *Desperate Engagement*, p. 81.
[64] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. Lewis Wallace," p. 195.

> Our way was along the Baltimore pike. Crossing the river at the stone bridge we turned to the right, and with some stumbling through the dark, deepened by the trees overhanging the road, at last regained headquarters at the junction.[65]

Leaving Clendenin's cavalry in line of skirmish on the west side of the Monocacy, Wallace prepared his line of defense on the east side of the river. "Here," wrote Wallace on July 8, 1864, "as the situation appeared to me, the fate of Washington was to be determined."[66]

The high ground along the east bank of the Monocacy River afforded protection and a good, commanding view of the landscape to the north and west. Wallace located his headquarters there. "At first General Wallace's headquarters were in the blockhouse at the east end of the iron bridge," wrote Judge Glenn Worthington in his account of the battle, *Fighting for Time*, "but they were soon after transferred to a small dwelling house just across the railroad, it being the second house on the south side of the railroad tracks, east of the bridge."[67] Worthington's account was at least partly confirmed by Wallace's own memoirs, which stated that upon arriving at Monocacy (July 5), he went to a nearby blockhouse guarding the bridge. The rail-side dwelling house later used by Wallace belonged to Elenora Lyeth and her husband John, who purchased it from Benjamin F. Brown in March 1864. John Lyeth was a captain of the 1st Maryland Regiment that was often assigned guard duty at the junction during the war.[68]

On the north side of the B&O Railroad tracks, a long narrow ridge loomed above the Markell Farm, the Monocacy Junction community, and the east bank of the Monocacy River. Along the west face of the ridge was a long defensive trench dug by the men of the 14th New Jersey during their 1862–1863 deployment at the railroad bridge. This Wallace would put to use. His strategy was simple: to defend the river crossings south and east from Frederick—from Hughes Ford to the stone bridge on the Baltimore Pike, Crum's Ford, and the railroad and Georgetown Pike crossings. From there the Monocacy River curved around the hilly landscape upon which the Thomas and Worthington houses were perched, and the heavily wooded Brooks Hill, behind which the Daniel Baker farm was nestled in a valley. Just below the Worthington farmhouse the river turned south near the Buckeystown Pike, where a ford used only by local farmers crossed at the mouth of Ballenger Creek. With his troops already stretched thin, this ford, thought Wallace, would have to be only lightly guarded.[69]

The reinforcements, in the form of Brig. Gen. James Ricketts' division of the Sixth Corps, began arriving the morning of July 8. Oddly, Halleck had ordered the division to reinforce Sigel at Maryland Heights. As the train approached the iron bridge at Monocacy Junction, they were flagged to a stop. Col. William W. Henry, commanding the 10th Vermont Infantry, had to be convinced by Wallace that the fight would be there, not at Maryland Heights.[70] More troops arrived throughout the day, Wallace recalled happily, and immediately made camp, "and there were a hundred little fires started, each with black pot in the blaze or hanging from a cross-

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[65] Wallace, as cited in Worthington, *Fighting for Time*, p. 86.
[66] Wallace, as cited in Leepson, *Desperate Engagement*, p. 85.
[67] Worthington, *Fighting for Time*, p. 65.
[68] FCDB, Liber JWLC 1, folio 356, March 1, 1864; George R. Prowell, *History of the Eighty-seventh Regiment, Pennsylvania Volunteers, Prepared from Official Records, Diaries, and Other Authentic Sources of Information* (York, PA: Press of the York Daily, 1903), 179, https://archive.org/details/historyofeightys00prow/page/n5/mode/2up, accessed March 21, 2024. T.J.C. Williams' *History of Frederick County, Maryland* (Baltimore: Regional Publishing Company, 1967; reprint of 1910 edition), includes a photograph with a caption identifying it as "Headquarters of General Lew Wallace, During Battle of Monocacy" (facing page 80). The dwelling pictured appears to date from the late nineteenth century and may not have been standing at the time of the battle.
[69] Cooling, *Monocacy*, p.110.
[70] Leepson, *Desperate Engagement*, pp. 82-83.

stick, and each the center of an expectant group of rugged soldiers, whose handiness with fire, skillet, and coffee-pot bespoke the veteran."[71]

The men of General Ricketts' division provided much needed additional bodies, but more importantly they added combat experience to Wallace's defensive line. He now had at his disposal approximately 6,600 men, including his own men from the Eighth Army Corps. Wallace detailed the make-up of his men from the Eighth Corps, "concentrated under General Tyler, making a force of scant 2,500 men of all arms, and composed as follows:"

> Third Regiment Maryland Potomac Home Brigade, Col. Charles Gilpin; Eleventh Maryland Infantry, Colonel Landstreet; seven companies of the One hundred and forty-ninth and three companies of the One hundred and forty-fourth Ohio National Guard, consolidated temporarily, under Col. A. L. Brown; Captain Alexander's (Maryland) battery and 100 men of the One hundred and fifty-ninth Ohio National Guards, serving as mounted infantry, and commanded by Capt. E. H. Leib, Fifth US Cavalry, and Capt. H. S. Allen In addition, I had the services of Lieutenant-Colonel Clendenins squadron of cavalry, 250 men, and four companies: the First Regiment Maryland Potomac Home Brigade, about 200 strong, under Captain Brown. Of this force, it is proper to add, the Eleventh Maryland and all the Ohio troops were 100-days' men.[72]

Ricketts brought with him two brigades including, according to Wallace's post-battle report:

> First Brigade, Col. W. S. Truex commanding, 1,750 strong--One hundred and sixth New York. Captain Paine commanding; One hundred and fifty-first New York, Colonel Emerson; Fourteenth New Jersey, Lieutenant-Colonel Hall: Tenth Vermont, Colonel Henry; Eighty-seventh Pennsylvania, Lieutenant-Colonel Stahle.
>
> Second Brigade, 1,600 men, Colonel McClennan commanding--One hundred and thirty-eighth Pennsylvania; Ninth New York, Colonel Seward; One hundred and twenty-sixth Ohio, Lieutenant-Colonel Ebright; One hundred and tenth Ohio, Lieutenant-Colonel Binkley.[73]

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Additional troops from Ricketts' division were scheduled to arrive over the next few hours, though much to Wallace's disappointment, they did not.[74]

In the early hours of July 9, Wallace set up his line of defense:

> The right, forming an extended line from the railroad, was given General Tyler, who, by direction, had left Colonel Brown at the stone bridge on the Baltimore pike with his command, and the company of mounted infantry. Upon the holding of that bridge depended the security of my right flank, and the line of retreat to Baltimore. Three companies of Colonel Gilpin's regiment were posted to defend Crum's Ford – midway the stone bridge and railroad. Landstreet and Gilpin were held in reserve at the railroad. The battery was divided – Ricketts and Tyler each received three guns. On the left, as it was likely to be

[71] From Lew Wallace autobiography, as cited in Leepson, *Desperate Engagement*, p. 83.
[72] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. Lewis Wallace, US Army, Commanding Middle Department, Battle of Monocacy," August 1864, pp. 193-194. The "100-days' men" were volunteers for 100 days of service, primarily for routine duties to free up veteran soldiers for battle duty.
[73] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. Lewis Wallace, US Army, Commanding Middle Department, Battle of Monocacy," August 1864, pp. 195-196.
[74] Col. J. Warren Keifer noted in his official report: "The 6th Maryland, 67th Pennsylvania, and the remainder of the 122nd Ohio, under the command of Col. John F. Staunton, did not, in consequence of unnecessary delays caused by him, arrive at Monocacy, but joined the brigade after the battle of the 9th of July." OR, Series 1, Vol. 37, Part 1, "Report of Col. J. Warren Keifer, 110th Ohio Infantry, commanding Second Brigade, of Battle of Monocacy," p. 206.

> the main point of attack, I directed General Ricketts to form his command in two lines across the Washington [Georgetown] pike, so as to hold the rising ground south of it and the wooden bridge across the river. Still farther to the left, Colonel Clendenin took post to watch that flank and guard the lower fords with such detachments as he could spare. On the western bank of the river, Captain Brown's detachment of the First Regiment Potomac Home Brigade was deployed as skirmishers, in a line three quarters of a mile to the front. A 24-pounder howitzer was left in a rude earthwork near the block-house by the railroad, where it could be used to defend the two bridges and cover the retirement and crossing of the skirmishers.[75] (Figures 8 and 9)

As the defenders of the Monocacy crossings took their places, Jubal Early's Confederate force, approximately 15,000 strong, entered Frederick City. Early demanded what he called an "assessment" of $200,000 from the City of Frederick, which after extended negotiations the local banks paid.[76] Several hours passed while Federal defenders and residents of the Frederick area waited tensely. In anticipation of the coming battle, recalled Glenn Worthington, the Worthington and Thomas families took shelter in their cellars:

> Mrs. James Gambrill, with her sons, Richard and Staley, came from her home at the mill to the Thomas house…and went into the cellar there, with the family. Mr. Gambrill remained at his mill, which was constructed of stone, and was therefore a tolerably safe place to be.[77]

Throughout the early morning both Thomas and Worthington had their enslaved laborers gathering as much of the harvested wheat in the fields as possible prior to the looming battle. Finally, as the skirmishing intensified, Thomas instructed his men to take the horses to safety on the nearby Sugar Loaf Mountain.[78]

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The Monocacy Battle, July 9, 1864

The Stone Bridge and Baltimore Pike Defense

Brig. Gen. Erastus B. Tyler had been placed in command of Wallace's 3,200 men of the Eighth Army Corps. Charged with defending the river crossings north of the railroad bridge, they formed the right of the two-and-a-half-mile-long battlefront. The defense of the stone Baltimore Pike bridge, Hughes' ford to the north, and Crum's ford to the south depended largely on this collection of mostly green troops. Many of them were "100-days' men," whose light training could not have prepared them for the coming battle. Tyler detailed his deployment:

> Saturday morning found us in line of battle, my command forming the right of the line, my left resting on the Baltimore and Ohio Railroad and connecting with General Ricketts, the One Hundred and forty-ninth Ohio National Guard and three companies One Hundred and forty-fourth Ohio National Guard holding the extreme right [Hughes' Ford]; Colonel Gilpin's Third Regiment Potomac Home Brigade, Maryland Volunteers, and three companies First Maryland Potomac Home Brigade, under Captain Bamford, extending along the base of the hill holding the ford [Crum's Ford] between the stone bridge and Junction, and the Eleventh Maryland, Colonel Landstreet, completing my line.[79]

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[75] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. Lewis Wallace, US Army, Commanding Middle Department, Battle of Monocacy," August 1864, p. 196.
[76] OR, Series 1, Vol. 37, Part 1, "Report of Lt. Gen. Jubal A. Early, C.S. Army, The Battle of the Monocacy and Operations Against Washington, D.C.," p. 766; Cooling, *Monocacy*, pp. 97-98.
[77] Worthington, *Fighting for Time*, p. 104.
[78] Worthington, *Fighting for Time*, pp. 101-102.
[79] OR, Series 1, Vol. 37, Part 1, "Report of Brig. Gen. Erastus B. Tyler, US Army, commanding First Separate Brigade, Eighth Army Corps, of operations July 7-10, including battle of the Monocacy," p. 213.

The battle began tentatively between 6:00 and 8:00 a.m. and escalated sharply a few hours later. The initial Confederate thrust came as a line of skirmishers, the men of Rodes' division, moving eastward out of Frederick down the Baltimore Pike toward the stone bridge. There they met resistance from Col. Allison Brown's Ohio men posted "on the crest of a ridge on the Frederick side of the river…"[80] (Figure 7) The smaller Federal line was pushed back toward the bridge but held. Meanwhile Brown observed "rebel cavalry making disposition to turn my right at the ford [Hughes']…" which they also repulsed. Wallace instructed Colonel Brown "to hold the bridge over the Monocacy at that point to the last extremity," the Baltimore Pike being the Federal army's best route for retreat. Though by mid-morning it appeared the main thrust of the battle would be along the Georgetown Pike, still the Confederate brigade under command of Brig. Gen. Robert D. Lilley remained determined to take the stone bridge. "About 11:30 a.m.," reported Brown, "the attack came":

> …a heavy force of infantry had been deployed on the extension of my line of skirmishers and marched by the flank to within range of my extreme left. All this had been done under cover of the ground, which at that point was very favorable to the enemy for that purpose. The superiority of his numbers enabled him to push back my left and take position so as to enfilade my line. In order to dislodge the enemy from this position and restore my line it was necessary to have recourse to the bayonet, which in this instance proved very effective… I ordered Company B, One hundred and forty-ninth, to charge the enemy's position, which it did, but was repulsed. I then took Companies B, H, and G, One hundred and forty-fourth, re-enforced, drove the rebels from their position and re-established my lines. During this charge my loss was quite severe, owing to the fact that the enemy was posted behind the fence, while my men were compelled to charge across an open field, up the hill in fair view, and within short range of his guns.[81]

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Brown's men held the bridge throughout the day, but by early evening, after "the firing had ceased at Monocacy Junction" and apparently unaware of the Federal retreat, the defenders were nearly surrounded by a final Confederate thrust "pressing from the west side, and those in the woods [on the east side] and wheat-field south of my position."[82] Capt. Edward H. Leib of the Fifth US Cavalry attached to Brown's defense of the stone bridge found all escape routes but one closed off:

> The men commenced moving to the bridge, and were crossing, [when] the enemy arrived in force on the opposite side and attacked our men on the left flank. I pushed all the men over I could, and when I started to cross I found the rebels in strong force in my front, and when I started to move to the rear found it impossible to move in that direction… The way open was up the river, and I started in that direction. The rebels closing in all directions, I could not strike the ford, and was compelled to ride my horse down a very steep bluff into the river.[83]

Of the approximately 660 men in his command at the start of the day, Col. Allison Brown reported "bringing off about 300" in their chaotic retreat.

The Defense of Monocacy Junction and the Georgetown (Washington) Pike

General Early sent his main thrust of skirmishers out of Frederick along the Georgetown (Washington) Pike shortly after the 6:00 a.m. skirmishing began along the Baltimore Pike at the stone bridge. Moving toward the bridges at Monocacy Junction through the north end of the Best Farm (L'Hermitage) Brig. Gen. Robert D.

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[80] OR, Series 1, Vol. 37, Part 1, "Report of Col. Allison L. Brown, 149th Ohio Infantry, of battle of Monocacy," July 14, 1864, p. 217.
[81] Ibid., p. 217.
[82] Ibid., p. 218. Confederates who had crossed the river at the Monocacy Junction following the collapse of the Georgetown Pike defense found their way north to the Baltimore Pike bridge.
[83] OR, Series 1, Vol. 37, Part 1, "Report of Capt. Edward H. Leib, 5th US Cavalry, commanding Mounted Infantry, of operations July 6-10, including battle of the Monocacy," July 18, 1864, p. 222.

Johnston's North Carolina Brigade (of Maj. Gen. Stephen Ramseur's Division) met the Federal line of Capt. Charles J. Brown's two companies of the First Maryland Potomac Home Brigade and a detachment of 75 men from the 10th Vermont, occupying the Junction.[84] Brown was given orders to evacuate and burn the blockhouse. Finding himself overwhelmed, Brown turned command of the junction to Lt. George Davis, 10th Vermont. For his actions, Davis would be awarded the Medal of Honor. Davis was able to hold his position until roughly 4:00 p.m. when he "fell back across the railroad bridge and occupied the rifle-pits on the east side of the Monocacy," before being sent east to reinforce the stone bridge. [85] Enroute, he was ordered to retreat. Faced with overwhelming numbers at its front, the Davis line collapsed, and he too was forced to retreat across the railroad bridge.

Ricketts' line of veterans near the east blockhouse was deployed across the Georgetown Pike onto the Thomas farm (Araby) and Gambrill Mill. The east bank provided excellent cover and a panoramic view of the open fields on the opposite (west) side of the river, fields over which the Confederate troops had to pass to approach the railroad and turnpike river crossings. Near the east blockhouse, Wallace placed three of the six available US artillery pieces and the one 24-pounder howitzer to protect the two bridges. US Brig. Gen. Erastus B. Tyler reported:

> Three guns of Captain Alexander's battery (three having been sent to General Ricketts) and a 24-pounder howitzer soon checked their [the Confederates'] advancing lines; and the action in my front, with the exception of sharpshooters and skirmish firing, was an artillery fight. This at times was quite spirited, continuing until near the close of the action, we maintaining our position without serious loss.[86]

Capt. Frederic W. Alexander, commanding the Baltimore Battery, reported:

> …at 9 a.m., I was ordered to place three guns on the hill beyond Monocacy, toward Frederick, and commenced firing on the enemy as they advanced on both sides of the pike from Frederick. They soon returned with artillery, but with little effect. …The enemy brought, as nearly as I can judge, about sixteen guns to bear on us, but, owing to the advantage of the ground…did but little damage…[87]

Wallace also estimated about sixteen Confederate guns, specifically the heavier caliber Napoleons.[88]

Artillery played an important role during the morning skirmishes, with the Federal guns located on the hills along the east bank of the river battling Confederate guns placed on strategic hilltops across the Best Farm (Figures 8 and 9). Pvt. Frederick W. Wild, stationed with one of the guns of Alexander's Battery on the hill north of the railroad recalled firing on Confederates in John Best's barn:

> …[the] barn was filled with sharpshooters, so we directed our attention to them, the second shot burst inside of the barn, and so did the third, and the fourth; the barn was soon on fire, and we had the

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[84] OR, Series 1, Vol. 37, Part 1, "Report of Capt. Charles J. Brown, First Maryland Infantry, Potomac Home Brigade, of battle of the Monocacy," July 20, 1864, p. 215.
[85] OR, Series 1, Vol. 37, Part 1, "Report of Capt. Charles J. Brown, First Maryland Infantry, Potomac Home Brigade, of battle of the Monocacy," July 20, 1864, p. 215.
[86] OR, Series 1, Vol. 37, Part 1, "Report of Brig. Gen. Erastus B. Tyler, US Army, commanding First Separate Brigade, Eighth Army Corps, of Operations July 7-10, including battle of the Monocacy," July 14, 1864, p. 214.
[87] OR, Series 1, Vol. 37, Part 1, "Report of Capt. Frederic W. Alexander, Baltimore (Maryland) Battery, of action at Frederick and of battle of the Monocacy," July 13, 1864, p. 222.
[88] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. Lewis Wallace, US Army, Commanding Middle Department, Battle of Monocacy," August 1864, p. 196.

satisfaction of seeing some of them being carried away on a litter, and put in an ambulance.[89]

Confederate batteries answered from the north end of the Best Farm before moving in with the skirmish line to positions near the farmstead overlooking the railroad and the river. The actual number of Confederate guns used remains unclear, but reports indicate that nine batteries with thirty-six total guns (eighteen encased) and four batteries of horse artillery were used.[90] Early's division had "nine batteries of regular artillery and four batteries of horse artillery (totaling 48–56 guns)" at its disposal, and some of these additional guns likely came into play during the mid-day phase of the battle.[91] Wrote Captain Alexander: "When more guns of the enemy began to appear on our left with infantry, I moved two more guns from the hill on the right to the hill on our left."[92] Artillery provided cover for the infantry and its placement could be key to success or failure in battle.

The placement of Confederate artillery on the Best Farm and the continuous press of skirmishers along the Georgetown Pike were a strong indication that Early's main offensive thrust would target the road to Washington, not Baltimore. Early, believing he faced only a small number of unproven militias, was unaware that Wallace's defense had been reinforced with the veterans of Ricketts' brigades. Still, the Federal defense of the Monocacy crossings along the Washington route—the wooden covered bridge, the nearby railroad bridge, and old Middle Ford—had the clear advantage of higher ground and cover, supported by the six guns of Alexander's Battery. Though Early's larger line of skirmishers had pressed the Federal line back to the junction, the crossing defenses still held. Another route across the river had to be found.

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Confederate cavalry, under the command of Brig. Gen. John McCausland, who just a few days earlier had ransomed the city of Hagerstown, arrived at the Monocacy battlefield on July 9 by a southern route. Passing through the Middletown Valley to Jefferson, they rode through the highly productive farms of Carrollton Manor along the Manor Road and Buckeystown Pike adjacent the Monocacy River to the south of Frederick.[93] Certainly as they approached, they could hear the artillery and musket fire of the early engagements. Following a farm road to the right along Ballenger Creek, McCausland's scouts discovered a ford of the Monocacy River located about a mile down river from the Monocacy Junction bridges. It was described by one soldier as nothing more than "a small path on the riverbank leading down to water, and on the opposite bank a similar one, denoting a ford used by neighbors for crossing the river."[94] With an eye to flank the Federal left, McCausland crossed the river about 10:30 a.m., landing on the lower fields of the Worthington Farm. A small detachment of Colonel Clendenin's 8th Illinois Cavalry initially defended the ford, pushing the first Confederate thrust back. Shortly thereafter, Clendenin was about to reinforce the guard with the rest of his mounted regiment coming from the junction when McCausland reappeared:

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[89] Frederick W. Wild, *Memoirs and History of Capt. F. W. Alexander's Baltimore Battery of Light Artillery – U.S.V.* (Baltimore: Press of The Maryland School for Boys, 1912), p. 125, as cited in Joy Beasley, ed., *Archaeological Overview and Assessment and Identification and Evaluation Study of the Best Farm* (National Capital Region, NPS Regional Archaeology Program Occasional Report No. 18, US Department of the Interior, 2005), p. 3.19.
[90] Beasley, *Archaeological Overview* (2005), p. 3.20.
[91] Beasley, *Archaeological Overview* (2005), p. 3.20. The Hotchkiss map (Figure 4) shows only four batteries and their various positions, however Confederate reports may indicate additional batteries, specifically Chapman's and Lowry's, were used as well. "By the end of the day the Confederates engaged 18 of their 36 pieces of artillery." Brett Spaulding, Interpretive Ranger, Monocacy National Battlefield, personal communication, April 2014.
[92] OR, Series 1, Vol. 37, Part 1, "Report of Capt. Frederic W. Alexander, Baltimore (Maryland) Battery, of action at Frederick and of battle of the Monocacy," July 13, 1864, p. 222.
[93] Cooling, *Monocacy*, p. 116; OR, Series 1, Vol. 43, Part 1, "Report of Capt. Jed. Hotchkiss, Topographical Engineer, C. S. Army, of operations of the Second Corps, Army of Northern Virginia and Army of Valley District, May 3-November 14, 1864," p. 1021.
[94] John H. Worsham, *One of Jackson's Foot Cavalry* (New York: The Neale Publishing Co., 1912), p. 237 (University of North Carolina at Chapel Hill, University Library, Documenting the American South, http://docsouth.unc.edu/fpn/worsham/worsham.html, accessed November 19, 2012).

> I moved with all the available force I had to our left, where I had been informed the enemy were making demonstrations with their cavalry. I had posted one company on the left of the infantry to cover a ford across the Monocacy and was down between the river and the road to Buckeystown, which was the line I designed taking up when the enemy charged across the river with a brigade of cavalry upon the company I had just posted. Lieutenant Corbit, in command of the company, drove the advance back and for a few minutes held his ground, then retired in good order to the Buckeystown road…[95]

As the US cavalry fell back to the Georgetown Pike, McCausland's Confederate cavalry continued across the ford, dismounted, and met a determined resistance from a Federal battleline on the Thomas Farm:

> Silently, in ambush, the Federals watched the cavalry come at them on foot with guidons waving and the shrill "rebel yell" yip-yip on their lips. Suddenly, Ricketts' men rose to their feet, rested their muskets on the fence rails, and delivered a blinding volley into McCausland's men. When the smoke had cleared, the corn field seemed to hide the dead, dying, and cheerless living crawling back to safety out of range of the deadly Yankee muskets.[96]

Surprised by the veteran cunning and precision of the Federal line, where they had expected to find only Wallace's green militia, the Confederates fell back to the Worthington House. With pressure from both sides of the river, Wallace ordered the covered bridge to be burned. A second attack was launched about 2:00 p.m. This time they secured the Thomas House, but Federal infantry launched a counterattack, and the dismounted Confederate cavalry were once again forced to fall back to the Worthington House.

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Now five hours into the Monocacy battle, very little of the ground held by US troops had been lost. As Wallace later related in his memoir, he was "fighting for time" to slow Early's advance on Washington, and their position at noon gave him reason to feel encouraged. Wallace believed if he could hold through the afternoon, at the very least Early would have to wait until the following morning to move again, giving Grant time to send reinforcements to Washington.[97] Wallace was still expecting the arrival of roughly 1,000 soldiers from Ricketts' Division, earlier reported by Garrett to be expected about 1:00 p.m. However, unknown to Wallace, those troops only came as far as Monrovia, to the south, where much of the B&O Railroad equipment at Monocacy Junction had been taken prior to the battle. The last rail car, which had been parked on the east side of the river near Wallace's headquarters to transport the injured from the battle, was removed in a panic by B&O station agent Francis Mantz sometime before 1:00 p.m. Mantz telegraphed from Monrovia to W.P. Smith in Baltimore "after 1:00 PM":

> I have worked all trains back this far. Enemy opened on us heavy this morning with artillery and pressed hard on our forces to get position. They seem determined. I think the force is larger than has been estimated. We did not leave until the very last moment. I fear they have too much artillery for us. I think my house is burned, the station house or the large wood bridge over the Monocacy on Washington Road. The troops ought to be sent forward.[98]

The fire that Francis Mantz alluded to in his telegram was the wooden covered bridge on the Georgetown Pike (Washington Road), set ablaze under orders from Wallace.[99]

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[95] OR, Vol. 35, Part 1, "Report of Lieut. Col. David R. Clendenin, Eighth Illinois Cavalry, of operations July 4–10, including battle of the Monocacy," p. 220.
[96] Cooling, *Monocacy*, pp. 118-119.
[97] Cooling, *Monocacy*, p. 119, citing Wallace, *Autobiography*, II, pp. 774-775.
[98] As cited in William E. Bain, ed., *B&O in the Civil War: From the Papers of William Prescott Smith* (Denver, CO: Sage Books, 1966), p. 126.
[99] Cooling, "Monocacy," *Blue & Gray*, Dec. 1992, p. 51.

General Early still held a large reserve of men at the south end of Frederick, near the intersection of the Georgetown and Buckeystown Turnpikes known as Evergreen Point. General Breckenridge's Corps, two divisions, rested near the Mt. Olivet Cemetery, observing the action in front of them. The morning's skirmishing revealed the ford at the Worthington Farm to be the best course for attack. At 2:30 in the afternoon, according to Maj. Gen. John B. Gordon's report, Breckenridge ordered Gordon's division to move in that direction, a four-mile march. Judge Glenn Worthington, then a six-year-old boy living on the Worthington Farm at the time of the battle, wrote of their approach in his history of the battle (published 1932):

> …it was 3 o'clock when Gordon's Division, consisting of three brigades, under command of Generals Evans, York and Terry, respectively, had marched from Frederick out the Georgetown Road one mile to the Buckeystown Road [Pike], and thence by that road three miles more to Ballenger's Creek. After crossing Ballenger's Creek on the Buckeystown highway, Gordon's column turned abruptly to the left on McGill's, now McKinney's land, crossed the railroad…and came to the Monocacy. Here the men stopped to remove their shoes before wading into the water, but the order was given to jump in and not stop to remove shoes. Reaching the opposite bank, the men came up out of the water into a meadow on the Worthington farm.[100]

Worthington, who was born and raised on the farm that became part of the Monocacy Battlefield, stated emphatically that "Gordon's place of crossing the river was below the mouth of Ballenger's Creek."[101] This statement was, perhaps, in response to Jedediah Hotchkiss's map which indicated the crossing located above the mouth of the creek (Figure 8). Gordon's men reformed their lines in the Worthington meadow, "well protected from the view of the enemy by the higher ground that lay between this meadow and the upper fields of the Thomas and Worthington farms," where they prepared for battle.[102]

DRAFT

It was the battle-hardened troops of Ricketts' Division of the Sixth Corps, men from New York, New Jersey, Vermont, Ohio, and Pennsylvania, who occupied this part of the Federal line and faced the Confederate onslaught. Their lines encompassed the Thomas farmstead, where just four days earlier the Thomas family had been celebrating the 4th of July.[103] After reconnoitering from his vantage point on Brooks Hill, Gordon described the battle landscape as his division prepared to join the fight:

> …the enemy was posted along the line of a fence on the crest of the ridge running obliquely to the left from the river. In his front lay an open field, which was commanded by his artillery and small-arms to the extent of their range, while in his rear ran a valley nearly parallel with the general direction of his line of battle. In this valley I discovered from a wooded eminence in front of his left another line of battle in support of the first. Both these lines were in advance of the Georgetown road. The enemy's line of skirmishers covered the front of his first line and stretched far beyond it to the left.[104]

Gordon sent out skirmishers and directed Brig. Gen. Clement A. Evans' brigade "under the protection of a dense woodland about 700 yards in front of the enemy's left, to move by the right flank and form so as to overlap the enemy's left."[105] The Confederate advance was hindered with the wounding of Evans and other officers and slowed by "a field covered with wheat-shocks and intersected by fences… However, this temporary confusion did not retard its advance, which, as I had anticipated, forced the enemy to change his front under

[100] Worthington, *Fighting for Time*, p. 129.
[101] Ibid.
[102] Ibid., pp. 129-130.
[103] Ibid., p. 169.
[104] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. John B. Gordon, C. S. Army, The Battle of Monocacy," July 22, 1864, pp. 350-351.
[105] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. John B. Gordon, C. S. Army, The Battle of Monocacy," July 22, 1864, p. 351.

fire."[106] With the assistance of Confederate Brig. Gen. Zebulon York's brigade, the Federal defense fell back to the Georgetown Pike. Gordon's final brigade, commanded by Brig. Gen. William Terry, attacked the Federals' right flank.

Without hope of fresh reinforcements, Ricketts' two brigades remarkably stood their ground for more than an hour against the swarm of Gordon's men, compounded by the pounding of artillery:

> …I discovered the enemy advancing directly on my left flank. I immediately changed front so as to confront the advancing lines. The Ninth New York then moved to the left and formed on the prolongation of my line. We held this position for nearly one hour longer, when I received orders to advance, which I did under a murderous fire of musketry and artillery, the latter coming obliquely from the front and rear and directly from the right. Finding it impossible to hold my position under such a fire, I fell back a few rods and formed along a cut in the Washington turnpike. Still exposed to the fire of the artillery, and having received orders to fall back when I could hold my position no longer, and seeing the enemy coming down upon us in overwhelming numbers, with imminent danger of having my command annihilated, the balance of the line having given way and the line on my right having been withdrawn, I gave the order to fall back.[107]

Capt. Alexander reported, "Our ammunition almost gave out about 4 p.m., but the guns were kept in position until the order was given from General Ricketts to retire by the Baltimore road."[108]

DRAFT

By five o'clock, the organized defense had collapsed. Confederates overwhelmed their positions, including the field hospital at Gambrill Mill. US forces were retreating across the countryside and back roads to the Baltimore Pike. Pvt. Frederick Wild, with Alexander's Battery, described their retreat along "a narrow road with a small stream on one side and woods on the other."[109] The road (now just a trace) ran from behind Gambrill's mill property along the fields east of the ridge. (Figure 7) Confederate troops had already occupied the ridge above with "twelve pounders," recalled Wild, "fortunately they again fired too high; the shells went over our heads and burst with terrific noise into the woods…." Despite what might be imagined to be an urgent retreat, "the order was passed along the line to walk, this was trying on the nerves, but we had to do it…."

> This was good military tactics, for had the men or horses been the least excited, or some accident happened to the horses and the road been blocked, we would have been at their mercy.[110]

During the retreat, US Cpl. Alexander Scott, 10th Vermont, saved his regiment's national flag and was later awarded the Medal of Honor. The Federal retreat, according to *The Official Military Atlas of the Civil War* (*Official Atlas*) map (Figure 7), continued onto Reels Mill Road, intersecting the road east from Crum's Ford (today's Reich's Ford Road), where the ford's defenders joined the retreat. Turning north again onto a back road, they "crept along until we reached the pike [Baltimore Pike?]," Private Wild recalled, "and then we did go on a trot for a mile or two..."[111] While Alexander's Battery apparently followed an orderly retreat, most of the Federal troops' structure fell apart as Gordon's infantry closed in and the last regiments received the order to retreat. It was every man for himself as fleeing Federals took to the woods and railroad to escape. The men who were able to get away following the railroad re-grouped with Wallace at Monrovia. Continuing the retreat east

[106] Ibid.
[107] OR, Series 1, Vol. 37, Part 1, "Report of Lt. Col. Otho H. Binkley, 110th Ohio Volunteer Infantry, of battle of Monocacy," p. 208.
[108] OR, Series 1, Vol. 37, Part 1, "Report of Capt. Frederic W. Alexander," p. 224.
[109] Wild, *Memoirs*, p. 129.
[110] Wild, *Memoirs*, p. 129. The retreat route (according to the official map, Figure 7) continued north from today's Reich's Ford Road, possibly on Aylor Drive (now a private driveway) and Tobery Road (no longer a through-road) into Bartonsville and to the Baltimore Pike.
[111] Wild, *Memoirs*, p. 129.

along the Baltimore Turnpike through New Market (Maryland) and on to Ellicott's Mills (today's Ellicott City), Wallace sent several messages, first to B&O Railroad president John Garrett:

> I did as I promised. Held the bridge to the last. They overwhelmed me with numbers. My troops fought splendidly. Losses fearful. Send me cars enough to Ellicott's Mills to take up my retreating columns. Don't fail me.[112]

Then to Halleck in Washington he wrote:

> I fought the enemy at Frederick [Monocacy] Junction from 9 a.m. till 5 p.m., when they overwhelmed me with numbers. I am retreating with a foot-sore, battered, and half-demoralized column. Forces of the enemy at least 20,000. They do not seem to be pursuing. You will have to use every exertion to save Baltimore and Washington….[113]

Indeed, as Wallace had hoped, the Confederates chose not to pursue his retreating troops toward Baltimore and instead they simply made camp on the battlefield. Recalled Private Worsham with the 21st Virginia Regiment:

> It was about sunset now, and my brigade went into camp in an orchard near the road, on the same ground over which we chased the enemy a few minutes before…. I had a full haversack that I had taken from the body of a dead Yankee on the hill….
>
> A mill pond was near us, and many of us took a bath, which refreshed us very much. I ate a good supper out of my Yankee haversack, and soon went to bed for the night.[114]

DRAFT

Breckinridge told Gordon that this fight ought to immortalize Gordon. In Gordon's opinion, he had sacrificed too many men for the victory, "but it was complete and the way to Washington was opened for Early's march."[115] Again, as Wallace had hoped, the march was delayed by a full day; a day during which Halleck telegraphed Grant requesting troops be sent to Washington. Grant's reply: "If you think it necessary, order the Nineteenth Corps as it arrives at Fortress Monroe to Washington…if the rebel force now north can be captured or destroyed I would willingly postpone aggressive operations to destroy them, and could send in addition to the Nineteenth Corps, the balance of the Sixth Corps."[116] That evening, Halleck sent a message to the commanding officer, Fort Monroe: "Troops arriving from New Orleans will be sent immediately forward to Washington."[117]

Back on the battlefield at Monocacy, Surgeon George K. Johnson, Medical Inspector of the US Army, reported the grim results of the battle:

> The Federal dead left on and near the field at Monocacy on the 9th instant, were buried under my supervision on the 10th and 11th instant. There were buried on the field, 117; and in the neighborhood, 4; making a total of 121.[118]

The number of Federal wounded taken to the army hospital in Frederick was listed as 204 men. Johnson estimated 150 to 275 Confederate dead. Concerning the wounded he noted,

> The Confederates left 405 of their wounded in the hospital of Frederick. In addition to these a number of

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[112] OR, Series 1, Vol. 37, Part 2, message from Maj. Gen. Lew Wallace to J. W. Garrett (received 8:33 p.m.), relayed by Garrett to Sec. of War Stanton, p. 139.
[113] OR, Series 1, Vol. 37, Part 2, Maj. Gen. Lew Wallace to Maj. Gen. Halleck (received 11:40 p.m.), "Crossing of the Baltimore Pike and Railroad, July 9, 1864," p. 145.
[114] Worsham, *One of Jackson's Foot Cavalry*, pp. 239-240.
[115] As cited in Cooling, "Monocacy," *Blue & Gray*, Dec. 1992, p. 56.
[116] OR, Series 1, Vol. 37, Part 2, Correspondence etc., Halleck to Grant, July 9, 1864 (1 p.m.) and Grant to Halleck, July 9, 1864 (received 7:30 p.m.), p. 133.
[117] OR, Series 1, Vol. 37, Part 2, Correspondence etc., Halleck to Fort Monroe, July 9, 1864 (11:30 p.m.), p. 137.
[118] OR, Series 1, Vol. 37, Part 1, "Reports of Surg. George K. Johnson, Medical Inspector, US Army," July 14, 1864, p. 203.

> cases, not fewer, I think, than 30, were left in various country houses, making the total number now in our hands at Frederick 435. Most of these were serious cases and could not be carried away.[119]

Total casualties were 1,300 US troops killed, wounded, captured, or missing and about 900 for the Confederates.[120]

On to Washington

On July 10, the Confederates resumed their march to Washington, but their energy was spent. Throughout the day on July 11, Early rested his troops near the Washington defensive fortification known as Fort Stevens. Small groups of skirmishers spent the day reconnoitering the strength of the fort and its forces, described by topographical engineer Maj. Jedediah Hotchkiss as "of a very formidable character and fully manned."[121] Apparently unknown to the Confederates, the fort had only a small garrison of seventy-eight Ohio National Guardsmen, seventy-two men of the 13th Michigan Battery, and fifty-two convalescents.[122] Initial reinforcements to the Washington defenses, approximately 7,800 men under the command of Maj. Gen. Alexander McCook, came in the form of Veteran Reserves, quartermaster's men, and volunteer regiments stationed in the area.[123] On the 12th, Early's jaded forces skirmished at Fort Stevens with fresh Federal reinforcements from the Sixth Corps. They had traveled from Petersburg to Washington by steamship. Early recalled the situation at Fort Stevens:

> …I determined to make an assault on the enemy's works at daylight next morning. But during the night a dispatch was received from General Bradley T. Johnson from near Baltimore, that two corps had arrived from General Grant's army…. I had, therefore, reluctantly to give up all hopes of capturing Washington, after I had arrived in sight of the dome of the Capitol, and given the Federal authorities a terrible fright.[124]

DRAFT

That night Early withdrew his men. The Confederates re-crossed into Virginia at White's Ford and Conrad's Ferry, taking with them 2,000 head of cattle, 1,000 horses, and supplies, as well as prisoners and close to $225,000 in cash.

Historically there were differing opinions as to whether Lee and Early ever actually intended to attack Washington's defenses.[125] Early had sent a letter to Lee on June 28, 1864, stating that he would "…proceed according to your instructions to threaten Washington and if I find an opportunity to take it." In his 1884 essay for *Battles and Leaders*, "Early's March to Washington in 1864," Early said his orders from Lee were "to threaten Washington city."[126] He qualified this statement in a letter to the editors, included as a footnote to the essay, stating:

> General Lee did not expect me to be able to enter Washington. His orders were merely to threaten the city, and when I suggested to him the idea of capturing it he said it would be impossible.[127]

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[119] OR, Series 1, Vol. 37, Part 1, "Reports of Surg. George K. Johnson," p. 204.
[120] OR, Series 1, Vol. 37, Part 1, "Composition and losses of the Union forces in battle of the Monocacy," pp. 201-202.
[121] OR, Series 1, Vol. 43, Part 1, "Report of Capt. Jed. Hotchkiss," p. 1021.
[122] OR, Series 1, Vol. 37, Part 1, "Report of Lt. Col. John N. Frazee, 150th Ohio Infantry [National Guard], of the Defense of Washington," July 16, 1864, p. 246. Lt. Col. Frazee was in command at Fort Stevens at the time.
[123] OR, Series 1, Vol. 37, Part 1, "Report of Col. Norton P. Chipman, Additional Aide-de-Camp, US Army, of status of the US Forces, July 12," Fort Stevens, July 12, 1864, pp. 234-235. These were spread between the northern fortifications "above the Potomac," including Fort Stevens, Fort Totten, Fort De Russy, and Fort Slocum.
[124] Early, in Johnson and Buel, *Battles and Leaders*, vol. 4,, p. 498.
[125] Leepson, *Desperate Engagement*, pp. 211-224.
[126] Early, in Johnson and Buel, *Battles and Leaders*, vol. 4, p. 492.
[127] Early, in Johnson and Buel, *Battles and Leaders*, vol. 4, p. 492.

Early also addressed the implication by "some Northern papers" that he dawdled in his march to Washington, "…that, between Saturday and Monday, I could have entered the city," and thus probably never intended to capture the capital.[128] To this suggestion Early answered that "on Saturday I was fighting at Monocacy," that his army had marched up the Shenandoah Valley hungry and some barefoot, and were exhausted following the Monocacy battle. By the time they were ready again for battle, the Washington defenses had been reinforced:

> My small force had been thrown up to the very walls of the Federal capital, north of a river which could not be forded at any point within forty miles, and with a heavy force [Hunter's] and the South Mountain in my rear…a glance at the map…will cause the intelligent reader to wonder, not why I failed to take Washington, but why I had the audacity to approach it as I did, with the small force under my command.[129]

Early may have believed that had the opportunity presented itself, that he would indeed have captured Washington, though it appears that Lee did not believe it would be possible. In the end, the US capital was not captured but Lee's plan to draw Federal troops away from the siege at Petersburg and from threatening the Confederate capital at Richmond was successful.

Even with the withdrawal of Early's forces from Washington, at that time there was no federal recognition of the Monocacy battle's significance in saving the capital of the United States. Wallace was in fact initially demoted, then reinstated and returned to duty for the remainder of the war.[130] Wallace was offered no special commendation from Grant, or recognition of the sacrifice that his command made. However, years later in the 1880s, Ulysses S. Grant did acknowledge the Monocacy battle and the important role that Wallace played:

> …the situation of Washington was precarious and Wallace moved with commendable promptitude to meet the enemy at the Monocacy. He could hardly have expected to defeat him badly, but he hoped to cripple and delay him until Washington could be put into a state of preparation for his reception. …They met the enemy and, as might be expected, were defeated; but they succeeded in stopping him for the day on which the battle took place. The next morning Early started on his march to the capital of the Nation, arriving before it on the 11th…. If Early had been but one day earlier he might have entered the capital before the arrival of reinforcements I had sent. Whether the delay caused by the battle amounted to a day or not, General Wallace contributed on this occasion, by the defeat of the troops under him a greater benefit to the cause than often falls the lot of a commander of an equal force to render by means of a victory.[131]

For his part, Wallace felt that his mission had largely failed. In his battle report, written the next day, Wallace asserted that he "had gone into battle with three simple objectives: first, to keep open the railroad link with Harpers Ferry; second, to cover the roads to Washington and Baltimore; third, to make Early disclose the size of his force. 'I failed in all but the last.'"[132] When he wrote that report on July 10, the fate of Washington was unknown. Neither Early nor Grant's reinforcements had reached the city yet. Weeks later, Wallace reassessed, believing that his men had fought to save Washington and were successful in the long run. He proposed a monument to be dedicated to the US Army dead from the battle inscribed to read, "These men died to save the National Capital and they did save it."[133]

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[128] Ibid., p. 498.
[129] Ibid., p. 498.
[130] Leepson, *Desperate Engagement*, p. 221.
[131] Cooling, "Monocacy," *Blue & Gray*, Dec. 1992, quoting Ulysses S. Grant's memoirs, p. 60.
[132] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. Lewis Wallace," p. 192.
[133] OR, Series 1, Vol. 37, Part 1, "Report of Maj. Gen. Lewis Wallace," p. 200.

The significance of the Monocacy battle endures whether the capture of Washington was intended or not. While Lee's plan resulted in a Confederate victory, it also appears to have contributed to saving Lincoln from defeat in the 1864 election. Early's invasion into US territory, the third major Confederate invasion in as many years, and the imminent threat to the US capital was viewed by Lincoln's opponents as perhaps the final blow to a failing administration. Copperheads, also known as "Peace Democrats," sensed an opportunity to influence the upcoming election, defeat Lincoln, and end the unpopular war.[134] The repulsion of the Confederate invasion of Washington in July 1864, followed by a series of Federal victories on the battlefield in September and October 1864 increased voter optimism about the war's outcome and discredited the Peace Democrat's platform which called for immediate negotiations with the Confederate government to end the war. Thus, in November, Lincoln defeated the Democratic candidate Gen. George McClellan, by a wide margin of the popular vote. Lincoln and Grant construed the 1864 election as a mandate to continue the war to its necessary conclusion: the defeat of the rebellion and reunification of the United States.[135] According to Civil War historian Gary Gallagher, "it can be said with confidence that Wallace's troops spared the Lincoln government a potential disaster, and for that reason the battle of the Monocacy must be considered one of the more significant actions of the Civil War."[136]

Period of Commemoration

Commemoration of the Battle of Monocacy through the construction of monuments languished for several decades after the battle, despite Lew Wallace's immediate intent to memorialize the heroic efforts made to save Washington. In his closing report about the battle to his superiors, Wallace wrote:

> Orders have been given to collect the bodies of our dead in one burial ground on the battle-field, suitable for a monument upon which I propose to write, "These men died to save the National Capital, and they did save it."[137]

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Monuments were built at many Civil War battlefields, beginning shortly after the end of the war. Often the veterans themselves initiated monument building, but as they aged, others took over, often motivated to build a monument while some veterans were still alive. The fiftieth anniversaries of battles presented an opportunity for the unveiling of many monuments with celebrations involving veterans. By the centennial, the veterans were gone, but many states created centennial commissions to finish the job of Civil War monument building and to plan centennial celebrations.

Over the years, veterans attempted to erect a monument on the Monocacy Battlefield, but because nothing was built the states took the initiative. The State of New Jersey was first, building the monument to the 14th New Jersey Regiment in 1907. Pennsylvania followed, building the monument to the 67th, 87th, and 138th Pennsylvania regiments in 1908. The local chapter of the United Daughters of the Confederacy and the State of Vermont built the third (1914) and fourth (1915) monuments. Finally, to mark the centennial of the battle in 1964, the State of Maryland erected the final monument.

The United Daughters of the Confederacy (UDC) were engaged in many post-war efforts to honor the war dead and Confederate veterans. Besides trying to re-locate bodies and graves from northern battlefields to the south, UDC chapters raised funds to build monuments. Frederick, Maryland, chapter members, whose homes were in

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[134] Leepson, *Desperate Engagement*, p. 222, citing James McPherson.
[135] Timothy P. Townsend, "Lincoln, Grant, and the 1864 Election," National Park Service, Lincoln Home National Historic Site, http://www.nps.gov/liho/historyculture/lincolngrant.htm, accessed November 27, 2013.
[136] As cited in Leepson, *Desperate Engagement*, p. 222. See also Ryan T. Quint, *Determined to Stand and Fight, The Battle of Monocacy, July 9, 1864* (Eldorado Hills, CA: Savas Beatie, Kindle Edition, 2016), 239.
[137] Hannah Grant and Dean Herrin, "'And They Did Save It': The Monuments of Monocacy," *Catoctin History: The Magazine of the Catoctin Center for Regional Studies*, Fall 2009, p. 28.

the shadow of the Monocacy Battlefield, raised funds to build a monument honoring Confederate soldiers who were killed in the Monocacy battle, on the battle's fiftieth anniversary in 1914.

The monuments at Monocacy are not only reflections of a nationwide movement to honor veterans and those killed in the war effort, or expressions of grief, pride, and honor, propagated by relatives, veterans, states, and organizations pushing for and contributing to their construction. They also represent an ongoing public relations battle waged by elite southerners to rewrite the legacies of the war, vindicate their losses, and ensure the continuance of southern heritage. As historian Karen Cox has argued, the United Daughters of the Confederacy:

> erected monuments, monitored history for "truthfulness," and sought to educate coming generations of white southerners about an idyllic Old South and a just cause—state's rights. They did so not simply to pay homage to the Confederate dead. Rather, the UDC members aspired to transform military defeat into a political and cultural victory, where states' rights and white supremacy remained intact.[138]

The UDC monument to Confederate soldiers at Monocacy fits into this narrative with its 1914 dedication speech given by Confederate General Robert E. Lee's grandson "brimming with Lost Cause propaganda."[139]

Official federal recognition of the Monocacy Battlefield came on March 1, 1929, when Congress approved an act placing the battlefield under the jurisdiction of the War Department (P.L. 70-896, 45 Stat. 1444). In 1933, Executive Order 6166 transferred battle sites and other historic sites to the National Park Service, and on June 21, 1934, Congress established a national military park at Monocacy (P.L. 73-445, 48 Stat. 1198). While the 1934 action created Monocacy as a national military park and appropriated $50,000 for acquisition of land by donation, purchase, or condemnation, no land was acquired. Most of Monocacy National Military Park remained in private hands and was actively farmed. In 1973, in response to threats to the battlefield and referencing the 1934 congressional authorization, the Secretary of the Interior designated the Monocacy Battlefield National Historic Landmark. The boundaries encompassed approximately 2,369 acres in two sections: a northern section and a larger south section.[140] In 1976, Congress reauthorized the park as a unit of the National Park System, and funds were authorized to begin acquisition and preservation of the designated battlefield by the National Park Service (P.L. 94-578, 90 Stat. 2732). Its designation was also changed from the Monocacy National Military Park to the Monocacy National Battlefield. Since the 1980s, Monocacy National Battlefield has acquired five farms (Thomas, Best, Worthington, Baker, and Lewis), plus the Gambrill Mill property, and holds scenic easements on other adjoining lands.[141] Today, the Monocacy National Battlefield (MNB) park authorized boundary encompasses 1,647 acres, including 1,357 acres of federally owned land, most of which is part of the southern section of the NHL. The National Register of Historic Places nomination was updated in 2003, adjusting the boundary to conform to the boundary authorized by Congress for Monocacy National Battlefield.

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[138] Karen Cox, *Dixie's Daughters: The United Daughters of the Confederacy and the Preservation of Confederate Culture* (Gainesville: University Press of Florida, 2003), 1.
[139] US Department of the Interior, National Park Service, "United Daughters of the Confederacy Monument," https://www.nps.gov/mono/learn/historyculture/confederate-monument.htm, accessed March 18, 2024.
[140] Note that the original 1973 NHL documentation estimated the acreage as approximately 1,500 acres, but a recent effort to accurately digitize the 1973 boundaries using Geographic Information Systems determined that the acreage was closer to 2,369. The battlefield was simultaneously listed in the National Register of Historic Places (11/08/1973); National Register of Historic Places Reference Number is 66000908. The National Register documentation has since been updated in 2003. See https://catalog.archives.gov/id/106777371.
[141] See Paula S. Reed & Associates, Inc., *Monocacy National Battlefield, Frederick, Maryland: An Administrative History* (Washington, DC: US Department of the Interior, National Park Service, National Capital Region, Resource Stewardship and Science, 2019).

The National Park Service has worked to preserve the historic landscape and its natural and manmade components as a means of enriching the interpretation of the battle and its impact on the Monocacy properties. The National Park Service has restored and stabilized several of its buildings, as well as recreating period rail fences and restoring and removing trees and vegetation to restore the battle scene. A Cultural Resource Study was completed in 2004, Cultural Landscape Reports for the three main farms were completed in 2005 and 2013, and Historic Structures Reports were completed for the Best House, Best Secondary House (draft), Thomas House, and Worthington House.[142] Archeological investigations took place on the Best and Thomas Farms to determine the course and details of troop locations, movements, and encampments. Another study, *Archeological Identification and Evaluation of the Worthington Farmstead*, is currently (2023) in preparation. In addition, the National Park Service undertook archeological investigations on the site of slave housing on the Best Farm ("L'Hermitage Slave Village Archeological Site," National Register listed January 2008) and on the Thomas Farm site of the tavern at Marshall's Ferry/Middle Ford on the Monocacy. A four-year park-wide Archeological Overview and Assessment (AOA) is also currently underway. This large investigation will contribute to the archeological understanding of the battlefield. In 2002–2003, a University of Maryland graduate student completed two archeological surveys and wrote a National Register nomination for the Camp Hooker archeological site (not submitted due to owner-objection). The historic resources associated with Camp Hooker do not contribute to this National Historic Landmark district because they are not associated with the July 1864 Battle of Monocacy, but the sites are important in their own right and may be nationally significant within other contexts. In addition, other archeological investigations conducted for various compliance projects have yielded evidence of extensive Native American occupation reflecting the earliest human use of the Monocacy Battlefield area.

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Comparable Sites

Eastern Theater Battlefields in Federal Territory

The Civil War Sites Advisory Commission (CWSAC) 2002 report on the state of the nation's Civil War battlefields defined what they believed to be the "principal battles" of the US Civil War:

> Some 10,500 armed conflicts occurred during the Civil War ranging from battles to minor skirmishes; 384 conflicts (3.7 percent) were identified as the principal battles and classified according to their historical significance.
> Class A and B battlefields represent the principal strategic operations of the war. Class C and D battlefields usually represent operations with limited tactical objectives of enforcement and occupation.
> - 45 sites (12%) were ranked "A" (having a decisive influence on a campaign and a direct impact on the course of the war);
> - 104 sites (27%) were ranked "B" (having a direct and decisive influence on their campaign);
> - 128 sites (33%) were ranked "C" (having observable influence on the outcome of a campaign);
> - 107 sites (28%) were ranked "D" (having a limited influence on the outcome of their campaign or operation but achieving or affecting important local objectives).

Civil War battlefields located in Federal territory in the Eastern Theater are few because most of the fighting occurred in Confederate states. Outside of minor skirmish areas, encampments, and the occasional Confederate

[142] Additionally, a Scope of Collections Report was completed in 2017 and an Administrative History in 2019.

forays into US territory for supplies, only four battlefields saw significant action with sizable troop engagements, where the outcome had a significant impact on the war and the associated campaign: Gettysburg Battlefield in Pennsylvania (Gettysburg Campaign, 1863, Class A); and in Maryland, South Mountain (Maryland Campaign, 1862, Class B), Antietam (Maryland Campaign, 1862, Class A), and Monocacy (Early's Raid, 1864, Class B) battlefields.[143]

Among these four principal northern US territory battlefields, Monocacy is relatively small but comparable in its historic integrity and significance. Like the South Mountain battle, Monocacy served as a delaying action that significantly affected the outcome of the ensuing encounter. Gettysburg and Antietam, on the other hand, were large battles, both with extensive casualties. Like Gettysburg and Antietam, the Monocacy battle had a significant effect on the political landscape of the Civil War, when Early's failure to take Washington positively impacted President Lincoln's re-election in 1864. Also like the Gettysburg, Antietam, and South Mountain battlefields, Monocacy retains a remarkable amount of historic integrity to its period of significance as a Civil War battlefield, with many of the historic battle defining features still intact and clearly recognizable. At all these battlefield locations, important roads and river crossings are perhaps altered in physical appearance over time by new technologies but are still identifiable by their location and landmarks.

US Civil War battlefields, including Monocacy Battlefield, face significant modern development pressures. However, Monocacy National Battlefield and the other battlefields discussed here— South Mountain State Battlefield (Maryland State Park), Antietam National Battlefield, and Gettysburg National Military Park—are substantially preserved through the efforts of the National Park Service, the Maryland Department of Natural Resources, non-profits, and private citizens.

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South Mountain State Battlefield
Boonsboro, Maryland

The Battle of South Mountain took place on September 14, 1862, on and around the three primary passes over South Mountain—Turner's Gap, Fox's Gap, and Crampton's Gap—between Frederick County and Washington County in Maryland. It was the first major Civil War battle on Maryland soil, occurring during Confederate Gen. Robert E. Lee's Maryland Campaign, the first Confederate invasion into US territory. General Lee's plan for the campaign was laid out in his Special Orders No. 191, a copy of which was mislaid in the field near Monocacy Junction. The "Lost Orders" were delivered to US General McClellan, who, now privy to Lee's plan to divide his army between Harpers Ferry, Boonsboro, and Hagerstown, pursued Lee as he moved northwest toward Hagerstown and the Pennsylvania line. To slow the Federal advance until his whole army could reunite at Hagerstown, Lee set up a defense of the three mountain passes:

> Although not a planned battle, the battleground for the Battle of South Mountain was carefully chosen by Lee's generals for its rugged terrain, stonewall entrenchments, and a network of farm lanes and logging roads over which troops could be moved. More importantly, the primary Union approach routes were limited to the three narrow mountain gaps around which the battle ensued. Thus the far fewer Confederate defenders held the high ground over a severely constrained larger Union force.[144]

[143] The CWSAC recognizes five additional battles in Pennsylvania and Maryland ranked as Class C or D, having a lower impact on the outcome of their respective campaigns: Hanover, PA (Gettysburg Campaign, 1863, Class C); Williamsport, MD (Gettysburg Campaign, 1863, Class D), Boonsboro, MD (Gettysburg Campaign, 1863, Class D); Folck's Mill, near Cumberland, MD (Early's Raid, 1864, Class D); and Hancock, MD (Jackson's Operations against the B&O, 1862, Class D).
[144] Paula S. Reed & Associates, "South Mountain Battlefields—September 14, 1862," National Register Multiple Property Documentation Form, Section E, "Statement of Historic Context," March 2008.

The high ground allowed them to hold their ground for most of the day, but on the 15th of September the Confederates retreated toward Sharpsburg, where the two armies clashed again on September 17 in the Battle of Antietam (or Sharpsburg). As a delaying action, the South Mountain battle served its purpose for the Confederates, but at a relatively high price for both armies with approximately 5,000 dead, wounded, or missing. Many were buried in shallow graves on the mountainside where they fell, remaining there until the end of the war.

The National Pike, which passed through Turner's Gap near Boonsboro, remained an important transportation route between Baltimore and points west as late as 1930. Still, the remote mountain terrain changed little over the years. Hardscrabble farms with fields delineated by stone fences, the nearby small communities, and rugged county roads remained essentially unaltered as progress passed them by with the 1933 construction of US Route 40 to the north of Turner's Gap and later Interstate 70. Now bisected by the Appalachian Trail, segments of the battlefield are currently maintained as the South Mountain State Battlefield, administered by the Maryland Department of Natural Resources. Much of the historic battlefield area remains in private ownership and is beginning to face serious development pressure. In 1987, the South Mountain Battlefield was considered for National Historic Landmark designation, but most of the private owners objected to the designation and the Secretary of the Interior did not designate it. Two discontiguous districts (Turner's and Fox's Gap District, and Crampton's Gap District) covering an extensive area of federal, state, and privately-owned land, were listed in the National Register of Historic Places in January 2011 under the cover of the Multiple Property Documentation Form, "South Mountain Battlefield(s)—September 14, 1862." These nominations document the significance of the Battle of South Mountain in Frederick and Washington Counties. The designations consist of two discontinuous historic districts: Turner's and Fox's Gap Historic District and Crampton's Gap Historic District. They cover an extensive area of federal, state, and privately-owned land and were recognized as having national significance under Criterion A for their role in the US Civil War.

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Antietam National Battlefield
Sharpsburg, Maryland

Antietam National Battlefield represents one of the finest preserved US Civil War battlefields, with few intrusions of modern alterations on the landscape. Located in Maryland, within US territory during the Civil War, the farmland along the Antietam Creek near Sharpsburg became the apex of Confederate Gen. Robert E. Lee's 1862 Maryland Campaign, a bold invasion into US territory. Greatly outnumbered by the Federal Army of the Potomac, under the command of General George McClellan, Lee's Army of Northern Virginia managed to hold their ground for much of the day-long battle on September 17, 1862, before retreating south across the Potomac River into Virginia the following day. Though not a clear Federal victory, President Abraham Lincoln used the moment of this Confederate retreat to issue the Emancipation Proclamation, freeing the enslaved in the rebelling states, and making the Confederacy's hope of British or French support for their cause all but impossible. The Antietam battle resulted in over 23,000 dead, wounded, or missing soldiers and remains the bloodiest single-day battle in US history.

In 1890, the US War Department designated the Antietam National Battlefield Site to commemorate the battle but purchased only the land on which the state monuments stood and for tour road rights-of-way. The primary farms over which the battle unfolded were left in private ownership. In 1933, Antietam National Battlefield Site was transferred to the Department of the Interior, administered by the National Park Service. Over the years, many of the most significant farms have been purchased by the US government to preserve this important battlefield. The remarkable preservation of the Antietam Battlefield landscape is largely due to the continued viability of agriculture in Washington County through much of the twentieth century. Antietam Battlefield was

listed on the National Register of Historic Places in 1982 (administratively listed in 1966) and updated in 1999, with national significance for its important role in the US Civil War.

Gettysburg National Military Park
Gettysburg, Pennsylvania

Immediately adjoining the town of Gettysburg, Pennsylvania, Gettysburg National Military Park is the only major Eastern Theater battlefield located north of the Mason-Dixon Line. This large battlefield was the scene of the three-day battle which took place July 1–3, 1863, the apex of General Lee's second invasion of US territory. The Gettysburg battle is referred to by some scholars as the high-water mark of the Confederacy, marking the northern-most point reached by the Confederate army, and after which they began to suffer a series of defeats that ultimately led to Lee's surrender in April of 1865. Over 50,000 dead, wounded, or missing were recorded following the three-day battle, making it the bloodiest battle in US history.

The importance of commemorating this momentous battle was acknowledged as early as 1864, when the Gettysburg Battlefield Memorial Association (GBMA) was formed to preserve the landscape over which the battle occurred. In 1895, the GBMA transferred their holdings to the US War Department, which administered it as the Gettysburg National Military Park. It was transferred to the National Park Service in 1933. While a large part of the battlefield is well-preserved, there are significant sections adjoining the town of Gettysburg that were altered in the decades following the battle as a tourist industry grew around it. Gettysburg Battlefield was administratively listed on the National Register of Historic Places in 1966 with national significance for its important role in the US Civil War.

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Conclusion
Monocacy Battlefield is nationally significant for its role as an important delaying action, in which approximately 6,600 Federal troops commanded by US Maj. Gen. Lew Wallace delayed 15,000 Confederate troops under the command of Gen. Jubal Early from reaching a lightly defended Washington, DC on July 9, 1864. The historic landscape over which the Monocacy battle unfolded remained substantially preserved by the productive farms scattered along the Monocacy River south of Frederick. In 1934, Congress authorized the Monocacy National Military Park, which was renamed Monocacy National Battlefield in 1976. The park was opened to the public by the National Park Service in 1991. As one of only four principal Civil War battlefields located in what was US (Union) territory in the Eastern Theater ranked by the CWSAC as Class A or B for their significant impact on the Civil War, the Monocacy Battlefield represents a nationally important resource for the commemoration and interpretation of the US Civil War.

6. PROPERTY DESCRIPTION AND STATEMENT OF INTEGRITY

Ownership of Property	Category of Property
Private: X	Building(s):
Public-Local: X	District: X
Public-State:	Site:
Public-Federal: X	Structure:
	Object:

Number of Resources within Boundary of Property:

Contributing		Noncontributing	
Buildings:	18	Buildings:	178
Sites:	9	Sites:	44
Structures:	24	Structures:	21
Objects:	0	Objects:	5
Total:	51	Total:	248

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PROVIDE PRESENT AND PAST PHYSICAL DESCRIPTIONS OF PROPERTY

Describe Present and Historic Physical Appearance.

Monocacy Battlefield National Historic Landmark 1973 Boundaries and 2023 Boundary Update
Monocacy Battlefield was designated a National Historic Landmark in 1973. The 1973 boundary included two discontiguous areas—here referred to as the Northern Section (Baltimore Pike/Route 144 area) and the Southern Section (Georgetown Pike/Route 355, Monocacy National Battlefield area). The two discontiguous areas appear to be drawn following straight lines irrespective of topography and/or property lines, and the documentation did not include an explanation or justification for the chosen boundaries. The Southern Section, the larger of the two areas, overlies, but does not follow, the congressionally authorized Monocacy National Battlefield boundary (also the 2003 National Register (update) boundary). The Northern Section is a smaller area of about 434 acres, located north of the Monocacy National Battlefield. This area centers on the Baltimore Pike's former stone bridge crossing of the Monocacy River, about two miles north of the Southern Section. The Northern Section did not include Hughes Ford to the north or Crum's Ford to the south, both important strategic locations during the battle. However, it did extend west from the Route 144 bridge (a 1940s realignment of the Baltimore Pike) to include part of Reich's Ridge. Some of this area has since been substantially altered with residential and commercial development and by a new alignment of Interstate 70. However, the original route of the Baltimore Pike remains intact, along with the abutments of the stone bridge, and a toll house (Maryland Inventory of Historic Properties, MIHP# F-3-128) dating from the battle era. Moreover, lands along the river traversed by the combatants remain largely intact.

This updated National Historic Landmark documentation adjusts and expands the 1973 NHL boundary to accurately reflect the extent of the known nationally significant resources. In doing so, the boundary now, 1) includes all of the congressionally authorized Monocacy National Battlefield within the NHL boundary; 2) includes the Crum's and Hughes Ford crossings of the Monocacy River; 3) connects the two 1973 NHL

discontiguous areas based on what we know of troop movements and use of this area during the period of significance, and 4) the boundary now follows accepted courses such as natural features, roads, or property lines that coincide with the defined nationally significant resources. Furthermore, this documentation includes descriptions of landscape features that were not thoroughly described in earlier documentation. Finally, the boundary now excludes areas where post-Civil War development has altered the landscape such that it is unrecognizable, namely, the Frederick County and Maryland State government building complex, the Maryland National Guard Armory, the Frederick County Water Treatment Facility, the English Muffin Way commercial development, and two modern residential areas where the former boundary bisected property boundaries. For additional explanation of the reductions and additions made to the NHL district, see "Section 4 – Boundary Justification" and Map #3.

Introduction

The Battle of Monocacy focused on the primary crossings of the Monocacy River just south and east of the City of Frederick, Maryland—the Baltimore & Ohio (B&O) Railroad, Georgetown Pike (MD Route 355), and Baltimore Pike (MD Route 144)—and several secondary fording places. At the time of the battle, the area was a rural, agrarian landscape dominated by rolling topography, the winding Monocacy River, and several ridges running north to south on either side of the river. The railroad passed through the central portion of the battlefield, extending from the east and splitting in a fork just west of its crossing of the river. The northern fork, the Frederick Branch Railroad, ran north into what is now the City of Frederick, while the southern fork of the Baltimore & Ohio Railroad turned south continuing to Harpers Ferry, West Virginia.

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Maryland Route 355 (locally called Urbana Pike) has long been part of the Monocacy landscape, first known as the Georgetown Road and later as the Washington or Georgetown Pike; in the 1930s it became US Route 240. The route's presence and development are integral to the area's history, and it is considered a contributing resource in the Monocacy Battlefield NHL (update). Route 240 near the battlefield was supplanted by a dual alignment in 1953, and in 1956, with the advent of the Interstate highway system, the route was designated 70S (now I-270). The interstate abruptly bisects the battlefield, running southeast to northwest, and forming a physical barrier to the continuity of the landscape. The highway's visual and auditory intrusion is somewhat mitigated by trees lining the right-of-way. The 1950s I-270 alignment was in place before the boundaries of the Monocacy Battlefield NHL were originally defined in 1973, but well after Congress had declared the site a National Military Park (1934).

On the battlefield there are five monuments placed as memorials to participants in the Battle of Monocacy. These are counted as noncontributing to the National Historic Landmark because they were not present during the period of significance. There are some other noncontributing elements within the Monocacy Battlefield NHL, mostly buildings dating from the later nineteenth century and early twentieth century that were not present at the time of the battle.

On the borders of the battlefield there is intensive industrial, commercial, and residential development, extending from Frederick on the northwest, from the Buckeystown Pike on the southwest, and from Urbana on the southeast. On the northwest a shopping mall and an office park extend to the very edge of the battlefield.

The floodplain of the Monocacy River and ridges northeast of Monocacy National Battlefield serve today and historically as a connecting corridor to the river crossings at Crum's Ford (today's Reich's Ford Road and Bridge), the Baltimore Pike (MD Route 144), and Hughes Ford (no longer an active road or crossing). These three historic crossings encompass the two northern core battle areas defined on the American Battlefield

Protection Program (ABPP) map (Figure 1).[145] This area, which includes the 1973 NHL discontiguous Northern Section, remains in private or local government ownership and faces significant development pressure. A realigned section of I-70 now passes through the area north of Route 144.[146] The area around Frederick Municipal Airport is being developed into a business park, and there is residential, commercial, and industrial development to the south of Route 144. Maryland Route 144 is a realignment of the original Baltimore Pike route over the stone arched bridge that collapsed in 1942. The original alignment leading to the old stone bridge abutments on the west side of the river now serves as an access road to residences along the road, including the former Baltimore Pike toll house just west of the west bank abutment. Despite some alteration, the landscape remains intact enough to convey the strategic importance of this portion of the battle.

This Monocacy Battlefield NHL update describes and provides historical context for the contributing resources within the NHL boundary. Additionally, it revises the 1973 boundaries to reflect concentrations of nationally significant resources and brings the boundaries into a format more consistent with logical demarcations such as natural features or property lines, as well as the current condition of the landscape. With this NHL update, the boundary is expanded to link the two 1973 NHL discontiguous sections of the battlefield into one historic district and capture historically significant portions of the battlefield, including the two northerly fords: Crum's Ford between Monocacy Junction and the former stone bridge, and Hughes Ford to the north of the former stone bridge. The revised boundary also resulted in reductions from the 1973 NHL boundary at six locations (see Map #3 and Section 4). These reductions occur where excessive modern development disrupts the historic landscape and/or precludes any likelihood of intact archeological resources.

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Above all, the Monocacy Battlefield was a rural landscape at the time of the battle, much of which remains intact or identifiable within the modern landscape today. The ground over which the battle unfolded is also a rich archeological site, with the potential to convey aspects of the event and yield information about the battle itself, the battle participants, and about the historic rural lifeways of Frederick County. Because the information potential from these data pertains chiefly to informing our understanding of the localized events of the battle and its setting, they cannot be said to meet the high bar of significance under Criterion 6, i.e., "yield data affecting theories, concepts and ideas to a major degree." Only those archeological resources related to the battle are counted as contributing to this NHL, and only as contributing to the battlefield's Criterion 1 significance.

For ease in understanding the resources on the battlefield, this description addresses first the landscape and then the overall battlefield archeological site. The description of the specific cultural resources within the Monocacy Battlefield NHL is divided into rough geographic areas and follows a general north to south sequence (see Map #2). Following the Monocacy River southward, the first three description areas are identified by the nearest Monocacy River crossing:

- A. Hughes Ford Area (Maps #5 and #5A)
- B. Baltimore Pike Stone Bridge Area (Maps #5 and #5A)
- C. Crum's Ford Area (Maps #6, #6A, and #6B)

[145] The American Battlefield Protection Program was established in 1991 (congressionally authorized in 1996) within the National Park Service to promote "the preservation of significant historic battlefields and sites of armed conflict on American soil." The program has surveyed over 650 battlefields, identifying spatial boundaries of historic battles, including core battle areas over which significant action occurred, to aid in battlefield protection planning. (National Park Service, American Battlefield Protection Program, https://www.nps.gov/orgs/2287/whatwedo.htm)

[146] I-70 (previously called I-70N) is another limited access highway distinct from the I-270 alignment (previously called I-70S).

At the center of the district are:

- D. Motter Farm (Maps #2 and #6)
- E. Markell-Ogle Farms (Maps #6 and #6A)
- F. Monocacy Junction Railside Properties [redacted] (Maps #2 and 6)
- G. Gambrill Mill (Map 7)
- H. Monocacy Crossing & Frederick Railroad Junction (Georgetown Pike and B&O Railroad) (Map #6)

These areas served to funnel troops from the northern core battle areas to and around the southern core battle area (Figure 1), the area of the most intense fighting during the Battle of Monocacy.

The southern core battle area is comprised primarily of the five farms known by the name of their battle-period farm owner's or occupant's name:

- I. Best Farm (Maps #6 and #6B)
- K. Thomas Farm (Maps #7 and #7A)
- L. Araby Church Road Area (Map #7)
- M. Lewis Farm (Maps #7 and #7B)
- O. Worthington Farm (Map #7)
- P. Baker Farm (Maps #7 and #7B)

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Also, in the southern core area are adjoining parcels that were historically part of these farms, as well as the land along the west bank of the Monocacy River at the Worthington Ford. This area is important as the location where Confederate troops crossed into battle.

The Landscape [1 Contributing Site]
This updated Monocacy Battlefield NHL contains 3,020 acres that straddle the Monocacy River just southeast of Frederick in Frederick County, Maryland. Flat river bottomland, gentle hills, and steep bluffs dominate the landscape, along with old fencerows and road networks, some of which date back to the mid-eighteenth century. Much of the land is farmed, used primarily for hay and grain production, and for pasture.

Monocacy Battlefield NHL encompasses three primary historic routes and their Monocacy River crossings that were integral to the battle as it unfolded: the Georgetown Pike (today MD Route 355), the Baltimore Pike (today MD Route 144), and the B&O Railroad (today CSX). While the two historic roads still exist, there have been alignment changes, new bridges constructed, and name changes over time. This nomination will use the road names in common use at the time of the 1864 battle: Georgetown Pike (MD Route 355) and Baltimore Pike (MD Route 144). Today, Maryland Route 355, also called Urbana Pike, is the modern evolution of the Georgetown Road, a market road which ran south from Frederick to Georgetown, Maryland (now in the District of Columbia). The Georgetown Road crossed the Monocacy River at the Middle Ford or Marshall's Ferry, approximately 350 feet southwest of the current Route 355 bridge. In 1828 the Washington Turnpike, more commonly known as the Georgetown Pike, realigned the road to cross the river via a wooden covered bridge that stood at the current bridge location. This wooden bridge was burned during the Battle of Monocacy and replaced in kind shortly after. The replacement wooden bridge was destroyed by flooding in 1889. The iron bridge that replaced it collapsed in 1930 and was replaced with the existing steel truss bridge. At the same time, part of the approach route was straightened, with the old, curved alignment becoming Araby Church Road, and the new alignment was renamed US Route 240. In the 1950s, Route 240 was dualized and realigned to the

current Interstate 270 alignment (I-70S; renamed I-270 in the 1970s), while the old route became the Urbana Pike or MD Route 355. For the purposes of this documentation, Route 355 (modern name) or Georgetown Pike or Georgetown Road (historic names) will be used. In this updated nomination, "alignments" are former roads that retain some paving; "traces" are discernable by landscape features, such as depressions.

The other main historic road, Maryland Route 144, also called Old National Pike today, was a 1940s realignment of the Baltimore Pike, also called the National Pike or US Route 40. The 1940s alignment crossed the Monocacy over a concrete bridge built after the 1809 stone bridge collapsed in 1942. The old approach routes to the stone bridge parallel Route 144 but dead-end at the remaining stone bridge abutments. In 1956 Route 40 was dualized, later renamed Interstate 70 (I-70), and a second parallel concrete and steel bridge was constructed. The I-70 Monocacy crossing was realigned in 1985, approximately one mile to the north. The 1940s concrete bridge (Route 40) was closed to traffic, leaving only the 1956 concrete and steel bridge as the active Monocacy crossing for the renamed MD Route 144. For this documentation Route 144 (modern name) or Baltimore Pike (historic name) will be used.

The Baltimore & Ohio (B&O) Railroad crossing was also integral to the Monocacy battle, its protection from the invading Confederate troops being the initial driving force to bring Federal troops there to protect the railroad. The B&O also brought Federal reinforcements to the battlefield and carried the wounded away. Today, the CSX Corporation owns and operates the former B&O Railroad using the same right-of-way through the battlefield landscape.

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The Monocacy River landscape, with its cultural features and natural topography, was critical to the progression of the battle and continues to be so for interpreters and visitors to the battlefield today, a century and a half later. Commanders made crucial decisions about advances and defensive measures based on battlefield-defining features making up the landscape. Key terrain in the landscape of the Battle of Monocacy is the serpentine river with its shallow crossings. The Confederate objective was to capture Washington, DC and, to reach the capital city the army had to cross the river. Along the path of the river are floodplains of varying width, bounded by steep ridges or higher agricultural grounds back from the river's course. In places, the flat floodplain lands show evidence of older, abandoned riverbeds, appearing as thin crescents lined with trees. Tributaries such as Ballenger Creek, Bush Creek, and Linganore Creek, along with smaller unnamed watercourses, empty into the Monocacy at intervals. Also important to the battle were steep wooded ridges on the east side of the river, Brooks Hill at the south end of the battlefield, a corresponding unnamed hill (Unnamed Ridge) north of the railroad tracks, and one farther north, locally called "Jug Bridge Hill," overlooking the Baltimore Pike stone bridge. Each figured prominently in the battle as cover for observation of the enemy's movements, as optimal defensive positions, and for artillery emplacements. Reich's Ridge, a gentler rise along the west side of the Monocacy overlooking the Baltimore Pike, played a significant role in the Confederate advance and Federal defense of the Baltimore Pike stone bridge and Crum's and Hughes fords.

Farmers and millers occupied the area along the Monocacy River since the mid-eighteenth century. By 1864, the transportation routes leading to and from the port cities of Georgetown and Baltimore, including the B&O Railroad, were well established routes through the landscape that would become the battlefield. In addition to the main roads, which collected tolls, a network of local roads and farm lanes led to long-known fording places where the Monocacy River could be crossed safely on horseback or by wagon. They linked farms and mills and connected to other roads where grain, flour, and sawmill products traveled from farm to processor to market.

The land was rich, and agriculture produced a good living for farmers and millers. Central Maryland and the Cumberland Valley, along with the larger mid-Atlantic region, became America's breadbasket in the eighteenth

and first half of the nineteenth centuries. The region contained some of the most agriculturally productive farmland in the United States. A long tradition of grain husbandry prevailed, mostly wheat and rye, which millers and distillers turned into flour and whiskey. By the time of the Civil War, the landscape south and east of Frederick in the vicinity of Monocacy Junction and the Baltimore Pike stone bridge showed the effects of long-established farming. Split rail fences or vegetated hedgerows defined croplands divided into fields of typically ten to twenty acres. Fields were not necessarily square or rectangular, but followed natural features, such as rivers and streams, or they bordered manmade features like property lines, roads, or railroads. Farms also had pastureland for livestock and woodlots to provide fuel for cooking and winter heat, as well as lumber for fencing and building materials. These landscape features remain largely intact, though tree cover is greater today than it was in the mid- to late nineteenth century.[147] The B&O Railroad, Georgetown Pike (Route 355), and Baltimore Pike (Route 144) continue to be used as important transportation routes. Abandoned roads are still visible as traces on the land.

The northern section of the updated NHL boundary includes (from north to south) three Monocacy River crossings: the former Hughes Ford crossing, the Baltimore Pike (Route 144) crossing (the Stone or Jug Bridge, Figure 5), and the Crum's Ford (Reich's Ford Road) crossing. Here, the Monocacy River continued its influence on the historic landscape, its floodplain of woods and cultivated fields, gently rising hills, and wooded ridges. Today, while the topography remains largely unaltered, the pastoral and wooded landscape survives, primarily where the river regularly inundates these areas, making development undesirable or prohibited. It was the flat open floodplains and the farm lanes that followed them that provided a corridor over which the Federal forces of General Wallace moved to deploy to their designated defensive locations on the hills and wooded ridges along the river. Commanding the high ground at Reich's Ridge west of the stone bridge allowed the grossly outnumbered Federal defense to hold the bridge for most of the day-long battle. At the end of the battle, the retreating Federal troops followed routes behind the protection of the ridges to the Baltimore Pike. Parts of these retreat routes, historically little more than farm tracks, are no longer in existence, while some sections remain intact as private lanes or driveways.

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Though the three defended Monocacy crossings north of the B&O Railroad—Hughes Ford, the Baltimore Pike stone bridge, and Crum's Ford—are all still evident on the landscape, flooding and resulting realignments have altered these routes to some degree. Hughes Ford is no longer an active crossing. Its access routes pass through privately owned land on the east side of the Monocacy River, and on land held by the City of Frederick as part of the municipal airport on the west side. On the west side of the river, many of the historically open vistas between Hughes Ford and the Baltimore Pike, vistas which aided the Federal defenders of the stone bridge and Hughes Ford, remain intact along the river's floodplain and undeveloped open fields above. Some commercial development in this area interrupts the battle landscape with a cluster of buildings and parking lots, and where several drainage ponds were excavated in previously open fields on the crest of Reich's Ridge. The 1985 realignment of I-70 also abruptly cuts through the wooded ridge on the east side of the river and across the north end of Reich's Ridge on the west side of the river, forming a visual intrusion and physical barrier. Through the NHL district, I-70 is depressed below the historic landscape, thus lessening its visual intrusion. The once busy Baltimore Pike alignment is now a quiet road lined with residences which ends at the river. The historic toll house is extant and the old stone bridge abutments remain in place. The relatively steep grade of this road down to the former river crossing on both the west and the east bank provides a clear sense to the visitor of the significance for Federal defenders of holding the high ground on the ridges above the stone bridge crossing.

[147] Paula S. Reed, *Tillers of the Soil: A History of Agriculture in Mid-Maryland* (Frederick, MD: National Park Service, Catoctin Center for Regional Studies, 2011), 41.

When the Baltimore Pike stone bridge collapsed in 1942, it was realigned to cross the river via a new concrete bridge (US Route 40, now MD Route 144). Grading for this highway attempted to level the crossing somewhat, and when the road was dualized in 1956 to become part of Interstate 70 (at the time, called I-70N), the second concrete bridge provided a slightly more level crossing. The open hillside of Reich's Ridge southwest of the bridge crossings, located within the 1973 NHL boundary, is now covered with residential development with a significant degree of re-grading. These residential areas have been removed from the updated NHL boundary due to the extensive alterations made to the battlefield landscape. The open floodplains on both sides of the river, however, remain intact with agricultural cultivation on the west side and a county recreational park on the east side. This corridor of open land along the river leads southward to the Crum's Ford area. The Crum's Ford crossing was also known as Reich's Ford, after which the road was eventually named.[148] A bridge was constructed sometime after the 1864 battle, shown on the 1873 D. J. Lake *Atlas of Frederick County, Maryland* map (Figure 2).[149] By 1909 the road was realigned to cross a new bridge approximately 400 feet to the north of the old ford crossing (Figure 3). That bridge was destroyed by flooding caused by Hurricane Agnes in 1972, and the crossing was again realigned slightly southward when a new bridge was constructed in 1973.

South of Reich's Ford Road, the narrow floodplain is wooded and is bounded on the east by a small, unnamed ridge and on the west by land now extensively quarried for limestone. The floodplain widens as the river enters a wide southwesterly curve, providing rich, open land for two historic farms on the east and west banks, both bounded on the south by the B&O Railroad. This was a key area for the Federal defense, providing a wide view of the battlefield from the eastern ridge, as well as defensive earthworks and artillery emplacements. An old road, today little more than a trace, which ran northward from Gambrill Mill across Bush Creek, split at the base of the ridge, continuing on the west side to Crum's Ford and on the east side to Reels Mill Road. These routes provided ingress and egress for the Federal troops before and after the battle.

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From the area of the railroad crossing, the Monocacy River winds its way southwesterly through the southern core battle area of the Monocacy Battlefield NHL encompassing Monocacy National Battlefield. The area remains largely pastoral, bisected by the gentle hills that rise from the wooded river bottom, with intervals of wide cultivated floodplain bound by sharply rising wooded ridges. The hills and ridges, still evident today, provided a superior vantage point for Federal forces defending the B&O and Georgetown Pike bridges. The ridge immediately northeast of the B&O Railroad trestle was lined with trenches and artillery emplacements overlooking the bridge, earthworks that are still in evidence today. Views from the Thomas and Worthington farmsteads across the river to the cultivated fields surrounding the Best house and barns (and vice versa) provided information regarding enemy troop movements and artillery positions. After crossing the river at the Worthington Ford, Confederate Maj. Gen. John B. Gordon used Brooks Hill, between the Baker and Worthington farms (Figures 8 and 9), to reconnoiter the Federal defenses. He then prepared his attack in the Worthington meadow by the river, protected from Federal view by the hills around him. Much of this battlefield viewshed remains intact today, but with industrial, commercial, and residential intrusions marking the northern, western, and southern edges of the Monocacy National Battlefield (MNB) park boundaries.

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[148] Glenn Worthington (*Fighting for Time*), who lived on the Worthington Farm (Clifton) at the time of the battle, noted both "Crum's Ford" and "Reich's Ford" between the railroad bridge and the Baltimore Pike stone bridge (Jug Bridge). None of the battle reports include Reich's Ford in their descriptions, mentioning only Crum's Ford or "the ford" (singular). Additionally, all the battle maps show only the location of Crum's Ford, which is also the case with the contemporary local maps. The road, later named Reich's Ford Road, crossed the Monocacy via a bridge just north of Crum's Ford by 1909 (USGS map). The road was realigned in ca. 1973 with a new bridge just south of the previous washed-out bridge, which is now an access road in Pinecliff Park.

[149] D. J. Lake, *Atlas of Frederick County, Maryland* (Philadelphia: C. O. Titus & Co., 1873), https://historicmapworks.com/Map/US/9709/Frederick++Knoxville++Berlin/Frederick+County+1873/Maryland/, accessed March 18, 2024.

The Monocacy River crossings—both natural and manmade—were key features of the historic landscape that shaped the Monocacy battle. The B&O Railroad (today CSX Railroad) moves through the eastern battlefield landscape, passing below the south end of a ridge as the railroad parallels Bush Creek to its juncture with the Monocacy River. The railroad crosses the river via a flat deck bridge, still following the same alignment as the 1854 iron trestle that figured so prominently in the Battle of Monocacy. On the west side of the river, the flat floodplain accommodates the Frederick Junction (called Monocacy Junction at the time of the battle), where the main branch continues along the river running southwest toward Harpers Ferry, and a spur extends northerly into Frederick. The landscape of the rail line through the battlefield is little changed from its historic appearance, though historically associated buildings are no longer extant. Just downriver from the B&O crossing, the historic wooden covered bridge, built in 1828, which carried the Georgetown Pike across the Monocacy River, also figured prominently in the battle until it was burned by Federal troops to prevent a Confederate crossing. Today's steel truss bridge sits on the stone piers and abutments of the burned covered bridge, providing continuity between the current bridge and road alignment and that of the historic battle. The construction of the 1828 bridge accompanied turnpike improvements on the east side of the river. Improvements to the road surface and a realignment of the road to meet the bridge were major accomplishments. This 1828 realignment created the sharp curve on the Georgetown Pike. In the early 1920s, the road, then called Route 240, was straightened to its present alignment to cut out the sharp curves, creating what is now called Araby Church Road. At the curve, the abandoned road trace of the historic Georgetown Road (pre-1828) continues toward the old ford/ferry site. On the west side, the road was built up in about 1900 with the construction of a new overpass bridge. It was straightened in about 1930 with a new concrete overpass bridge. The Georgetown Pike—today's Route 355 and the Araby Church Road cut-off—was the primary conduit for Confederate troop movement prior to and after the battle.

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The smaller, less prominent river fords provided more well-protected crossings for the advancing Confederate troops, as their approaches were—and remain today—obscured by tree growth along the river's edge. On the segment of the Monocacy River that flows through the southern area of the Monocacy Battlefield NHL there were two historic fording places, but neither had public access roads at the time of the battle. The Worthington Ford was a private ford used by local farmers. Located at the end of a farm lane leading from the Buckeystown Pike (Route 85) to just above the mouth of Ballenger Creek, it crossed the river to the lower floodplain meadows of the Worthington Farm. The ford was discovered by Confederate forces several hours into the battle, changing the already thin Federal battle front from center to left. The riverbanks here are relatively steep and heavily wooded, much as they were historically as described by soldiers after the battle, and the Worthington Ford remains difficult to identify. The other fording place, known as the Middle Ford in the eighteenth century and later as "Marshall's Ferry" crossing, [redacted]. The Middle Ford was part of the old road to Georgetown and is recorded in Frederick County Court records and on land plats. [redacted] This was an active market road with ferry service across the ford from at least 1748 until 1828 when the first Washington [Georgetown] Turnpike Bridge was constructed upstream of the old crossing. Though the ford itself did not play a role during the 1864 battle, the sunken bed of the old Georgetown Road trace through the Thomas Farm sheltered troops during the battle. Two other road traces through the Thomas and Worthington farms are also still evident on the landscape, one along the east bank of the river leading to the Worthington farmhouse, and the other leading from Araby Church Road (the old Georgetown Road alignment) to the Worthington Ford. All available roads and road traces were likely used during the Monocacy battle to facilitate troop movements across the battlefield, particularly the old roads worn deep into the land from use, which provided extra protection from the barrage of bullets and artillery during the heat of the battle.

Industrial development encroaches on the NHL boundary on the west bank of the river near Ballenger Creek east of the railroad alignment. Much of this development is obscured by the heavy woods along the river, though continued development here threatens the battlefield viewshed. The NHL boundary adjustment removes from the 1973 boundary the wastewater treatment facilities developed by Frederick County here between 1976 and 2014. The floodplain or riparian buffer area between the riverbank and the base of the land-fill platforms remains inside the boundary and retains most of its characteristics from the battle period despite the introduction of underground sewer and water pipelines. The area retained within the NHL boundary still conveys a sense of the historic scene where troops were staged and crossed the river into combat.

Residential development along Araby Church Road and Baker Valley Road, some of it dating back as early as the 1920s, alters the rural setting of the Thomas and Baker farms. The 1950s Araby Church Road development, encompassing Williams, Rickie, and Arthur Avenues, was present and included within the 1973 NHL boundary and remains within the updated NHL boundary. The development's small houses with very little grading are low-impact visually and topographically, retaining the potential for archeological information. Commercial development south of Frederick abuts the Monocacy NHL boundary on the Best Farm and Visitor Center properties. This development forms a visual boundary when viewed from the eastern Thomas and Worthington farms, as well as from the Best Farm and Visitor Center. While the internal battlefield landscape within the NHL boundary retains exceptional integrity, the surrounding viewsheds remain threatened by development.

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Though residential, industrial, commercial, and transportation development has intensified south and east of Frederick during the late twentieth and early twenty-first centuries, within the expanded boundaries of the Monocacy Battlefield NHL, the landscape largely reflects land patterns from the battle period.

The entire landscape within the Monocacy Battlefield NHL is considered a contributing site.

Archeological Resources (See Maps #8, #8A, #8B, and #8C - REDACTED)
The Monocacy Battlefield NHL contains many very significant archeological sites, both precontact and historic. Monocacy Battlefield saw significant Civil War activity and occupation in 1862 and 1863, as well as during the Battle of Monocacy in July of 1864. For purposes of this NHL, however, only archeological resources associated with the July 9, 1864, Battle of Monocacy are considered contributing to the National Historic Landmark's significance.

The Maryland Historical Trust Archeological Database Inventory includes a summary of the relevant archeological investigations completed to date within the Monocacy Battlefield NHL. Many archeological investigations have taken place on the federally owned land (1,357 acres) comprising the Monocacy National Battlefield and are identified as a single archeological complex (Maryland Site #18FR0030; Cultural Resources Inventory System [CRIS] – Archeology [CRIS-AR] #MONO00004.000, see Map #8). The entire NPS site is considered an archeological site known as the Monocacy National Battlefield archeological complex. Within the complex, several individual archeological sites have been discovered. No systematic survey of the non-federal lands has been undertaken; however, potential exists for battle-related archeology on these non-federal areas of the NHL. A comprehensive list of archeological reports for investigations in and around the Monocacy Battlefield can be found in the bibliography (Section 7).

In the [redacted] the site of the Linganore Mill (18FR0848), a feature of the Monocacy battle landscape, was identified during a Phase I Reconnaissance Survey in 2005. The surveyor noted that the "stone arch is extant on remnants of grist mill tail race, part of Linganore Mill, which was

operated from 1800-1900 as part of Linganore Farms."[150] On the [redacted] produced domestic artifacts from eighteenth- and nineteenth-century occupations. To date (2023), no Monocacy Battle-related sites or artifacts have been located in the northern core area.

The remaining identified archeological sites located on non-federal property in the northern core area are precontact lithic scatters, considered noncontributing because they fall outside the period and areas of significance for the battle. These include: 18FR0019 Linganore Creek, 18FR0022 Ballenger Creek, 18FR0041 Jug Bridge,18FR0042 Jug Field, 18FR0064 Linganore West, 18FR0136 Linganore East, 18FR0248 Romsburg, 18FR0304 Knoll Farm, 18FR0653 QF6, 18FR0688, Evans I, 18FR0724 BS-1, 18FR0794 Area JJ (Locus 3), 18FR0809 Bowman Farm 1, 18FR0810 Bowman Farm 2, 18FR0811 Bowman Farm 3, 18FR0849 Site A, 18FR0850 Site B, 18FR0851 Site C, 18FR1161 Frederick Airport Park #1.

To the south, the component archeological sites found within the overall battlefield site (Maryland Site #18FR0030) include several sites with cultural resources that were present at the time of the battle or military sites that are battle or encampment related. In 1990, a Phase I and Phase II survey for the Monocacy Interceptor Sewer Line identified one battle-related artifact, a Minié Ball located [redacted]. In 1991, investigations prior to the installation of a septic field and parking lot [redacted] also located an "unfired three ring Union .58 caliber Minié bullet."[151] A metal-detector survey, completed as a Section 106 compliance project [redacted], identified evidence of a possible short-term cavalry encampment (18FR0030-1) and another earlier encampment (18FR0030-2); however, shovel test pits (STPs) did not locate any associated features.[152]

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Archeological investigations completed under a cooperative agreement between the National Capital Region Regional Archeology Program (NPS) and the Center for Heritage Resource Studies (University of Maryland, Department of Anthropology) focused on the Best and Thomas farms. The *Archeological Overview and Assessment and Identification and Evaluation Study of the Best Farm* (L'Hermitage) was a Phase I and II investigation completed between 1999 and 2004 to "identify, document, and evaluate previously unknown resources."[153] The project utilized pedestrian surveys, STPs, and systematic metal-detector surveys in and around the main building complex and adjoining fields for the Phase I identification of "high probability" areas. Phase II excavations included standard units as well as backhoe trenches. [redacted] (18FR0792), while the metal-detector surveys located battle-related artifacts, "interpreted as evidence of artillery and small arms skirmishing during the Battle of Monocacy"[154]

The *Archeological Overview, Assessment, Identification, and Evaluation Study of the Thomas Farm*, completed between 2003 and 2008, included a systematic metal-detector survey in one of the farm fields, seeking to "provide information about the initial Union position on the Thomas Farm during the Battle of Monocacy," and

[150] David Rue, Laura Trieschmann, and John Stiteler, *Phase I Cultural Resources Survey for Excess Property: Linganore Limited Partnership, Frederick County, Maryland* (Archaeological and Historical Consultants, Inc., 2007, MDSHA Report No. 346 MHT #FR 221).
[151] R. Christopher Goodwin, Thomas W. Neumann, and Michelle T. Moran, *Phase I and Phase II Archeological Investigation of the Monocacy Interceptor Sewer Line Project Corridor, Frederick County, Maryland* (R. Christopher Goodwin & Associates, Frederick, Maryland, 1990).
[152] Beasley, *Archaeological Overview* (2005), p. 9.24.
[153] Beasley, *Archaeological Overview* (2005), p. 1.1.
[154] Beasley, *Archaeological Overview* (2005), p. 19.3.

to "evaluate the condition of the farm's battle-related archeological resources."[155] The results of the survey indicate that "unchecked, undocumented relic-hunting" has severely compromised the potential for battle-related archeological material on the Thomas Farm. A Phase I STP survey indicated several high potential areas, resulting in Phase II excavations [redacted] main house (18FR0820) and around the Blacksmith Shop Ruin (18FR0871). Phase II excavation units at these sites revealed their potential to yield "information about the historic configuration and appearance of the Thomas Farm," with intact archeological deposits, including the forge and workbench area of the blacksmith shop.[156] Between 2018 and 2021, archeological monitoring was completed for fence replacement and realignment on the Thomas Farm and tree removals on the Thomas and Worthington Farms. There were no significant findings reported.[157] A study entitled "Archeological Identification and Evaluation of Worthington Farmstead," (18FR0791) was completed in 2023. The study covered [redacted]. The investigations included "archival research, shovel testing, metal-detector survey, ground-penetrating radar (GPR) coverage, slot-trench evaluation of a sample of GPR anomalies, analysis, and reporting." Artifacts recovered included [redacted]"[158]

In 1991, a Phase I investigation of the Gambrill Mill site (18FR0245) was completed prior to construction of a parking lot and septic system for the planned Preservation Center (now the Historic Preservation Training Center [HPTC]). A metal-detector survey determined locations for shovel testing, producing [redacted] Significantly, the "deep alluvial deposits," exceeding the two-foot depth of the survey's STPs suggested a "high potential for buried archeological deposits."[159] [redacted][160]

The 2013 investigations completed by TRC Environmental Corporation for the Maryland Department of Transportation, State Highway Administration's "planned replacement of MD 355 over CSXT Bridge 10084," identified additional battle-related artifacts (18FR0030) and Best Farm-related artifacts (18FR0792) within the area of potential effect. One of the two Civil War defensive blockhouses was in the railroad junction area on the west side of the Monocacy River. Its exact location has not been determined. According to accounts from the 14th New Jersey Regiment who constructed the blockhouses, they were log structures with loopholes for shooting through the walls. The 2013 investigation included the possible site of the blockhouse (18FR1025) that burned during the Monocacy battle, and a Phase II National Register evaluation of the site was

[155] Joy Beasley, ed., *Archaeological Overview, Assessment, Identification, and Evaluation Study of the Thomas Farm* (National Capital Region, NPS Regional Archaeology Program Occasional Report No. 19, US Department of the Interior, 2010), p. 150.
[156] Beasley, *Archaeological Overview* (2010), p. 151.
[157] Archeological Clearance Memorandums for ongoing compliance projects (Monocacy National Battlefield Headquarters library). The fence replacements/realignments and tree removals were recommended in the Cultural Landscape Report (CLR). See Michael Commisso and Martha Temkin, *Cultural Landscape Report: Thomas and Worthington Farms, Monocacy National Battlefield* (Resource Stewardship and Science, Division of Cultural Resources, National Capital Region, National Park Service, Department of the Interior, 2013)
[158] Chris Espenshade, Erin Cagney, and Jordan Cole, "Archeological Identification and Evaluation of Worthington Farmstead" (New South Associates Technical Report 4467, submitted to National Capital Region, National Park Service, 2023), Executive Summary, p. i.
[159] Chris Espenshade, Erin Cagney, Joshua Blackmon, Stefan Brannan, and Lori Thompson, *Archeological Overview and Assessment of Monocacy National Battlefield* (New South Associates Technical Report 4485, submitted to National Capital Region, National Park Service, 2023), p. 163.
[160] Ibid., citing EDAW, Land and Community Associates, and John Milner Associates, "Monocacy National Battlefield Cultural Landscape Evaluation and Archaeological Evaluation," manuscript on file, Denver Service Center, National Park Service, Denver, CO.

recommended.[161] The Phase II survey completed in 2014, investigated the rubble associated with 18FR1025, described as a likely nineteenth- to twentieth-century tenant house site, and found its integrity to be too compromised to yield significant information. A second site known as the Wiles I Site (18FR0021) was also investigated. The multi-component prehistoric site was first identified in 2004 (RC Goodwin & Assoc) and 2005 (Joy Beasley, NPS).[162] It was found to be largely disturbed by modern utility work.[163] Both sites are considered noncontributing to the Monocacy National Battlefield NHL.

While years of relic-hunting have impacted the archeological potential of this well-known battlefield, archeological resources remain intact in some areas. Some are potential resources likely to be found in areas as yet uninvestigated within the NHL boundary.

Civil War-era artifacts and archeological resources found within the bounds of the Monocacy National Battlefield archeological complex and that date to the period of significance are included as components of the complex under MD#18FR0030 (CRIS-AR#MONO00004.000) and are not separately counted for this NHL district.

8 contributing sites (archeological)
- 18FR0030 Monocacy National Battlefield Archeological Complex (CRIS-AR#MONO00004.000)
- 18FR0245 Gambrill Mill
- 18FR0848 Linganore Mill
- 18FR0820 Thomas Farm [redacted]
- 18FR0871 Blacksmith Shop Ruin
- 18FR0791 Worthington Farm
- 18FR0792 Best Farm-related artifacts
- 18FR0968 Bowman Farm 4

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39 noncontributing sites (archeological)
- 18FR0019 Linganore Creek
- 18FR0021 Wiles I
- 18FR0022 Ballenger Creek
- 18FR0041 Jug Bridge
- 18FR0042 Jug Field
- 18FR0043 Trunks Bottom (Paleoindian or Archaic)
- 18FR0055 Rich's Ford (late Archaic Nutting Camp)
- 18FR0062 Ballenger Creek South (Precontact & Historic; Industrial)
- 18FR0064 Linganore West
- 18FR0066 Bush Creek (Multicomponent precontact; Camp site)
- 18FR0068 Worthington Farm (Precontact; Camp site)

[161] Maryland State Highway Administration, Environmental Planning Division, Cultural Resources Section. *Archaeological Survey for the MD 355 Over CSXT Bridge 10084 Replacement Project, Frederick County, Maryland*, Archaeological Report Number 464, prepared by TRC Environmental Corporation, DRAFT April 2014.
[162] Colby A. Child, Bradley K. Burkholder, Christine Heidenrich, and Jason C. Kranch, *Phase I Archival and Archeological Investigations, including Additional Phase I and Phase II Excavations within the Monocacy National Battlefield, for the Proposed New Design Water Main, Frederick County, Maryland* (R. Christopher Goodwin & Associates, Frederick, Maryland, 2004); Beasley, Archeological Overview (2005).
[163] Brooke Kenline, *Phase II Archaeological Evaluation of 18FR0021 and 18FR1025 for the MD 355 Over CSXT Bridge 1008400 Replacement Project, Frederick County, Maryland* (Maryland State Highway Administration, Environmental Planning Division, Cultural Resources Section. Archaeological Report Number 485. Prepared by TRC Environmental Corporation, 2015).

18FR0110 Wiles II (Precontact; Camp site)
18FR0136 Linganore East
18FR0169 US Route 70S#1 (Multi-component Precontact site)
18FR0170 US Route 70S#2 (Multi-component Precontact site)
18FR0193 Reich's Ford West (Precontact; Knapping station)
18FR0204 Wick's Lumber (Precontact; Hamlet)
18FR0205 Pinecliff I (Precontact; Camp, Village)
18FR0244 Jenkins II (Precontact; Knapping station)
18FR0248 Romsburg
18FR0304 Knoll Farm
18FR0652 Ladson (Middle Woodland; Lithic scatter)
18FR0653 QF6
18FR0688 Evans I
18FR0698 UR1 (17th-18th century; Industrial-Mill site)
18FR0724 BS-1
18FR0794 Area JJ (Locus 3)
18FR0809 Bowman Farm 1
18FR0810 Bowman Farm 2
18FR0811 Bowman Farm 3
18FR0818 Reich's Ford Lateral East (Precontact lithic scatter)
18FR0819 Middle Ford Ferry Tavern (not in use/extant during 1864 battle)
18FR0821 Thomas Farm II
18FR0822 Thomas Farm I
18FR0849 Site A (Precontact)
18FR0850 Site B (Precontact)
18FR0851 Site C (Precontact)
18FR1025 Tenant Site (19th-20th century single or multiple tenant site)
18FR1161 Frederick Airport Park #1 (Precontact)

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The remainder of the area encompassed by the revised NHL boundaries has significant potential to add to the understanding of the battle through undiscovered archeological deposits.

Cultural Resource Descriptions by Geographic Area

A. Hughes Ford Area (Maps #5 and #5A)
Between the north side of the Route 144 bridge crossing and the former Hughes Ford crossing to the north, the Monocacy River floodplain on the east side of the river is largely wooded and bounded by the ridge along which the asphalt-paved Linganore Road runs. The east edge of Linganore Road marks the NHL boundary line in this area as it was a circulation route during the battle.

Just north of the intersection of Linganore Road and Dr. Baxter Road (old Baltimore Pike), fronting onto the west side of Linganore Road within the NHL district, is a small linear residential development with nine houses dating from the 1950s-1960s. Lundgren Drive, a slightly more recent residential development of five houses, runs west from Linganore Road curving southward and ending in a cul-de-sac on the west face of the ridge. While this cluster of houses interrupts the rural battlefield landscape, the development is relatively small in scale and appears to have involved only minimal disturbance to the topography. From the northern edge of this

cluster of houses, moving northward along the west side of Linganore Road, the hillside levels down to a wider, wooded floodplain, bisected by the 1985 alignment of I-70. Linganore Road is carried over I-70 via a concrete overpass. Just north of I-70, Linganore Creek winds its way across the floodplain, near the site of Linganore Mill (MD Site #18FR0848) which appeared on the 1858 Bond Map (Figure 4)[164] and drains into the Monocacy River. Linganore Road crosses Linganore Creek via a modern concrete bridge.

The wooded floodplain widens and flattens out shifting to the cultivated fields of the former Linganore Farm (Figure 4), through which the route leading to Hughes Ford was located.[165] Part of the old approach is now a private lane running west from Linganore Road (at Plant Road). The lane curves north and west, away from the old road trace, leading to a non-historic house and metal warehouse/garage building. The road trace (visible in aerial photos) continues to the river and picks up again on the west side of the river, marking the location of the old Hughes Ford.

On the west side of the river, the wooded floodplain becomes cultivated fields as it gently rises toward the north end of Reich's Ridge. Much of this land was formerly part of the Brengle Farm and the Robertson Farm (Figure 4), more recently known as the Bowman Farm (MIHP#F-3-187). The Hughes Ford Road Trace appears as an angled tree line dividing the former Brengle Farm on the north side (Figure 4) and the Robertson-Bowman Farm on the south side. The Frederick Municipal Airport now occupies the westward fields of both farms. A complex of Frederick County offices occupies the southwest corner of the Bowman Farm, part of which was included within the 1973 NHL boundary but is now outside the updated NHL boundary due to development. The Robertson-Bowman farmstead and the remaining Bowman land is being developed as a business park.

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Bowman Farm Road, once the historic farm road, is now a paved access road leading through the business park. Three stormwater management ponds have been excavated. Four large non-historic commercial buildings stand south of the Hughes Ford crossing. The area is accessed from East Patrick Street by Bowman Farm Road, which briefly parallels East Patrick Street running east, then curves sharply northward following the route of the old farm lane along the crest of Reich's Ridge. At the curve stands a brick house (8400 Bowman Farm Rd.) built in 1986. At the northern end of the paved road stand the remnants of the historic Robertson-Bowman farmstead that contains a cluster of buildings from different occupation periods. There is the circa 1820 farmhouse that is in dilapidated condition, a circa 1870-1880 bank barn, and a brick circa 1950 dwelling/tenant house (1715 Bowman Farm Road). The area is bounded on the south by the 1985 alignment of I-70.

While this area has been impacted by some development and roadway expansions and realignments, it is in a crucial part of the northern battlefield between Reich's Ridge and the river, and as of the writing of this update, most of Reich's Ridge remains open fields as it was at the time of the battle.

Hughes Ford Area Archeological Resources (already counted in the Archeological Resources section above): Contributing sites include the site and partial ruin of the Linganore Mill (18FR0848) and the eighteenth- and nineteenth-century artifacts associated with the Bowman Farm (18FR0968 Bowman Farm 4) sites. Noncontributing sites are largely prehistoric lithic scatters, including: 18FR0019 Linganore Creek, 18FR0022 Ballenger Creek, 18FR0041 Jug Bridge,18FR0042 Jug Field, 18FR0064 Linganore West, 18FR0136 Linganore

[164] Isaac Bond and E. Sachse & Co., *Map of Frederick County, Md. accurately drawn from correct instrumental surveys of all the county roads* ([Baltimore?], 1858), https://www.loc.gov/item/2002624018/, accessed March 18, 2024.
[165] One of the parcels making up the Linganore Farm in the 1858 sale from Lewis Scholl to John Reifsnider (Frederick Co. Deed Book BGF 2, page 661) was part of a tract called Benvenue, originally patented in 1813 by Levy Hughes (Fred. Co. Patented Certificate 495, MSA S1197-559). Benvenue included a tract called Ferry Landing on the Monocacy River and is likely the genesis of Hughes Ford.

East, 18FR0248 Romsburg, 18FR0304 Knoll Farm, 18FR0653 QF6, 18FR0688, Evans I, 18FR0724 BS-1, 18FR0794 Area JJ (Locus 3), 18FR0809 Bowman Farm 1, 18FR0810 Bowman Farm 2, 18FR0811 Bowman Farm 3, 18FR0849 Site A, 18FR0850 Site B, 18FR0851 Site C, 18FR1161 Frederick Airport Park #1.

A. Hughes Ford Area Resources (Maps #5 and #5A)

1 contributing building:

A.1 Robertson-Bowman Farmhouse, ca. 1820 (MIHP#F-3-187) vacant/ruinous

3 contributing structures:

A.3 Linganore Road
A.4 Hughes Ford and access road trace (both sides of Monocacy River)
A.5 Bowman Farm Road

9 noncontributing buildings:

Robertson-Bowman Farm bank barn, ca. 1870-1880 vacant/ruinous
6426 Linganore Rd. at Plant Rd., house and warehouse/garage (2 buildings), 2006
8400 Bowman Farm Rd., brick house, 1986
1715 Bowman Farm Rd., brick dwelling/tenant house, ca. 1950
1660/1662 Bowman Farm Rd., brick commercial buildings (2 buildings), 2007
1664/1666 Bowman Farm Rd., stuccoed commercial buildings (2 buildings), 2020

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3 noncontributing structures:

I-70 (1985 alignment)
Linganore Rd. I-70 overpass
Linganore Creek Bridge

B. Baltimore Pike Stone Bridge Area (Map #5A)

In 1942, the old Baltimore Pike stone "Jug Bridge," built in 1809 (Figure 5), collapsed from overuse by heavy traffic (Figures 5 and 6). The ruined bridge was removed, and its signature "demijohn" jug-shaped stone monument was relocated, leaving only the cut stone abutments and paved dead-end access alignments of the old route on both sides of the river. On the east side of the river, the old alignment is called Dr. Baxter Road. It provides access to the historic "E. W. Bremmerman Store" (1858 Bond map, Figure 4), now a residence, as the road curves down toward its dead end at the river abutment. On the west side, the old alignment is called E. Patrick Street, an extension of E. Patrick Street through Frederick to which the Baltimore Pike was historically connected until the 1985 realignment of I-70 severed the connection. This west section of the pike remains partly in use as an access road for the stone Jug Bridge Toll House (MIHP#F-3-128; built in 1809; a private residence since 1911), five twentieth-century houses along the road, and the former Philip Reich Farm (house demolished in 2012, see below). The Todd-Mercer-Hargett House (MIHP#F-3-53), located on the old Baltimore Pike alignment at the site of the "T. Simpson" house on the 1858 Bond map, appears to be a circa 1890 Queen Anne-styled house with two corner towers and a center cross gable. The dwelling house is now used as a commercial business office (RV sales). It does not contribute to the NHL because it was not in existence during the battle. As the old Baltimore Pike roadbed descends toward the remnant bridge abutments, the route is obscured by overgrowth; however, it is visible in winter from the river and in aerial views. A power line crosses the river beside the old Baltimore Pike right-of-way.

The 1940s realignment of the Baltimore Pike, called US Route 40 or Old National Pike, moved the river crossing downstream approximately 300 feet, with a new three-arched concrete bridge which spans the river at a higher elevation than the old bridge and road system. Route 40 was dualized in 1956 as part of the Interstate 70 construction and a second, parallel concrete and steel bridge was constructed at yet a higher elevation. When I-70 was realigned to the north in 1985, the 1940s concrete bridge and its approach alignment were closed to traffic. Though no longer in use, the bridge remains intact, and the abandoned approach roadbed is used for commuter parking. The still active alignment, now called MD Route 144, uses the 1956 concrete and steel bridge. While the numerous alignments at the historic stone bridge crossing created a confusing landscape, they preserve the original purpose of conveying the road to Baltimore over the Monocacy River.

The landscape between the old Baltimore Pike alignment and the 1985 I-70 alignment on the west side of the river is open floodplain that rises gently to a part of Reich's Ridge that is now a private golf driving range. This section of Reich's Ridge was historically part of the Philip Reich Farm and retains much of its essential historic topography relevant to the Monocacy battle. The early nineteenth-century Philip Reich farmhouse, thought to have been a tavern at one time, was demolished in 2012; however, two barns, a brick silo, and three domestic and agricultural outbuildings remain intact. A golf range tee shed, two other modern sheds, and a parking lot occupy the crest of the hill near the barn complex.

On the south side of Route 144, still on the west side of the Monocacy River, the floodplain is wide and relatively flat, encompassing a cultivated field of approximately 28 acres below Reich's Ridge to the west. It was this field that the 144th Ohio Regiment crossed under heavy fire, with bayonets fixed, to push the opposing 4th Georgia Confederate troops back off the crest of Reich's Ridge.[166] The Maryland National Guard Armory (built 1985) and several more recent residential developments stretch the length of this part of Reich's Ridge, blanketing the hillside landscape south from Route 144. The visual and topographical intrusion (grading) of this modern development is so dramatic that here the 1973 NHL boundary has been moved to exclude the new development.

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On the east side of the river, south of Route 144 (Old National Pike/Route 40), a large modern (ca. 1970-present) residential development located on Jug Bridge Hill (as noted on tax maps) forces the NHL boundary to follow the narrow, wooded floodplain at the base of the hill. Mature deciduous trees serve to minimize the visual intrusion of this modern housing development.

B. Baltimore Pike Stone Bridge Area Resources (Map # 5A)

4 contributing buildings:

- B.1 8721 Dr. Baxter Rd. "E. W. Bremmerman Store" (1858 map), ca. 1850
- B.2 8614 E. Patrick St., "Jug Bridge Toll House," 1809 (MIHP#F-3-128)
- B.3 8518 E. Patrick St. (Philip Reich Farm), bank barn, ca. 1850
- B.4 8518 E. Patrick St. (Philip Reich Farm), stone outbuilding, early nineteenth century (Philip Reich House site, demolished 2014, counted as part of the overall landscape)

1 contributing structure:

- B.5 Baltimore Pike Alignment and stone bridge remnants (Dr. Baxter Rd. and E. Patrick St.)

31 noncontributing buildings:

- 6006-6044 Linganore Rd. Linear residential development (9 houses, 1 garage), 1950s–1960s

[166] Daniel A. Masters, *No Greater Glory: The 144th Ohio Volunteer Infantry in the Civil War* (LuLu.com, 2010), pp. 84-85.

6001-6006 Lundgren Rd. and cul-de-sac residential development (5 houses), 1960s–1990s
8708 Dr. Baxter Rd., house, 1958
8434, 8504, 8602, 8608 E. Patrick St. (Baltimore Pike) (4 houses, 3 outbuildings), 1950s–1970s
I-70 Golf range, tee shed, and outbuildings (3 buildings), ca. 1990s
1501 E. Patrick St., (Chesaco RV World) Todd-Mercer-Hargett House, ca. 1890 (MIHP#F-3-53) and 2 commercial buildings
8518 E. Patrick St. (Philip Reich Farm), gambrel-roof barn, ca. 1930
8518 E. Patrick St. (Philip Reich Farm), frame shed, ca. 1900

4 noncontributing structures:
8518 E. Patrick St. (Philip Reich Farm), brick silo, ca. 1900
8518 E. Patrick St. (Philip Reich Farm), tile silo, ca. 1930
1940s abandoned US Route 40 concrete arched bridge and road alignment
1956 I-70 (today Route 144) concrete and steel bridge and road alignment

C. Crum's Ford Area (Maps #6 and #6A)

Crum's Ford, located in the vicinity of today's Reich's Ford Road, crossed the Monocacy River between the southern end of Reich's Ridge on the west side of the river and the northern end of an unnamed ridge on the east side of the river. The floodplain is bounded by the two ridges and low hills along the river. The Crum's Ford/Reich's Ford Road Bridge crossing remains wooded along the west bank of the river and is partly wooded on the east side, opening across the playing fields of Pinecliff Park to the north of the crossing. The concrete and steel Reich's Ford Road Bridge is a 1973 realignment of the previous circa 1900 bridge located approximately 400 feet upriver. Though the earlier bridge is gone, the former approach road alignments remain visible and partly in use on both sides of the river. Historic maps and remnant road traces on the ground today indicate that the current bridge crossing may more closely approximate the original Crum's Ford crossing, which appears to have been just a few feet to the south of the current bridge. Remnants of the Crum's Ford Road are visible through the woods leading down to the river.

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On the west side of the river, the former bridge alignment access road appears as a dirt track leading across the wooded floodplain. The track then leaves the NHL boundary as it parallels the current Reich's Ford Road approximately 300 feet until it veers northward becoming a paved road called Ray Smith Road. On this west side of the Monocacy River, only the relatively narrow, wooded floodplain remains undeveloped, and within the NHL boundary.

On the east side of the river, Pinecliff Park, owned and operated by Frederick County, spans approximately 95 acres along the east bank floodplain from Reich's Ford Road to just below the Route 144 crossing. Pinecliff Park includes five baseball fields, playground equipment, and a manmade pond in the lower floodplain area. About half of the acreage is wooded as the elevation rises away from the river. The property also includes a modern lodge building, seven picnic shelters, and three vaulted toilets. The park development largely preserves the topography and undeveloped character of the battle landscape.

Pinecliff Park is accessed from Reich's Ford Road using part of the pre-1973 bridge approach alignment, now called Pinecliff Park Road. Two twentieth-century houses are sited on the south side of this access road (within the NHL boundary). One is a 1925 Foursquare-style house with a contemporary cast block barn and a non-historic metal barn; the other house is a ranch-style house built in 1975.

On the south side of the 1973 Reich's Ford Road re-alignment is a narrow ridge that parallels the east bank of the Monocacy River and runs southward. At the base of the north end of the ridge, fronting on Reich's Ford Road, is a late nineteenth-century hipped-roofed building on stone foundation (possibly a store), which appears to have been altered about 1930 with the addition of a gable-front extension on a concrete block foundation. The building is currently occupied as a dwelling (8185 Reich's Ford Rd.). The driveway of this house, which passes along the length of the north elevation, may in fact be a remnant of the original Crum's Ford/Reich's Ford Road alignment leading to the ford and later bridge crossing of the Monocacy River (Figures 2 and 4). The 1973 realignment of the road curves away from the remnant road in a northwesterly direction to cross the Monocacy on the 1973 steel and concrete bridge, apparently just north of the original Crum's Ford crossing.

C. Crum's Ford Area Resources (Maps #6 and #6A)

2 contributing structures:

C.1 Crum's Ford and approaches
C.2 Reich's Ford Road (not including 1973 bridge and approaches)

7 noncontributing buildings:

Pinecliff Park lodge (Browning Building) (picnic shelters and toilet facilities not counted), ca.1986
8343 Pinecliff Park Rd., ranch house, 1975
8331 Pinecliff Park Rd., Foursquare house, 1925
8331 Pinecliff Park Rd., cast-concrete-block barn, ca. 1925
8331 Pinecliff Park Rd., brick smokehouse or shed, ca. 1925
8331 Pinecliff Park Rd., metal barn, ca. 2000
8185 Reich's Ford Rd., gable-front house, 1890/1930

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2 noncontributing structures:

Reich's Ford Road realignment, ca.1900 (Pinecliff Park Rd. and traces, bridge gone)
Reich's Ford Road Bridge and approach realignment, 1973

D. J. C. Motter Farm, west side of river (Map #6)

This farm, located on the floodplain between the river and the B&O (CSX) Railroad spur line as it runs northward toward Frederick, appears on the 1858 Bond map as the "J. C. Motter" farm (Figure 4). The land appears from satellite photos to encompass several old river alignments. Though part of the land is still under cultivation, the farm buildings are no longer extant, and the property is part of a gravel quarry expansion. Therefore, only part of the farmland along the riverbank is included within the NHL boundary. A tree line above the floodplain line defines the boundary.[167]

D. J. C. Motter Farm Resources

While no buildings or structures remain, the landforms and use patterns contribute as part of the overall landscape.

E. Markell-Ogle Farm and access road, east side of river (Maps #6 and #6A)

The southeast corner of this farm was included within the 1973 NHL boundary to encompass the defensive trenches and artillery emplacements (described below in "Monocacy Junction Railside Properties [redacted]

[167] The property was recorded in the Maryland Inventory of Historic Properties (MIHP#F-3-144) in 1995.

[redacted]") on the wooded ridge overlooking the farmstead. However, the 1973 boundary line cut arbitrarily across the farm property. This expanded NHL boundary includes the whole of the historic Markell-Ogle Farm because it sat within the crossfire of the US artillery emplacement on the hillside above the farm complex, while the farm lane served as an access and retreat route.

Located on the east side of the Monocacy within a large curve of the river, the Markell-Ogle Farm is bounded along the east by the ridge used by General Wallace as an artillery emplacement. The farm appeared with different names on the US and Confederate battle maps (Figures 8 and 9)—Markell owned the land at the time of the battle, but Ogle may have been the tenant farmer. The cultivated floodplain fields of the Markell or Ogle farm afforded Wallace's artillery an unobstructed view from the ridge of both the Best Farm and the Georgetown Pike approach route coming south out of Frederick.

The farmstead is located on the high ground at the center of the farm. It consists of a 1960s ranch-style farmhouse, a stone domestic outbuilding, a mid-nineteenth-century frame bank barn, and three noncontributing ancillary agricultural buildings, and noncontributing shed.

Two additional modern houses are located along the farm lane/historic road trace north of the historic farm complex. One house, located in a wooded area on the west side of the lane, is a two-story frame building, built circa 1990. There is a modern ranch-style house located off the east side of the lane, on the west side of the wooded ridge, approximately 800 feet northeast of the Markell-Ogle farmstead.

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The current farm lane was historically part of a road leading from Crum's Ford to the Gambrill Mill. It follows the base of the ridge from Reich's Ford Road (northeast of the farm) southward, then leaving the road trace, the lane loops west to the farmstead. The old road trace continues southward as a dirt track, turning east around the south end of the ridge toward the farm's east fields occupied by Camp Hooker in 1862 (described below in "Monocacy Junction Railside Properties [redacted]"). The road to the mill continued south through the former railside community of Monocacy Junction to the Bush Creek ford leading to Gambrill Mill. Not only was this farm road an important route to the Gambrill Mill and distillery, but it was also used by Wallace's Federal troops as an avenue of approach as they deployed from the Baltimore Pike to their various defensive positions on the evening of July 8, 1864. The NHL boundary follows a parcel line (Tax Map 78, Parcel 710) along the ridge paralleling the Markell-Ogle Farm until it joins the federal boundary of Monocacy National Battlefield, encompassing much of the remaining ridge.

E. Markell-Ogle Farm Resources (Maps #6 and #6A)

2 contributing buildings:
- E.1 Markell-Ogle Farm, bank barn, mid-nineteenth century
- E.2 Markell-Ogle Farm, stone outbuilding, pre-1864

1 contributing structure:
- E.3 Markell-Ogle Farm, lane and road trace

5 noncontributing buildings:
- 8209 Reich's Ford Rd. (Markell/Ogle Farm), ranch house, ca. 1960
- 8209B Reich's Ford Rd., ranch house on ridge, ca. 1970
- 8209C Reich's Ford Rd., frame house, 1982
- Markell-Ogle Farm, frame small animal barn, post 1950
- Markell-Ogle Farm, frame large animal barn, post 1950

Shed next to bank barn, post 2014
Pole shed, post 1950

F. Monocacy Junction Railside Properties [redacted] (Map #6)

On the east side of the Monocacy River along the B&O Railroad is a cluster of properties that were once part of the community known as Monocacy Junction, later Frederick Junction or Araby P.O. (Post Office). These names also referred to the railroad junction located west of the river (see Monocacy Crossing and Frederick Railroad Junction). For the purposes of this documentation, the name Monocacy Junction will be used in reference to the small community that developed on the east side of the river, primarily to the south of the railroad right of way.

The Monocacy Junction, [redacted] seems remote now, however it once was an active place. Where historically the lane from Gambrill Mill forded Bush Creek and continued through the little junction community, there is now no easy access to the village site. Yet, in the nineteenth century, the junction community bustled and included the Gambrill distillery [redacted], a warehouse, and several dwellings and their support buildings. The area between the Gambrill Mill site and the railside properties is low and marshy, prone to flooding, while the north side of the tracks is dominated by a wooded unnamed ridge (hereafter called Unnamed Ridge). A photograph of this community that developed east of the railroad junction and the Monocacy River is published in T. J. C. Williams's 1910 *History of Frederick County, Maryland* (Figure 6).[168] Now all that remains are foundations of the buildings, which hugged the south side of the tracks and faced onto them. Other buildings were set [redacted]. Some of the foundations are of concrete or concrete block, indicating twentieth-century construction, in addition to the remains of older buildings. The railroad at this point runs along the north side of Bush Creek. The two are tightly compressed just to the east, as they pass through a narrow ravine between two ridges.

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The remnants of the formerly bustling Monocacy Junction community are now overgrown and largely inaccessible. The old road trace from the Bush Creek ford to the railroad is no longer visible. A later road trace through the south end of the village is identifiable only by a line of telephone poles. Observable stone foundations remain from two buildings. One foundation, located closest to the river and trestle bridge, defines a two-room cellar with an L-extension to the rear (Cultural Resources Inventory System (CRIS) – Historic Structures [CRIS-HS] #045103, House Foundation). A concrete porch deck remains at the front of the site along the tracks. The other foundation, a short distance to the east is smaller and raised, with a full story exposed at the rear (south) side. The second foundation is much smaller than the first and may have been for a small dwelling or support building (CRIS-HS#045104, Washhouse). A brick warehouse may have been located further to the west from these foundations, in an area now covered with brush and rubble. A circa 1900 photograph of the site shows the L-shaped frame building (Figure 6), probably the same one described in an 1897 sales advertisement. Although Williams states in the caption that this was the headquarters for Lew Wallace during the Battle of Monocacy, the building may date from after the war. The photo also shows two small buildings to the east of the house. One of these probably sat upon the other remaining above-ground foundation. In the 1900 photo, the two-story house has a shed-roofed porch across the front, inside end brick chimneys, and windows with louvered shutters. A paling fence extends in front of the buildings, separating them from the railroad. The photo also partially shows what may be a larger gabled building immediately to the right of the house. Perhaps this was the brick distillery/warehouse.

[168] T. J. C. Williams, *History of Frederick County, Maryland* (Baltimore: Regional Publishing Company, 1967; reprint of 1910 edition), facing p. 80.

In addition to the dwellings, their support buildings, and the warehouse, there was a military blockhouse erected on the east side of the river to protect the trestle crossing during the Civil War. (Another was located on the west side of the river near the railroad junction; see Monocacy Crossing and Frederick Railroad Junction.) On the north side of the tracks, an old road trace (CRIS-HS#045101) diverges from the Bush Creek ford trace along the west side of the Unnamed Ridge overlooking the Monocacy River. [redacted]

Another road trace located north of the railroad tracks diverged from the Bush Creek ford road in a northeasterly direction through two cultivated fields east of the Unnamed Ridge (Figure 7). The lower (south) field is included within the Monocacy National Battlefield legislative boundary but remains in private ownership, while the upper (north) field, adjoining the Frederick County Public Safety Training Facility, is owned by the Frederick County government.[169] The east fence line of the two fields is heavily wooded and marks the eastern boundary of the NHL. The northern half of the lower field is interrupted by a seasonal run that forms a north-south ditch through the middle of the field. Pvt. Frederick W. Wild identified this field and stream as the route of retreat the evening of July 9, 1864, as the Federal defense of the Monocacy crossings collapsed. The route, described as "a narrow road with a small stream on one side and woods on the other," was also used to move Federal troops between the railroad junction, Crum's Ford, and Jug Bridge (Figure 5) during the July 9, 1864, battle.[170] The farm lane is laid out on both US and Confederate maps (Figures 8 and 9). The route continued northeasterly along the fence line of both fields, and at the northeast corner of the north field it turned at an angle to intersect with Reels Mill Road. This angled line is still apparent in the fence line pattern of the current property. The route used by Federal troops continued along Reels Mill Road to Reich's Ford Road (at the time of the battle, still Crum's Ford). The escape route north of Reich's Ford Road to the Baltimore Pike is today heavily impacted by modern development and is therefore not included within the NHL boundary.

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Monocacy Junction Railside Properties [redacted] Archeological Resources

The Monocacy Junction railside community, in which General Wallace set up his headquarters for the Monocacy battle, has the potential to yield information about the July 1864 battle and Wallace's presence there. The area includes the archeological remains of the village buildings that were present at the time of the battle and the nearby (east) blockhouse site. [redacted] which served as a staging area for Federal troops and include the farm road along which troops moved to reinforce the defense of the Jug Bridge and that was one of the routes of retreat, [redacted].

In October 1862, the 14th New Jersey Regiment established an encampment at Monocacy Junction, which they later named Camp Hooker. Initially thought to be a temporary encampment, the regiment in fact remained at Camp Hooker until June 1863. The camp housed between 800 and 1,000 soldiers, and by late November 1862, it consisted of wood huts with tent roofs for field and line officers, simpler but similarly designed huts for the enlisted men, ten cookhouses, two guard houses, a commissary, and a stable. Historical records also note that a hospital, a bakery, and a storehouse were at the camp. Soldiers from Camp Hooker constructed the earthworks

[169] These fields were historically part of the extensive Markell landholdings, whereon Camp Hooker was built and occupied by the 14th New Jersey Regiment over the winter/spring of 1862–1863.

[170] Wild, *Memoirs and History of Capt. F. W. Alexander's Baltimore Battery of Light Artillery – U.S.V.* (Baltimore: Press of The Maryland School for Boys, 1912), p. 129; OR, Series I, Vol. 37, Part 1, p. 217; and William H. James, "Blue and Gray: A Baltimore Volunteer of 1864," *Maryland Historical Magazine* 36, no. 1, pp. 26-7, as cited in Edwin C. Bearss, "Documentation of Troop Movement Maps, Battle of the Monocacy, July 9, 1864, Monocacy National Battlefield, Frederick, Maryland" (manuscript, NPS, National Capital Region, 1979), pp. 8, 31.

[redacted], including a gun battery, rifle pits, and a powder magazine used during the Monocacy battle.[171]

Although the camp was abandoned in 1863, the defensive works continued to serve in the defense of the Monocacy crossings. Soldiers from the 14th New Jersey Regiment returned to the Monocacy area to reinforce the bridges and other strategic targets during the Gettysburg Campaign in July 1863. Part of Ricketts Division, the now seasoned veterans of the 14th New Jersey were the first regiment to arrive by rail at Monocacy Junction on July 8, 1864. General Wallace ordered them "to take up a position on our old campground (Camp Hooker)" the night before the battle. They were later ordered to "rejoin the main column at Monocacy Bridge."[172] Due to their intensive involvement with the Monocacy Junction area over the period of the Civil War, the 14th New Jersey eventually became known as "the Monocacy Regiment."[173] The 14th New Jersey Regiment suffered some of the heaviest US casualties during the Monocacy battle.

Archeological investigations in 2002 revealed the extent of Camp Hooker:

> The camp is in the shape of a rectangle oriented from southwest to northeast. The southern boundary of the camp is [redacted], although some support structures were located [redacted]. The western border runs [redacted], and is the only portion of the main camp that is currently owned by the National Park Service. The northern boundary is [redacted].[174]

Today, the site remains as [redacted]. The 1973 NHL boundary has been expanded to follow the present-day property lines, excluding the developed portion of the Frederick County Public Safety Training Facility complex defined by a fence line and paved road (Public Safety Place).

F. Monocacy Junction Railside Properties [redacted] Resources (Map #6)
Civil War-era artifacts and archeological resources that date to the period of significance found in this section count as part of the Monocacy National Battlefield archeological complex (MD#18FR0030; CRIS-AR#MONO00004.000), including, but not limited to:

[redacted]
Blockhouse Site
Defensive trench
Powder magazine
Troop assembly site before the battle (Camp Hooker field)
Retreat route (road trace)
Monocacy Junction townsite (including all above-ground and below-ground archeological features that date to the period of significance, such as the road trace, cellar foundations and distillery site)

[171] Brandon Bies, "Camp Hooker," National Register of Historic Places documentation, 2003 (not submitted for listing).
[172] John Foster, *New Jersey and the Rebellion* (Newark, NJ: Martin R. Dennis & Co., 1868; reprint, Bergen Historic Books, Englewood, NJ: Robert D. Griffin, 1996), pp. 366-367n7, Internet Archive, https://archive.org/details/newjerseyrebell00fost, accessed December 16, 2013.
[173] "The 14th New Jersey – the Monocacy Regiment," National Park Service, Monocacy National Battlefield, http://www.nps.gov/mono/historyculture/14th_nj.htm, accessed December 13, 2013.
[174] Brandon Bies, "Camp Hooker," National Register of Historic Places documentation, 2003 (not submitted for listing).

G. Gambrill House and Mill (Map #7)

The Gambrill House (Edgewood or Boscobel) and Gambrill Mill (Araby Mills) remnant are located on the east side of Route 355, east of the Monocacy River and south of Bush Creek. Most of the land associated with these buildings is low-lying, drained by a small run (called "Spring Branch" on a 1929 *Baltimore Sun* photograph) which once was part of the tail race for the mill. A spring-fed livestock pond (not present at the time of the battle) sits to the northwest of the mill and also drains into the small run. The mill headrace remnant runs northeast from the mill to Bush Creek where a dam, now in ruins, formed the mill pond. Confederate soldiers recalled bathing in the mill pond following the battle while encamped on the Gambrill Mill property.[175] The Gambrill House sits on high ground to the south of the mill and faces north toward the mill and the Monocacy River.

Gambrill House (CRIS-HS#045031; MIHP #F-7-58). Built in 1872, the Gambrill House, called Edgewood and later Boscobel, is a three-story Second Empire-style brick mansion. It was individually listed in the National Register of Historic Places in 1985.[176] Its main character-defining feature other than its large size is its mansard roof. The building is an imposing structure, L-shaped with five bays across the front elevation and seven bays deep along the length of the L. The mansard roof is slate-covered with decorative imbrication or a pattern of cut slates. Paired brackets trim the eaves. The dominant feature is a central projecting square tower. The brick walls are painted, and a porch with square columns with brackets and collars and a balustrade at the top extends across the front. There is a late twentieth-century, two-bay, gable-roofed garage behind the house. Neither building contributes because they were not present during the battle.

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Gambrill Mill (CRIS-HS#023290; MIHP #F-7-58; CRIS-AR#MONO00013.000; MD#18FR0245). The Gambrill Mill was converted to a dwelling in the early twentieth century. Alterations included the removal of the upper stories of the mill and changing the original gabled roof to a hip. The original mill was a three-story stone building, 40′ by 45′ built in 1830 by John McPherson. It was a merchant mill, which produced flour for market. Grinding stones were powered by water, drawn from Bush Creek approximately one-half mile from the mill. The mill's headrace runs at a diagonal (along a tree line) from the two stone walls and foundation remnants of the dam (CRIS-HS#45095 and 45097) which fed water from Bush Creek into the headrace, to an archway in the mill foundation at the northeast corner. There the water entered the mill to power the undershot wheel.[177] The tailrace emerges from the mill foundation near the northwest corner. It appears today as a shallow ditch running west until it merges with a small run (Spring Branch) which drains into the Monocacy River several hundred feet farther west.

Also included in the historic mill complex, but no longer extant, was a sawmill on a stone foundation, a chopping and plaster mill housed in a two-story stone building measuring 50′ by 20′. There was also a dwelling house for the miller which was located across the entrance lane from the mill. It was a one-and-a-half-story stone house, 34′ by 20′ with an attached one-story stone kitchen.[178] The property also included a crop barn, stable, and a later servants' quarter behind the Gambrill House. All these buildings are no longer extant.

The Gambrill Mill served as a Federal field hospital and was in the line of fire during the Battle of Monocacy. The Gambrill Farm [Bush Creek] Ford Lane (CRIS-HS#45044), which ran northeast from the miller's house

[175] Worsham, *One of Jackson's Foot Cavalry*, pp. 239-240.
[176] Gary Scott, "Gambrill House," Frederick, Frederick County, Maryland, National Register of Historic Places nomination, 1985.
[177] "Gambrill Mill (Araby Mill)," National Park Service, Monocacy National Battlefield, www.nps.gov/mono/historyculture/gambrill_mill.htm, accessed January 9, 2014.
[178] This description of the buildings is from an 1844 inventory recorded in the HABS documentation for the Gambrill House (MD-1051).

and mill to its crossing on Bush Creek below the mill dam, was used by Wallace's troops as they deployed to their defensive positions prior to the battle, and by Ricketts' men during their evening retreat.

The miller's house and mill support buildings are no longer present, and a metal NPS maintenance and office building now stands northeast of the mill, along with two gambrel-roofed storage sheds.

Gambrill House and Mill Archeological Resources (already counted in the Archeological Resources section above): The Gambrill Mill (18FR0245) site, encompasses the Gambrill or Araby Mills milling complex that was present at the time of the Monocacy battle and is therefore considered a contributing resource.

G. Gambrill House and Mill Resources (Map #7)

1 Contributing building:
G.1 Gambrill Mill (a.k.a. Araby Mill)

2 contributing structures:
G.2 Stone dam remnant
G.3 Millrace, including the headrace and tailrace

5 noncontributing buildings:
Gambrill House
Metal NPS maintenance and office building
Gambrill House garage
Storage sheds (2)

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1 noncontributing structure:
Livestock pond

Civil War-era artifacts and archeological resources that date to the period of significance found in this section count as part of the Monocacy National Battlefield archeological complex (MD#18FR0030; CRIS-AR#MONO00004.000). Particularly significant are potential archeological resources related to the mill being used as a hospital and the action and encampment site.

H. Monocacy Crossing and Frederick Railroad Junction (Map #6)

Monocacy Crossing and Frederick Railroad Junction consists of the current MD Route 355 road, its steel truss bridge and concrete railroad overpass, the triangular split in the railroad known as Frederick Junction, and the railroad bridge across the river.[179] These crossings date from as early as 1828, when the Washington Turnpike Company constructed a bridge over the Monocacy on the Georgetown Road, a realignment of the road from the ferry crossing at the Middle Ford. Two years later, the B&O Railroad constructed a bridge over the river at Bush Creek, and a lateral line running north into Frederick forming the triangular Frederick Junction. Both road and railroad crossings were important features during the 1864 Monocacy battle. In addition, their historic impact on the surrounding farms forms an important component of the cultural landscape of Monocacy

[179] The "Y" railroad junction on the west side of the Monocacy River, like the railside village on the east side of the river, was known by various names, initially Monocacy Junction, and later Frederick Junction or Araby P.O. (Post Office). For the purposes of this NHL documentation—to avoid confusion with the Monocacy Junction Railside Properties—the west bank junction will be called Frederick Railroad Junction.

Battlefield as well. Today, I-270, a busy commuter route to Washington, DC constructed in 1950, crosses the Monocacy approximately one quarter mile south of the historic Middle Ford, bisecting the battlefield.

The current Route 355 bridge is a double Parker steel truss structure erected in 1930. The interior ends of the two truss structures rest on a stone pier in the center of the creek. The stone-walled side abutments remain from an earlier bridge, likely the wood covered bridge built in 1828. That bridge was destroyed by Federal forces during the Monocacy battle and later reconstructed. The replacement (post-1864) bridge was destroyed by a flood in 1889 and replaced with an iron bridge that collapsed in 1930 during repairs, killing three workmen.[180] At the time of the construction of the 1828 bridge, it was accompanied with a realignment of the road to meet the bridge and turnpike improvements to the road surface (Figure 9). The 1828 realignment began along the Best Farm frontage (then owned by John Brien) angling eastward toward the new bridge. On the east side of the bridge, the new route of the Georgetown Pike was forced to make two sharp curves around the Thomas Farm (then owned by John McPherson) to rejoin the old Georgetown Road. In the early 1920s, the road was straightened to its present alignment to cut out the sharp curves. The bypassed section of old Georgetown Pike became Araby Church Road.[181] On the west side of the bridge, a new railroad overpass constructed in 1931 (see below) also resulted in a realignment of the 1828 route, which straightened the road as it passed over the railroad cut. The two bypassed sections of the 1828 Georgetown Pike alignment (rather than the current 1930s alignments) were present during the July 9, 1864, Monocacy battle and are considered significant resources.

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The Frederick Junction, a triangular connection of the east-west B&O Railroad main line with the Frederick City spur line running north, is located on the north/west bank of the Monocacy River, within a horseshoe curve of the river. Still an active segment of the CSX Railroad, the tracks and right-of-way are well maintained. The main line of the B&O (CSX) continues west, passing under a concrete overpass constructed for Maryland Route 355, turning southwest toward Harpers Ferry, West Virginia. The existing concrete overpass is a 2020 replacement of an older concrete overpass constructed in 1931. The new bridge is higher to allow the passage of larger rail payloads. At the same time, a new (2020) access route to the New Jersey monument was constructed, including a paved parking area on the north side of the overpass with pedestrian access passing under the bridge at the east abutment. Another pedestrian path under the bridge at the west abutment connects the Frederick Junction area with the Best Farm. The previous paved road access to the New Jersey monument that passed on the south side of the 1931 overpass was removed. Remnants of a concrete abutment from an earlier, circa 1900 overpass can be seen in the east embankment of the railroad cut, south of the current overpass. This circa 1900 overpass probably serviced the 1828 alignment of the Georgetown Pike (Figure 10) which appears as a trace on the ground running from the Monocacy River bridge to the monument viewing area and is visible in aerial views on the west side of the tracks where it continues through part of the Best Farm.

Just east of the spur junction, the railroad main line crosses the Monocacy River, passing over a trestle bridge to the east bank of the river. The bridge is wide enough for two tracks but carries just one. The bridge has stone piers, probably constructed about 1883, and a steel span with wooden decking, covered with a gravel bed.

A 1929 *Baltimore Sun* photograph (Figure 11) shows the junction as it appeared by the early twentieth century. The photo shows a two-story station building on the north side of the tracks in the curve just before the river

[180] "Bridge Falls: Three Killed and Six Hurt," *The Washington Post*, June 20, 1930.

[181] At the sharp curve on Araby Church Road (old Georgetown Pike), the abandoned road trace of the even earlier (pre-1828) Georgetown Road continues toward the old ford/ferry site through the Thomas Farm. The older road and ferry crossing was approximately 350 feet south of the present road and bridge. A rope ferry operated at this older site from the eighteenth century, and its location is marked on property boundaries, which show a notch to accommodate ownership of the crossing place (included in Thomas Farm resource count and description).

crossing. On the south side of the tracks is a wooden water tower and shed, a frame, two-story, circa 1900 dwelling, and a possibly earlier two-story frame warehouse building. Within the junction triangle are two metal water towers and a shed. Of these buildings and structures, it appears that only the station building may have been present at the time of the Monocacy battle.

Today, no above-ground evidence of any of these structures is visible. Along the east side of the spur rail line that runs north to Frederick are two brick chimneys and remnants of walls of two buildings. These structures appear to date from the early twentieth century. Their proximity to the tracks suggests that they were rail-related buildings.

Archeological Resources (already counted in the Archeological Resources section above): The area includes the rubble site of an unknown building probably dating from the early twentieth century (18FR1025) and the Wiles I (18FR0021) prehistoric site. Both are considered noncontributing to this NHL.

H. Monocacy Crossing and Frederick Railroad Junction Resources (Maps #6 and #7)

3 contributing structures:
- Georgetown Pike (Route 355 and Araby Church Road, the 1828 alignment)
- B&O (CSX) Railroad bed, with track
- Stone bridge abutments for Route 355 bridge over the Monocacy (see Map #7)

4 noncontributing structures:
- Steel truss bridge (Route 355, built 1930)
- Concrete railroad overpass (Route 355, 2020)
- Railroad trestle (twentieth century deck on 1880s stone piers)
- Interstate 270 bridge and alignment (1950)

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Civil War-era artifacts and archeological resources that date to the period of significance found in this section are components of the Monocacy National Battlefield archeological complex (MD#18FR0030; CRIS-AR#MONO00004.000), including but not limited to the blockhouse site (west bank, exact location unknown), and the Georgetown Pike bridge abutments, now supporting the Route 355 bridge.

I. Best Farm (Hermitage) (CRIS-AR#MONO00015.000; MD#18FR0792) (Maps #6 and #6B)

The Best Farm, or Hermitage, is located on the west side of the Monocacy River along Route 355 (Georgetown Pike), within the Monocacy National Battlefield boundary. Named the Best Farm for the occupants at the time of the battle (and generations before and after), it was originally named L'Hermitage by the Vincendieres, a French family that assembled the tract in the 1790s. The National Park Service acquired the property, now containing 273.69 acres, in 1993, from the family that had owned it since 1835.

The buildings currently on the property include a multi-part, stuccoed stone, brick, and log house, the oldest part of which dates from the 1790s; a log and stone secondary dwelling dating from the 1790s; a mid-nineteenth-century frame wagon shed; and a log outbuilding/smokehouse. Set apart from this complex and to the west is a hipped-roofed stone barn, dating from the late eighteenth century. The main house faces east, toward Route 355 (Georgetown Pike). The stone lower story of the secondary dwelling was also oriented toward the east; however, the log second-story addition faces west toward the main house. To the west of the buildings is I-270. The interstate highway, lined with trees, forms a visual and physical barrier for the property. However, the land that made up this farm historically extended beyond the interstate highway to the

Buckeystown Pike (MD Route 85) and could be accessed from that road as well as the Georgetown Pike. Near the east edge of the property is the B&O (CSX) Railroad and beyond that a flat area of floodplain along the west bank of the Monocacy River. The farm consists mostly of cropland on rich and mostly level bottomland nestled within a bend in the Monocacy River. Although most of the land lies west of Route 355, a portion is on the east side. Tree cover forms a band along the river; otherwise, most of the land is open and currently used for hay and grain cultivation.

Entrance lane. A gravel entrance lane leading in a westerly direction from Route 355 provides access to the buildings, which are situated about one quarter mile west of the main road.

Main House (CRIS-HS#045055). The main house of the Hermitage is a multi-part, L-shaped stone, brick, and log-and-frame building. The stone and brick portions are stuccoed, and the log-and frame-sections are covered with various wood sidings, lapped or German. Stucco was applied to the house originally, and the 1835 tax assessment described the house as roughcast. The current stuccoed surface dates from the mid-twentieth century. However, remnants of earlier stucco, smooth surfaced with regular struck lines to resemble cut block, can be seen where later stucco is missing.

The front or east elevation of the house has five bays with a central entrance. The southern three bays were built as a unit and are separate from the northern two bays. The northern two bays have windows set at a lower level, and the roof span is much broader, creating a break in the roofline that is particularly visible from the south and west. The house is constructed into a slight slope, which drops away to the south, causing the three southern bays to have a raised basement. There is also a prominent water table at the top of the foundation of the south section. Windows in the south section have wide mortised and tenoned frames with pegged joints, ovolo trim, and six-over-six-pane sash. The front door has six low relief panels and is hung beneath a four-light transom. Exterior architectural evidence (also affirmed by interior investigation) shows that the south section was constructed in the 1790s; the north section appears to have been reconstructed in the 1820s from an earlier shed-roofed stone structure. The present gables of the 1790s section were created in brick, probably at the time of the 1820s renovations. Architectural evidence indicates that the gables were constructed to replace an original hipped roof over the 1790s section.

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Extending to the west from the back of the 1820s section are two wooden components, the first a two-story frame infill and the second, at the extreme west end, a one-story log kitchen which was raised to two stories with frame construction. The frame infill has a chimney extending up its south elevation, and the log part had an inside gable end chimney with an exposed brick back. Clues from the interiors of these back sections suggest that the frame infill section dates from the 1860s, and the log kitchen from the 1790s. The upper part of the log section, the framed second story, probably dates from the late nineteenth century.

The National Park Service stabilized the house in 2007.

Secondary Dwelling (CRIS-HS#045056). The secondary house is a two-part dwelling consisting of a stone hall and parlor plan first story measuring approxinately18′ by 36′ with a log second story with two separate chambers. The log portion is covered with narrow gauge wood siding, which the National Park Service replaced in 2005. The house dates from the 1790s. There is a cellar under the south room, the parlor. The east elevation of the log second story has two windows placed close together near the center of the wall. The south gable elevation has one window and another within the gable. The west elevation has two windows opposing those in the east wall, plus doors that open into each second-floor chamber, giving the west elevation a symmetrical door, window, window, door fenestration pattern. A shed-roofed stoop or porch with stairs to provide access to

the southernmost west side entrance appears in a circa 1924 photograph which shows a portion of the building. The stone chimney is extended with brick. The interior of the log second-floor section contains two rooms, each with separate access to the first floor and to the exterior. The north door in the west elevation was covered with wood siding when it was applied in the early twentieth century. When the NPS replaced this siding, the original doorway was re-covered as it had previously been. NPS stabilized and restored the building in 2005 to its 1920s appearance.

Log Outbuilding/Smokehouse (CRIS-HS#045059). Separated from the log section and to its west is a log outbuilding/smokehouse covered with vertical siding. This is a one-story gable-roofed building. It was stabilized by NPS in 2004.

Stone Barn (CRIS-HS#045057). One of the most unusual features of this very extraordinary complex is the hipped-roofed stone barn set well behind the other buildings on the farm. It looks nothing like the barns that are common to the region, which typically have a ramp or bank at the back and a cantilevered forebay. These barns are German in origin and are often referred to in contemporary records as "Swisser Barns." The Hermitage barn has no ramp, no forebay, and no upper threshing floor. It is a rectangular structure with its broad sides facing east and west. The front and rear stone walls are interrupted by wide openings that extend from the ground fully to the roof. These openings are centrally located in the east and west walls. The upper portions of these open areas are currently filled in with vertical board siding. The siding infill may have been constructed like this originally, or there may have been doors across these openings at one or more levels. In the north end wall, there is a window, with a segmentally arched top. Seams in the stonework indicate that this north end opening was once a door which was later partially enclosed. There are no windows or other openings in the south elevation.

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Phase II archeological investigations completed in 2003 revealed "a mortared stone foundation with the same orientation and axis as the stone barn" extending southward from the south elevation and measuring 25′ by 35′. The structure is interpreted as a "shed or dependency."[182] On the east elevation, there are two vertical vent slits. The walls are constructed of narrow flat courses of local stone with leveling courses at intervals. Stones protrude at intervals from the corners of the north elevation, which are possibly tie rocks for a proposed addition although there is no evidence (archeologically) that anything was ever constructed. The barn is set on a slightly raised flat area.

The barn until recently was used to shelter cattle. Its original use was more likely for crop storage. The overall form of the barn with the hipped roof and stone construction on leveled land is indicative of French traditions. It certainly dates from the Vincendiere occupation of the property, probably the 1790s, and is likely one of the improvements that made the 1798 tax assessment for the property so high in comparison with other assessments in that year. It is possibly the building that is referred to as the "old barn" in David Best's Civil War damage claim document. The National Park Service performed stabilization work on the barn in 2008.

Frame Corncrib/Wagon Shed (CRIS-HS#102195). Situated approximately halfway between the house and the stone barn is a frame wagon shed and corncrib. The wagon shed is of timber frame construction and rests on limestone foundation piers. Its gables are set east and west and are open at both ends allowing for an equipment drive-through. The shed is covered with vertical board siding with space between the boards to allow air circulation through the corncrib. This shed is typical of a once numerous outbuilding types on central Maryland

[182] The feature was designated as "Structure 1." Beasley, ed., *Archaeological Overview* (2005).

farms. Monocacy National Battlefield staff identified evidence that the building dates to circa 1870 and was not present at the time of the battle. The wagon shed was stabilized in 2010.

Stone Wall (CRIS-HS#500554). Marking the boundary of the Best Farm along the B&O (CSX) Railroad right-of-way is a stone wall or fence, dry-laid, and in un-maintained condition. It runs intermittently from Route 355 to I-270. The wall is a contributing structure.

14th New Jersey Monument (CRIS-HS#045027). The monument commemorating the 14th New Jersey Regiment, part of the Sixth US Army Corps, was dedicated on July 11, 1907, by the State of New Jersey and re-dedicated in 2007. Two-thirds of the soldiers were lost during the battle, the most lost from a single regiment during the battle.

The striking New Jersey monument was the first placed on the battlefield. The granite pedestal has four bronze plaques. Two are original; another was placed at the centennial of the battle in 1964 by the Civil War Centennial Commission, State of New Jersey; and another was placed by the New Jersey Civil War History Association on July 7, 2007, at the rededication of the monument. A statue of a soldier stands on the elongated middle section of the monument, with a total height of about twenty-four feet. The front plaques are engraved with the following:

> *Erected by the State of New Jersey to commemorate the heroic services of the 14th Regiment, New Jersey Volunteer Infantry, 1st Brigade, 3rd Division, 6th Army Crops, Army of the Potomac, at the Battle of Monocacy, MD. July 9th 1864.*
>
> *The 14th Regiment New Jersey Volunteers was organized on the Monmouth Battle Ground, and mustered in to the United States service near Freehold, New Jersey August 26th, 1862, and was mustered out June 18th 1865, near Washington D.C.*

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The plaque affixed to the base reads:

> *The Union forces commanded by General Lew Wallace on the battlefield so stubbornly opposed the Confederate troops under General Jubal A. Early as to assure the safety of the National Capital.*
>
> *The commission to erect the monument – Major John C. Patterson, President, Adjutant William H. Foster, Secretary, Corporal R. A. Clark, Treasurer, Captain Jarvis Wanser, Sergeant John Grover, Thos Manson & Son, Builders*[183]

The monument is located on land that was part of the Best Farm (Hermitage), along the south side of the railroad, west of the Georgetown Pike, near the old (pre-1830s) route of the pike from the ferry crossing. The land surrounding the monument is a grassy plane, set below the grade of the existing highway and with steps leading down to the New Jersey memorial. The plot of land is marked on the south and west sides by twenty granite bollards connected with two lines of metal railing. The north edge of the lot, overlooking the railroad tracks, has a low fieldstone wall (part of the wall mentioned above). The east side is unenclosed. The State of New Jersey still owns the monument; the NPS maintains it. The monument was cleaned and restored in 2007. It is a noncontributing object, and the enclosure is also noncontributing to the NHL district because they were not present at the time of the battle and are not directly associated with the events of 1864.

[183] Grant and Herrin, "'And They Did Save It'" pp. 29-30.

United Daughters of the Confederacy Monument (CRIS-HS#045028). The monument dedicated to Confederate forces was placed at the battlefield on July 9, 1914, the fiftieth anniversary of the battle, by the Fitzhugh Lee Chapter of the United Daughters of the Confederacy (UDC). The Frederick, Maryland, chapter of the UDC placed the monument to command an overview of the battlefield on a parcel purchased by the UDC, but later conveyed to the NPS. The rectangular monolith of unpolished granite has a plaque with the inscription:

> *This boulder overlooks the Monocacy Battlefield and is in memory of the southern soldiers who fell in the battle fought July 9, 1864 which resulted in a Confederate victory. Erected July 9, 1914 by the Fitzhugh Lee Chapter United Daughters of the Confederacy of Frederick, Maryland.*

The monument is located on the Best Farm, west of the Georgetown Pike at the north edge of the property along Route 355, the old Georgetown Pike. The UDC monument and the centennial monument rest on a shared concrete slab. Both are enclosed by delicate metal posts connected by a straight metal top rail and suspended metal chains. The monument was restored by NPS in 2007. It is a noncontributing object and landscape elements are also noncontributing features to the NHL district because they were not present at the time of the battle and are not directly associated with the events of 1864.[184]

Centennial Monument (CRIS-HS#045029). The last monument to be located at Monocacy was dedicated by the Maryland Civil War Centennial Commission on July 9, 1964. The monument commemorates US and Confederate troops and is situated on the Best Farm, immediately north of the UDC monument. The dates 1864–1964 are carved on the front face of the granite monolith. A bronze plaque, shaped like an open book and mounted on the canted top surface of the monument, is inscribed with the following:

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> *The Battle of Monocacy*
> *The Battle that Saved Washington*
> *Here along the Monocacy River on July 9, 1864, was fought the battle between Union forces under General Lew Wallace and Confederate forces under General Jubal A. Early. The battle, although a temporary victory for the Confederates, delayed their march on Washington one day, thereby enabling General Grant to send veteran reinforcements from Petersburg, Virginia, to the defenses of Washington in time to forestall the attack by the Confederates and thus save the Capital from capture.*
>
> *Dedicated on July 9, 1964,*
> *to honor the Maryland soldiers who fought here*
> *for the Union and the Confederacy.*
>
> *J. Millard Tawes, Governor of Maryland*
> *Maryland Civil War Centennial Commission*
> *George L. Radcliffe, Chairman*[185]

The monument was restored by NPS in 2007. It is a noncontributing object in the NHL district because it was not present at the time of the battle and is not directly associated with the events.

Visitor Center. Located at the north edge of the park near the border of the Best Farm is the Monocacy National Battlefield Visitor Center that was relocated to this new building in 2007. Constructed of concrete

[184] Grant and Herrin, "'And They Did Save It,'" pp. 28-29.
[185] Grant and Herrin, "'And They Did Save It,'" p. 29.

block and wood siding with a gambrel roof, it was designed to resemble the 1940s dairy barn that once stood on the Best Farm but was removed in 2003. A gable-roofed extension on the east side shelters the main entrance. Facing the road, a modern NPS sign with a fieldstone base read, "Monocacy National Battlefield." This is a noncontributing building.

Best Farm Archeological Resources. Phase II archeological investigations in 2003 located the remains of domestic buildings and structures including an icehouse [redacted] (CRIS-AR#MONO00015.000; MD#18FR0792). A cistern and a privy were found [redacted], and the indicated remains of slave housing (quarters) for the Hermitage Plantation [redacted].[186] In addition to these domestic sites was evidence of an extension to the stone crop barn's south end wall. It is unclear from documentation available at present whether these sites were standing at the time of the battle in 1864. The slave housing, however, was not standing, as there is no recovered archeological material dating from after 1830,[187] and there are no accounts among Civil War participants noting the presence of buildings in the vicinity of the slave housing archeological site. The bank barn, noted as burned during the battle, was located just northwest of the secondary dwelling. The barn was reconstructed after the battle and again after an 1878 fire, and finally was destroyed by a windstorm in 1990 and replaced with a pole barn. The pole barn and a twentieth-century dairy barn to the north were removed by NPS in 2005.

Archeological sites of Civil War encampments (CRIS-AR#MONO00016.000 and MONO00017.000; MD#18FR0030-1 and 18FR0030-2 respectively) and artillery positions have been documented [redacted] The adjoining property has not been investigated for archeological potential. However, due to the nature of the investigations and location of artifacts found prior to the construction of the Visitor Center, [redacted] the potential for further archeological resources located on this property is very high.[188] Another Civil War encampment site was located [redacted].[189] These Civil War sites are related to the 1864 Battle of Monocacy, or 1862 encampments, or both.

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I. Best Farm (Hermitage) Resources (Maps #6 and #6B)

4 contributing buildings:
- Main house
- Secondary dwelling
- Log outbuilding/smokehouse
- Stone barn

2 contributing structures:
- Entrance lane (CRIS-HS#045056)
- Stone wall along B&O/CSX right-of-way

3 noncontributing objects:
- 14th New Jersey Monument, located on 1864 alignment of Georgetown Pike
- UDC Monument, located on Highway 355, Georgetown Pike

[186] Beasley, *Archaeological Overview* (2005).
[187] Beasley, *Archaeological Overview* (2005), p. 14.32.
[188] Beasley, *Archaeological Overview* (2005).
[189] Beasley, *Archaeological Overview* (2005).

Centennial Monument, located on Highway 355, Georgetown Pike

2 noncontributing buildings:
Visitor Center, 2007
Wagon shed, ca. 1870

Civil War-era artifacts and archeological resources found in this section, including, but not limited to, the Battle of Monocacy action site and Confederate occupation and artillery location sites, are counted as part of the Monocacy National Battlefield archeological complex (MD#18FR0030; CRIS-AR#MONO00004.000).

J. Potomac Valley Brick Property (5219 Urbana Pike; Map #6)

This partly developed and partly wooded parcel of just over fourteen acres adjoins the Monocacy River and the Visitor Center parcel on the Best Farm and was historically part of the Hermitage property. [redacted].[190] Although grading of the developed south half of the property along Route 355 may have adversely impacted some archeological remains, [redacted]. The entire property is part of the NHL boundary adjustment archeological site (MD#18FR0030; CRIS-AR#MONO00004.000).

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J. Potomac Valley Brick Property Resources (Map #6)

4 noncontributing buildings
2 commercial buildings
2 large pole sheds

K. Thomas Farm (Maps #6 and #6B)

The Thomas Farm was once at the center of the 1,111-acre Araby tract surveyed for John McPherson in 1832. McPherson's tract embraced the Thomas Farm (Araby plantation), to which the Lewis Farm (McPherson Hill Farm) was attached, and the mill property later known as Gambrill Mill. Following the breakup of Araby in 1844 these separate parcels were established: Araby Farm, Gambrill Mill, and the Hill Farm. The Monocacy Junction village (see Railside Properties above) was subdivided from the Gambrill Mill property. The Gambrill Mill property and the Monocacy Junction Railside Properties have previously been described.

Thomas Farm (Araby) (CRIS-AR#MONO00020.000; MD#18FR0820)

The Thomas Farm, also known as Araby and containing approximately 240 acres, is located on the southwest side of Maryland Route 355 and on the east side of the Monocacy River, opposite the Best Farm (Hermitage). Today, the complex of buildings constituting the Thomas Farm consists of an eighteenth-century brick main house, stone secondary house, brick domestic outbuilding of unknown function, frame well/pump house, frame barn, frame shed, and a frame wagon shed/corn crib. Located some distance from the main complex is another building belonging to the Thomas Farm, a concrete block tenant house dating from around 1950, situated at 4460 Baker Valley Road.

[190] Beasley, *Archaeological Overview* (2005).

In addition to the buildings there are significant landscape features including eighteenth- and nineteenth-century road traces, and the site of the Middle Ford and Marshall's Ferry with a house/tavern site, stable, and blacksmith shop at the ferry. One of the road traces leads from Baker Valley Road past the ruin of a blacksmith shop, the south side of the stone secondary house and across the fields to the southwest of the Thomas Farm building complex, heading toward the Worthington Farm and the ford near the mouth of Ballenger Creek. Another is the pre-1828 route of the Georgetown Road, a continuation of today's Araby Church Road from where it makes a right angle turn to the north to join the present Route 355 (Georgetown Pike) route. That trace of the original Georgetown Road continued straight to the site of Marshall's Ferry and the Middle Ford. A third road trace follows the southeast side of the Monocacy River and was the original access to the Worthington Farm (Clifton), and perhaps an even older route linking fords and/or ferries along the Monocacy. Some of these roads and features were in use at the time of the battle of Monocacy and are counted as contributing. The original path of the Georgetown Road, the ferry and the tavern/house at the ferry were bypassed in 1828. The tavern was already gone by 1864 and is therefore considered noncontributing to this NHL although very significant in the context of the historical development of the Monocacy landscape, and as a record of eighteenth-century tavern material.

An entrance lane leads from Araby Church Road (the original Georgetown Road/Pike) to the main Thomas Farm buildings (4632 Araby Church Road), in a southwesterly direction for approximately two-tenths of a mile. Lined with mature overarching deciduous trees, the entrance lane heads straight to the house, then curves around it to the east. Nineteenth-century illustrations and landscape evidence show that the entrance lane once circled in front of the house and a branch went straight along the west side of the house to outbuildings and the barn (Figure 12). The trace of the west branch is still visible.

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The house stands at the end of the entrance lane, facing northeast (referred to as north in this document), toward Araby Church Road, the old Georgetown Pike. Arrayed behind, to the southwest, are the domestic and agricultural support buildings, once more numerous than today. Ornamental plantings of trees and shrubs enhance the yard around the main house. A pasture sweeps to the east between the house and Baker Valley Road. To the west is cropland seamed with fencerows. The historic view to the adjoining Worthington Farm (Clifton), interrupted by the I-270 corridor lined with trees, was restored in 2021 by tree removals opening the viewshed between the Thomas and Worthington Farms.[191] Baker Valley, a narrow trough between Brooks Hill and a corresponding ridge called Flint Hill to its east extends southeast of the buildings. Baker Valley Road forms the east boundary of the property. Research has dated a row of Osage orange trees (Maclura pomifera) that run along Araby Church Road to the mid-nineteenth century.

In 1847, then owner of Araby, Isaac Baugher, took out an insurance policy on the farm's buildings with the Mutual Fire Insurance Company of Frederick County. The insurance company's written description of the buildings covered by their policy survives. The insurance policy also records the house with its attached back building and the barn, along with very brief descriptions of some of the outbuildings. This description provides clues about the evolution of the domestic and agricultural buildings of the farm and will be referenced throughout this section.[192] The main house, stone secondary house, wagon shed, and frame shed were all present during the Monocacy battle.

Main House (CRIS-HS#045130). The mansion house is a two-story, five-bay brick dwelling with twentieth-century additions: a one-story, two-bay, brick garage on the east end and a one-story brick sun porch on the

[191] As recommended in Commisso and Temkin, *Cultural Landscape Report: Thomas and Worthington Farms*, 87.
[192] This 1847 insurance document from the Mutual Fire Insurance Company of Frederick County for Isaac Baugher survives as a photocopy of the original insurance document. The photocopy is located at Monocacy National Battlefield.

west end. Initially constructed by James Marshall, the house probably dates after 1780 when Marshall became more actively involved with the ferry and the Arcadia portion of his property on the north (west) side of the Monocacy River. Architectural features in the house display affinity with the 1780s. In addition to its eighteenth-century characteristics, the house shows major neoclassical modifications from the 1830s-40s period and additional later nineteenth-century renovations, likely as the result of damage sustained during the Battle of Monocacy. More recent alterations and accretions date from the 1950s and 1960s.

James Marshall initially built the house as a two-story brick dwelling, one room deep with two rooms and a passage and a separate kitchen at the rear, which later became incorporated into an ell extension. A narrow gallery porch seems to have been present originally along the south and east elevations. In the 1830s or 1840s renovations and modernizations included adding neoclassical Greek elements at the front entrance, and front section mantelpieces with columns, updates probably done by the McPhersons after they acquired the property and renamed it Araby in 1812. The gallery porch was also widened. New additions after 1847 deepened the east wing of the house with the construction of a southeast room and a new stair passage. A new Italianate front porch also dates from the post-1847 period. C. K. Thomas likely repaired and modified the house before and after the Civil War. A historic photograph showing possible bullet damage to the columns indicates that the Italianate porch may have been present during the battle.[193]

The house is L-shaped with a two-story wing extending to the southwest, and a broad double porch along the wing's east side. Three gabled dormers with arched windows pierce the front (north) slope of the roof. The Italianate front porch, dating from after 1847, was removed in 1952 and replaced with an open front elevation with a wooden band representing a belt course added.[194] Also in 1952 a neo-colonial door surround was added to the 1830s period Greek Revival-style entrance.

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The front elevation masonry is laid in Flemish bond with common bond used at the side and rear walls, as was typical of mid-Maryland brick construction. The common bond is laid in a ratio of five stretcher rows to each course of headers, a pattern typical of the 1820s–1860s period. A brick veneer was installed on the house circa 1860, which explains the mid-nineteenth century bonding pattern.[195] The building rests on low fieldstone foundations. Five brick chimneys with corbelled tops rise from inside each gable end (two of them from the east end wall) and midway in the length of the rear wing. The roofing material is a combination of slate and asphalt shingles.

The front elevation follows the basic Georgian form with five bays and a central entrance. All windows are six-over-six sash within narrow frames. The first-story windows were elongated in 1860 to create jib doors, which opened onto a broad porch. The frames and sash were changed at that time as well. This woodwork was signed and dated by the carpenter who made and installed it. In 2013, repairs to the wood panels below the front door sidelights revealed battle-related bullet holes in both panels, which had been repaired with a wood plug and covered with putty or caulk. Alterations to the brickwork beneath the second-story central front window indicate that it was converted to a door and then turned back into a window.

A late nineteenth-century engraving of Araby in Scharf's *History of Western Maryland* (Figure 12), shows the Italianate porch extending cross the entire front of the house.[196] Outlines of pilasters from this porch remain in

[193] Benjamin Franklin Cooling, "Monocacy," *Blue & Gray*, Dec. 1992, p. 131. Photograph dated 1893 by Charles A. Davis (Vermont Historical Society).
[194] Joy Beasley and Thomas Vitanza, "Thomas House – Thomas Farm (Araby) Historic Structure Report," NPS, 2010, p. 26-28.
[195] Ibid.
[196] Scharf, *History of Western Maryland*, facing page 574.

the faded paint on the first story front of the house. The porch, which also appears in an 1893 Charles A. Davis photograph, probably replaced an earlier neoclassical porch that would have come with the other 1830s period accretions to the house. The 1847 insurance description of the house reports the presence of a "portico on the north side 44 feet long and 7 feet [wide] …[?]…3 steps high, supported by 4 square columns covered with cedar shingles." According to the insurance document, "[t]he following is a description of Mr. Isaac Baughers [sic] house and other buildings on his farm (called Araby) southeast of Frederick City about 4 ½ miles, and is occupied by Mr. Worthington Johnson—size of his house 42 feet front, and 33 feet 8 inches deep, 2 story high, built of brick, covered with cedar shingles, has 3 dormered windows on the north side, (lighten [sic] rod at the west end—)."[197]

The dormer windows appear to be original from the eighteenth century and have changed little, except for the application of imbricated slates to their side walls. The dormers have arched upper sashes with molded trim and a central carved keystone. The gables form pediments trimmed with dentils and multiple courses of molding.

The east elevation of the rear wing or ell extension has a double-width, two-story porch, covering a broad work area. The present approximately 10-foot depth of the porch could be a nineteenth century alteration, but it is described much as it appears today, with a 10-foot, 8-inch depth, in the 1847 insurance document. Approximately the north third of the porch was enclosed in the 1950s to form a utility room on the first story and bathroom above. The upper level of the brick wall beneath the shelter of the porch is stuccoed. All other surfaces of the brick are exposed. The 1893 Davis photograph shows a one-story frame service structure, probably a bake house attached to the gable end of the rear wing.

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Stone Secondary House/Slave House (Stone Tenant House CRIS-HS#419543). The 1847 insurance description reports that "southeast of the house about 150 feet stands a one-story stone building, used as a servants house…" No further description exists. The secondary house is located behind and to the east of the main house. Its south elevation faces an old road trace, which passes immediately outside the building and leads to Baker Valley Road to the east. Since James Marshall enslaved sixteen people during his tenancy, this building may well date from his occupancy and may have served as housing for the enslaved.[198] Certainly it was being used as such in 1847. Extensive alterations were made to the building in the twentieth century.

The secondary house is constructed of roughly coursed, flat shale-like rock that crumbles easily by hand. It is five bays in length with an entrance in the second bay from the east end of the north elevation. Wood shingles cover the roof. The building currently has no chimney, fireplace, or hearth. The south elevation has doors in the first bay from the west end and also in the central bay. Windows have six-over-six sash, and window and door frames are narrow and mitered, probably replacements. There are also windows centered in the end walls at the main and attic levels.

The National Park Service stabilized the secondary stone house in 2010.

Brick Outbuilding (CRIS-HS#323372). Standing behind the main house is a small brick outbuilding, most recently used as a garden shed. It is gable-roofed with a shelf-like projection of brick at the base. While this building may appear to be a smokehouse, it is not the same smokehouse described in the 1847 insurance document, which referenced a log building located 42 feet southeast of the main house, which would have been closer to the stone secondary house. The National Park Service stabilized this building in 2007.

[197] 1847 Mutual Fire Insurance Company of Frederick County inventory for Isaac Baugher, Monocacy National Battlefield.
[198] US Population Census, 1800, Frederick Town District No. 2.

Other Domestic Outbuildings. A gable-roofed frame well house (CRIS-HS#500443) is located southeast of the main house. It is a twentieth-century structure, but it covers a 50-foot-deep hand dug well that may be an original feature of the complex. A depression in the ground, located southwest of the house marks the site of a partially subterranean icehouse. In 1929 a *Baltimore Sun* photographer took a picture of the icehouse with the Worthington Farm in the background. It appears identical to the icehouse in the Scharf illustration, a gable-roofed rectangular structure with a central cupola for ventilation. The National Park Service stabilized this building in 2007.

Frame Shed (CRIS-HS#323375). A gable-fronted frame shed stands to the southwest of the main house along the fence separating the domestic area from the farm fields. This shed (or one like it) shows in the illustration from *Scharf's History*. The National Park Service stabilized this building in 2007.

Tenant House (4460 Baker Valley Road). Along Baker Valley Road at a side driveway into the Thomas Farm stands a concrete block tenant house, which appears to date from the 1950s.

Bank Barn (CRIS-HS#323376). The Thomas Farm barn is a Pennsylvania-style frame bank barn, facing east, with a ramp at the back and a closed-side cantilevered forebay. A fenced barnyard is immediately east of the building. This barn dates from the late nineteenth or early twentieth century. It replaced a brick barn (shown in the circa 1880 Scharf engraving) that probably dated from the 1830s and well before 1847, because it is described in the insurance list with an "old" roof. "[S]outh of the corn cribs about 105 feet stands the barn sized 75 feet 2 inches long and 49 feet deep including the overjut [sic] on the east side, the basement story is built of stone, the other part is built of brick, and has 2 division walls runing [sic] a cross the barn, as high as the square of the building built of brick 14 inches thick. Barn is covered with oak shingles. The roof is old, lightening rod at the North end." As pictured in the Scharf illustration, the brick barn had three square cupolas projecting from the gable and granary outshots on either side of the threshing floor. Geometric brick ventilators pierced the brick gable walls. The present barn stands on the site of the older barn. There may also have been a first period barn as well, dating from the eighteenth century. Vertical board siding sheaths the current barn's frame and it rests on stone foundations, which may survive from the earlier barn. The current roofing material is sheet metal. The barn was stabilized in 2003–2009.

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Corn Crib/Wagon Shed (CRIS-HS#495222). North of the barn stands a frame corncrib and wagon shed. It is an elongated structure with its gable ends facing east-west. Vertical slats enclose the corn storage area with space between for air circulation. It rests on stone piers. The 1847 description says that frame corn cribs stood west of the stone building. The late nineteenth-century engraving in Scharf's *History* shows two corn cribs. One of them is north of the other and this one, the survivor, seems to be the southernmost of the two. The corn crib was stabilized in 2003, and additional preservation work completed in 2011.

Brick Silo (CRIS-HS#640327). A brick silo remains at the southwest corner of the barn. It is a round structure set in common bond and may date from the late nineteenth century, although it does not appear in the Scharf engraving. The silo was preserved and restored along with the barn in 2009.

Fences. A prominent aspect of the Araby landscape is the fencing. Board fences defined the fields near the house while post and American wire fences enclosed the further agricultural fields. The landscape also incorporates examples of traditional living fences in the form of hedgerows.

Blacksmith Shop Ruins (CRIS-HS#572675; CRIS-AR#MONO00023.000; MD#18FR0871). [redacted], are

foundations and a partial wall remnant of a blacksmith shop. The masonry utilizes the flat friable stone typical along the Monocacy, like that used in other buildings in the area. [redacted] This building may show on the 1937 aerial photograph, and a structure is noted in the area of the present-day ruins on Jedediah Hotchkiss' Civil War map (Figure 8). The National Park Service stabilized the foundations in 2008. Phase II archeological investigations completed in 2007, showed the shop measured 16′ by 35′. The layout consisted of two rooms, divided by an interior wall. It was present at the time of the Battle of Monocacy, built before 1856, [redacted].[199]

Pennsylvania Monument (CRIS-HS#045026; CRIS-AR#MONO00001.000; MD#18FR0020). Located on a half-acre plot that formerly belonged to Araby near Araby Church, on the south side of the old Georgetown Pike (Araby Church Road), the monument commemorates the 67th, 87th and 138th Regiments of Pennsylvania volunteers, part of the Sixth US Army Corps. The 35-foot-tall monument was the second memorial to be placed on the Monocacy Battlefield. It was dedicated on November 24, 1908, by the Commonwealth of Pennsylvania, with 250 veterans of the battle attending the dedication. The 67th Pennsylvania Regiment did not fight in the battle, because they were detained in New Market, Maryland. After the war, they were known as part of the "missing brigade."

The three-part monument is made of blue western Rhode Island granite. A polished cube with a Doric column at each corner rests on the square base. The north side of the cube has the following inscription:

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Erected by the Commonwealth of Penna
in commemoration of
the bravery, sacrifice,
and patriotism of the
67th, 87th, and 138th regiments
that fought on this battlefield
July 9, 1864
Commissioners
Wm. H Lanius, Capt. Co. I 87th
Robert T. Cornwell, Capt. Co. I 67th
M. Coppleberger, Priv. Co. A. 138th

A column extends above the cube, with a polished sphere on top, bearing a Greek cross, the symbol of the US Army's Sixth Corps of which these regiments were a part.[200] The monument is enclosed by twelve granite bollards connected by two lines of metal rail. The piece of land where the monument rests is a flat, grassy plane. At each corner a small, cube-shaped stone was placed with the following inscription:

67th – 87th
AND 138th
PA. VOL.

The Commonwealth of Pennsylvania conveyed title to the property to the National Park Service in 1997. The monument was cleaned and restored in 2007. It is a noncontributing object, and the landscape elements are noncontributing features because they do not fall within the 1864 period of significance.

[199] Beasley, *Archaeological Overview* (2010), pp. 115-121.
[200] Grant and Herrin, "'And They Did Save It,'" p. 30-31.

10th Vermont Monument (CRIS-HS#045025). The Vermont Monument, located at the intersection of Baker Valley Road and Araby Church Road, was dedicated in 1915 by the State of Vermont to commemorate the contributions of the 10th Vermont Infantry, part of the Sixth US Army Corps. Participating in fighting at the Thomas Farm and at Monocacy Junction, two members of Company D were awarded Medals of Honor for their bravery.

The monument is a rectangular monolith made of white granite. It stands eight feet high. A bronze tablet in the shape of a Greek cross bears the following inscription:

This monument
was erected by the
State of
Vermont
to designate the position of
the 10th Vermont Infantry
during the battle fought here
on the ninth day of July 1864
to save Washington, "and we saved it."
Seven companies occupied the Washington
Pike, while three companies occupied
the Buckeystown Road
opposite the
Thomas House.
1915.[201]

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The monument rests on a small, grassy rise, with three granite steps leading to the monument. The small plot is not fenced, but three granite bollards mark two corners and the back of the lot. The ground still belongs to the State of Vermont, but an agreement with the National Park Service is in place for maintenance of the grounds and structure. The monument was cleaned and restored in 2007. It is a noncontributing object, and the landscape elements are noncontributing features because they do not fall within the 1864 period of significance.

Middle Ford Ferry Site. Belonging to the Thomas Farm is the site of the old ferry crossing known as the Middle Ford or Marshall's Ferry. [redacted] On land plats, the ferry site shows as a notch in the property line jutting across the river. When the ferry was sold out of the Marshall family in 1812, improvements on the five-acre tract included a dwelling, stable, and a blacksmith shop. Above-ground evidence of the ferry building complex site appears only as architectural debris (brick fragments). An archeological investigation of the site occurred in 2004, 2006, and 2008 (Middle Ford Ferry Tavern Site, CRIS-AR#MONO00019.000; MD#18FR0819) and located evidence of a log or frame 14′ by 19′ building oriented to the Georgetown Road trace and revealed well-preserved deposits dating from at least as early as 1751 to as late as the third decade of the nineteenth century, plus the tavern's cellar footprint.[202] [redacted]

[201] Grant and Herrin, "'And They Did Save It,'" p. 31.
[202] Beasley, *Archaeological Overview* (2010), p. 151.

[redacted] On the west side of the river, the road trace disappears in the often-flooded plain between the river and the B&O Railroad.

When the Georgetown Road was rerouted to its present location (now Route 355) and a bridge across the Monocacy constructed in 1828, the old road was closed, and the buildings apparently abandoned. Thus, the buildings at the ferry, which were very significant within the context of eighteenth-century taverns and ferry operations, were gone by the time of the Battle of Monocacy in 1864; therefore the site does not contribute to the significance of this NHL.

Ruins near Route 355 Bridge. Between the ferry site and the present bridge, and not within the five-acre ferry parcel, are features and ruins of unknown function and origin. One feature is a mound or lining of the embankment along the river; a slate ramp leads to flat-laid pieces forming a level top or deck. The structure is well above the water's edge. A wooden post protrudes from the top surface. Upstream from this slate embankment, close to the west side of the bridge, are foundation ruins of a building or buildings. Built into the steeply sloped bank, there are two side-by-side sets of foundations. They are exposed a full story on the creek side and made of the local flat stones found along the river. The foundations have been extended with several courses of concrete block for a more recent building dating from the twentieth century. Most of the surface debris dates from the twentieth-century feature, but the stone foundations beneath are older. They were probably not associated with the ferry, however, since they are outside of the boundary of the five-acre ferry tract.

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Road Traces. Four road traces remain on the Thomas Farm property, and they could date well back into the eighteenth century. One is the access road to the ferry site leading from Route 355 along the east bank of the Monocacy as far as I-270 and beyond (CRIS-HS#819343, Thomas Farm, and Lower Worthington Carriage Road). This road is clearly marked, graded out of the steep terrain, and equipped with stone culverts over gullies and ravines (CRIS-HS#500512, Lower Worthington Carriage Road, Culvert). In the nineteenth century, this was an access road to the Worthington Farm (Clifton), a farm developed in the 1840s when Araby was subdivided. The road appears on the 1864 Hotchkiss map of the Monocacy battle (Figure 8) and on a 1937 aerial photograph (Figure 10). However, this thoroughfare could have been an older route linking fords and ferries along the Monocacy. The second road trace is the Upper Worthington Carriage Road (CRIS-HS#500446) which branches off from the Lower Road, running southeasterly away from the river and up the hill toward the Worthington farmstead. This road is only partially in evidence; much of it was destroyed by the construction of the I-270 roadbed.

The third road trace is the original route of the Georgetown Road to Marshall's Ferry (Middle Ford/Ferry) (CRIS-HS#500232; a.k.a. Historic Georgetown Road trace), abandoned in 1828 after the new bridge realignment was completed. It continues from Araby Church Road at a point where it makes a right angle turn to the north to join present-day Route 355. The old trace continues straight along a fence line, then angles northwest over the crest of a hill and down the steep slope to the river. This old route is discernible in aerial photographs, both current and 1937. It appears on the landscape as a dip or trough. The trace continues through the Best Farm, barely discernable on aerial photographs west of the railroad tracks as it angles toward its junction with the 1828 realignment. The current route of Araby Church Road shows on the 1858 Isaac Bond Map of Frederick County (Figure 4), and dates from 1828 when the Monocacy was bridged and turnpikes constructed from the river into Frederick.[203] The older road trace dates as early as the 1740s. An ancient

[203] *Frederick Town Herald*, May 24, 1828.

sycamore tree, said to be approximately 250 years old (2014), stood on the north side of the road trace near the river tree line. This witness tree stood here as travelers passed along the Georgetown Road to or from Marshall's Ferry crossing and witnessed the bloodshed of battle on July 9, 1864. The tree fell in June 2006. [204]

The fourth road is the one that crossed Baker Valley Road and leads through the Thomas Farm immediately past the stone secondary house and continues to the west through farmland to the river and Worthington Ford (CRIS-HS#500431, Thomas/Worthington Road Trace). This route also shows in part on aerial photographs and on Jedediah Hotchkiss's 1864 map of Monocacy Battlefield (Figure 8). It, too, may have been part of a much earlier road system dating back to the mid-eighteenth century. It does not seem to be apparent on the 1937 aerial photograph, however.

Thomas Farm (Araby) Archeological Resources. Extensive prehistoric artifacts have been found [redacted]. Beginning in 2003, the National Park Service undertook a combination of surveys and Phase II excavation units on the Thomas Farm. Archeological work included the investigation of the eighteenth-century tavern at the Marshall Ferry site at the Middle Ford (Middle Ford Ferry Tavern Site (MD#18FR0819), considered noncontributing to this NHL, and the blacksmith shop ruin (MD#18FR0871) and remnants of nineteenth-century outbuildings in the Thomas Farmyard (MD #18FR0820), both considered contributing under the overarching MD#18FR0030 Monocacy National Battlefield archeological complex. There were also metal-detector surveys in an agricultural field to the west of the Thomas Farm buildings to identify troop movements during the Battle of Monocacy, but results were inconclusive likely due to extensive relic hunting on the property prior to NPS ownership.[205]

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K. Thomas Farm (Araby) Resources (Maps #6 and #6B)

4 contributing buildings:
- K.1 Main house
- K.2 Stone tenant house/secondary house
- K.3 Corn crib/wagon shed
- K.4 Frame shed

5 contributing structures:
- K.5 Entrance lane
- K.6 Lower Worthington Carriage Road (CRIS-HS#819343)
- K.7 Upper Worthington Carriage Road (CRIS-HS#500446)
- K.8 Georgetown Road to Marshall's Ferry (Middle Ford/Ferry) Trace (CRIS-HS#500232)
- K.9 Thomas/Worthington Road Trace (CRIS-HS#500431)

2 noncontributing objects:
- Pennsylvania Monument, located on Araby Church Road
- 10th Vermont Monument, located on Araby Church Road

4 noncontributing buildings:
- Tenant house (1950s), 4460 Baker Valley Rd.
- Brick outbuilding of unknown function (date unknown)

[204] The tree has been documented by the NPS, Historic American Landscape Survey (HALS-MD-10) as a part of its Witness Tree Protection Program. See Library of Congress, Prints & Photographs Division: http://www.loc.gov/pictures/collection/hh/item/md1749/.
[205] Beasley, *Archeological Overview* (2010).

Well house (20th century)
Bank barn, ca. 1880

1 noncontributing structure:
Brick silo, ca. 1900

3 noncontributing sites:
2 Stone/block foundations
Slate platform with ramp

[redacted] Civil War-era artifacts and archeological resources that date to the period of significance found in this section count as part of the Monocacy National Battlefield archeological complex (MD#18FR0030; CRIS-AR#MONO00004.000).

L. Araby Church Road Area (Map #7)

Twentieth-century residential development along Araby Church Road, Baker Valley Road, and the Georgetown Pike (Route 355/Urbana Pike) began largely after the 1920s after the re-alignment of the Georgetown Pike. Although the buildings along these roads do impact the visual integrity of the area, it does appear that very little re-grading has occurred. Thus, the significant topography of the area is preserved as well as potential archeological material. Araby Church Road, still the Georgetown Pike in 1864, was integral to troop movements as the Battle of Monocacy Battle unfolded through the afternoon of July 9, 1864. Baker Valley Road was also a significant corridor of troop movement. The high potential for significant archeological material in these areas warrants continued inclusion of these properties within the NHL boundary.

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Built mostly from the 1950s to the present, the buildings consist of one- and two-story dwellings with occasional sheds, garages, and barns. Most of the development is in the area between Araby Church Road and Route 355 (including Williams Avenue, Rickie Avenue, and Arthur Avenue), and along the east side of Baker Valley Road. The development is not dense, with parcels approximately one-half acre and greater. Small noncontributing sheds of unsubstantial size and scale are not counted.

L. Araby Church Road Area Resources (Map #7)

1 contributing structure:
L.1 Baker Valley Road
(Araby Church Road counted as Georgetown Pike in Monocacy Crossing & Frederick Railroad Junction)

93 noncontributing buildings (date range 1920s-1980s):
8009 Ball Road:
1 house

4604, 4608, 4610, 4614, 4620, 4628 Urbana Pike (Route 355):
6 houses; 6 outbuildings

4503, 4509, 4514, 4520, 4526, 4529, 4530, 4533, 4534, 4538, 4539, 4542, 4543 Araby Church Road:
13 houses; 10 outbuildings

4548 Araby Church Road:
1 church building

4613, 4619, 4627, 4629, 4631, 4701, 4709, 4721, 4725, 4731, 4739, 4749 Araby Church Road:
12 houses; 7 outbuildings

4608, 4610 Williams Avenue:
2 houses; 3 outbuildings

4602, 4623 Rickie Avenue:
2 houses; 2 outbuildings

4538, 4550, 4602C Arthur Avenue:
3 houses; 1 outbuilding

4139, 4201, 4234, 4433, 4501, 4503, 4507, 4509, 4513, 4519, 4523, 4527 Baker Valley Road:
13 houses; 10 outbuildings

4396 Early Road:
1 house

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M. Lewis Farm (McPherson's Hill Farm), 4403 Baker Valley Rd. (Maps #7 and #7B)
Located on the west side of Baker Valley Road, the farmstead of the Lewis Farm (McPherson's Hill Farm) is situated on high ground with a west-facing, two-part, sided log house, a southeast-facing frame closed forebay bank barn, and a frame wagon shed and corncrib. Located a short distance east of the wagon shed is a frame springhouse constructed over a strong spring, which flows southwestward to and under Baker Valley Road. The house appears to date from the 1850s, while the barn and wagon shed are more typical of the 1870s or 1880s. The barn's original foundation was replaced with concrete block sometime in the mid-twentieth century.

House (CRIS-HS#045124). The house is covered with plain lapped wood siding, with its more formal façade facing west toward Baker Valley Road. The house appears to have been constructed in two parts, although the two sections could have been built at the same time. The total façade width is five bays, with the three bays to the north having a window, door, and window arrangement. Slightly separated are the two southern bays. Windows have six-over-six panes. The roof is covered with sheet metal and there are chimneys inside the north gable and at the interior between the two sections of the house. At the west elevation, there was a small shed-roofed entrance porch, which has been removed; and at the east elevation a shed-roofed porch extends the entire length of the house. The house may have been built during the ownership of Henry Layman (1849-1856), or by the following owner, C. K. Thomas, as a tenant house.

Barn and Outbuildings. The barn (CRIS-HS#323363), corncrib/wagon shed (CRIS-HS#323365), and springhouse (CRIS-HS#323364) are the other three remaining buildings on the property. Their detailing is consistent with construction in the 1880s. Since the outbuildings appear to be more recently constructed than the house, there may be below-ground evidence of former outbuildings.

M. Lewis Farm (McPherson's Hill Farm) Resources (Map #7B)

1 contributing building:
M.1 House

1 contributing structure:
M.2 Entrance lane (CRIS-HS#071919)

3 noncontributing buildings:
Barn (1880s)
Wagon shed (1880s)
Springhouse (1880s)

Civil War-era artifacts and archeological resources that date to the period of significance found in this section count as part of the Monocacy National Battlefield archeological complex (MD#18FR0030; CRIS-AR#MONO00004.000).

N. I-270 Overlook (Map #7)
Located immediately south (and uphill) of the Lewis Farm, the overlook consists of a looped asphalt-paved road and parking area. The overlook itself is a low, stone-walled enclosure paved with brick with a panoramic view of the Monocacy Battlefield to the north and west.

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N. I-270 Overlook Resources
1 noncontributing structure (overlook road) (20th century)

O. Worthington Farm (Clifton) (CRIS-AR#MONO00018.000; MD#18FR0791) (Map #7)
The Worthington Farm (Clifton), encompassing 300 acres, sits on a hill overlooking the Monocacy River to the northwest. It is situated within the wide curve of the river that turns southwest of I-270 through Monocacy National Battlefield, to continue its course southwest to the Potomac River. The farm is mostly wooded now, with a sweeping hayfield east and northwest of the house. The farm and house are accessed via a wooded driveway, which parallels I-270 westward from Baker Valley Road. This driveway replaced the original approach road after I-270 was constructed. The approach turns to the southwest onto the historic lane route (CRIS-HS#045035, Worthington Lane) to reach the house. Historically the Worthington/Clifton farm complex was accessed by the Upper and Lower Carriage Roads following the river from the Georgetown Pike (see K. Thomas Farm), however, the dualized Route 240 (today's I-270) intersected the lane in the 1950s. The only historic building remaining on the Worthington Farm is the main house. It faces northeast toward the Thomas Farm (Araby) and the Georgetown Pike. Recent (2021) tree removals along the I-270 corridor through the farm have opened the historic viewshed from Worthington to the Thomas Farm.[206]

Main House (CRIS-HS#045030): The Worthington House is a two-story, five-bay brick dwelling with an ell extension to the rear. The main façade has Georgian-inspired fenestration, with a central door flanked by two windows on either side. However, the detailing exhibits strong influence from the Greek Revival and Italianate styles from the third quarter of the nineteenth century. The house may have been built in 1851 for Griffin Taylor after he left Arcadia and, if so, was probably considered by him to be temporary, since he seems to have been considering—if not negotiating—the purchase of the Araby mansion farm. The house at Clifton was described

[206] As recommended in Commisso and Temkin, *Cultural Landscape Report: Thomas and Worthington Farms*, 87.

as a "new" dwelling when it was advertised for sale in 1856, after Taylor's death. The house is notably smaller than the Thomas Farm house at Araby, and appears more modestly appointed, except for the handsome painted decoration in the entrance hall and parlor, embellishments believed to have been added by later owners, Wheatley and Ball.[207]

The National Park Service reconstructed the Italianate full front porch in 2004. This porch reconstructs the original porch for the house, remnants of which the National Park Service salvaged and preserved. The porch is raised on brick piers exposing cellar windows below the porch deck. Square columns with collars and bracketed tops support the porch. A balustrade encloses the deck, and a central flight of steps provides access. At the rear of the L-shaped building, entrances opened onto a one-story work porch. An open deck with a balustrade was added in 2004 for access. This deck does not attempt to replicate the original porch for which details are unknown. There was also some sort of porch leading to an entrance in the north elevation of the ell. That has not been replaced.

The brick masonry at the front elevation displays common bonding, as do the side and rear walls, all with a 5:1 stretcher to header course ratio. The house rests on stone foundations. Windows have six-over-six sash hung beneath wide wood lintels and flanked with pairs of louvered shutters. The shutters are replacements of the originals, based on a historic photograph.[208] The window frames are narrow and rounded at the surface with mitered joints. A raised basement has half-sized windows, which open beneath the front porch. One four-over-four, double-hung sash window in the south wall of the ell extension lights the back stairway. Brick chimneys extend from inside each gable end. A wood shingle roof, part of the 2004 restoration, covers the building.

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The front entrance is in the center bay. The entrance detailing combines the influence of Italianate and Greek Revival styles, with a four-panel door flanked by a transom and sidelights. Dividing the transom are fancy scroll brackets terminating with acanthus leaf forms. Over the door is a prominent wooden lintel. The door panels and matching paneled jambs are trimmed with Grecian ogee molding. There are five additional entrances: one in the rear elevation of the front section; one from the rear kitchen wing on the south side; one from the north side of the kitchen wing; one from the cellar at the foot of a flight of stone steps at the rear of the front section; and another from the cellar of the ell in the south wall. The main level entrances have four-panel doors, and the south kitchen wing door has a three-light transom. None other than the front door has sidelights.

The 1856 sale advertisement mentioned the house, kitchen (which may or may not have been in a separate building), a frame barn, and corncrib. It seems unlikely that these were the only buildings on the property, although the Clifton complex may still have been under construction at the time it was sold. If Griffin Taylor lived there only a short time before moving on to the Araby house, the group of buildings that normally characterize a farmstead may have been left unfinished. There was no mention in the advertisement of typical support structures such as chicken houses, hog pens, smoke houses, springhouses, and other domestic buildings. It is possible that the advertisement only highlighted the main buildings, leaving the ubiquitous service buildings unnoted. No slave quarters were mentioned, although they seem not to be included in enumerations of buildings in general in Frederick County.

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[207] Jacob Engelbrecht wrote in his diary on March 30, 1861: "Fire near Monocacy Junction - yesterday afternoon between one & two o'clock (Good Friday March 29, 1861) the two-story brick house belonging to T. A. Ball & occupied by Conrad I. Layman caught fire & was burnt down except the brick work. Ball's loss was about 2000$ & no insurance - Layman's loss about 25$." It is not clear if this refers to the main house (Worthington House) or a tenant house on the property (see discussion below). Oehrlein & Assoc. (Historic Structure Report) found no indication of a catastrophic fire during their investigation of the Worthington House. Oehrlein and Associates Architects, "Worthington House Historic Structure Report: Physical History and Condition Assessment" (Monocacy National Battlefield, Frederick, Maryland, March 27, 1995).

[208] Philip Pendleton, HABS No. MD-1052, "Clifton Farm" (1991), p. 27.

Writing in 1932, Glenn Worthington recalled the Battle of Monocacy around his home and farmland and mentioned slave quarters standing to the south of the house. A circa 1930 drawing of the farmstead made by late Frederick County artist Helen Smith shows the house, barn, slave quarters, and several other domestic and agricultural structures. Also shown is a combination of rail and paling fence around the yards. The slave quarters are shown to be wooden, with vertical board siding, one story in height with a central chimney. A set of photographs taken for the *Baltimore Sun* newspaper in December 1929, though incomplete, adds to the historic arrangement of the Worthington complex. One photo (Figure 13) shows the farmstead viewed from the Thomas house yard. In this picture the Worthington complex includes the house and bank barn, along with another barn and at least three other outbuildings. Another photo provides a close-up view of the barn yard, showing what appears to be a hog barn, shed, and poultry house (no longer extant). The rail fences are constructed with five horizontal rails. A third photo shows a two-part, log slave quarter (no longer extant). The partial view of the building shows one door with a window in the door in the four-sided crib and one door and one window in the three-sided crib addition. The whitewashed building does not appear to have ever been sided. The wood shingled roof has a central brick chimney and a wide eave overhanging the front elevation. A second log building depicted in the photo is described as one of the "slave quarters" but appears to be a hipped-roofed structure, possibly a smokehouse. It is also whitewashed log with a wood shingle roof. Between the two buildings is a concrete capped well with a cast iron pump. In the background is a paling fence. Archeological investigation of the likely location of the additional buildings may yield more information about the number, type, and age of associated buildings for the Worthington Farm.[209]

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While the main Worthington House has been extensively investigated, remnants of another dwelling complex on the farm were only discovered recently. This domestic site is located [redacted] A pair of very large white oak trees stand like gateposts on either side of what may have been a path or walkway to the house.[210] All that remains of the dwelling is a stone foundation, a two-room cellar depression, and a brick chimney which fell outward from what was most likely the north gable end of the house. There was also some scattered surface debris around the site, which is overgrown with saplings and small trees. The house does not appear on any historic maps of the property, nor is it shown on recent topographical maps. It is unknown if the house was extant at the time of the Monocacy battle.[211]

Barn: Set in a wooded area to the southwest of the Worthington House is large, gable-roofed pole barn with steel siding. The barn dates from 2012.

Sunken Lane (CRIS-HS#045053): This road trace leads along a fence line from behind the barn area southward toward Brooks Hill and the Monocacy River. Along portions of the sunken lane, the roadway is bordered by living fencerows made up of a variety of vegetation, including Osage orange. This reflects the historic use of living fences to define fields and separate fields from roads and other functions.

[209] For a complete architectural description of the Worthington House see Philip Pendleton, HABS No. MD-1052, "Clifton Farm" (1991), and Oehrlein and Associates Architects, "Worthington House Historic Structure Report: Physical History and Condition Assessment."
[210] The trees have been documented by the NPS, Historic American Landscape Survey as a part of its Witness Tree Protection Program. See Library of Congress, Prints & Photographs Division: http://www.loc.gov/pictures/collection/hh/item/md1752/.
[211] According to Monocacy National Battlefield personnel, surrounding property owners who were asked had no knowledge of the place. Susan Trail, personal communication, 1999.

Worthington Ford: A fording place on the Monocacy River historically known as the Worthington Ford provided access between the Worthington (Clifton) and Arcadia (later McKinney) farms. It was located near the mouth of Ballenger Creek and may have been in use much earlier for access to the Ballenger mill. Confederates used this ford to cross the river onto the Worthington Farm on the morning of July 9, 1864. According to John Worthington who grew up on the farm and as a child witnessed the battle, the ford was just downstream from the mouth of Ballenger Creek. No evidence of the ford landing is visible today on either side of the Monocacy River. However, the presumed landing area on the west (Arcadia) side of the river was included within the 1973 NHL boundary. The west side landing area remains within the updated (2023) NHL boundary, as well as a small enclave of seven modern (1920–2017) riverside houses. However, the 1973 boundary is reduced to include only the floodplain and riparian buffer due to heavy industrial and commercial development.

Worthington Farm Archeological Resources (already counted in the Archeological Resources section above): The Worthington Farmstead (18FR0791) is a contributing site with the potential to yield information relating to the Monocacy battle and the farm's occupants during the Civil War.

O. Worthington Farm (Clifton) Resources (Map #7)

1 contributing building:
- O.1 Worthington (Clifton) House

2 contributing structures:
- O.2 Worthington Lane
- O.3 Sunken Lane

5 noncontributing buildings:
- Worthington Farm, large pole barn
- Worthington Farm, southeast field frame outbuilding, post 1958
- 7117C English Muffin Way (west side of the river)
- 7117D English Muffin Way (west side of the river)
- 7117E English Muffin Way (west side of the river)
- 7117 English Muffin Way (west side of the river)

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Civil War-era artifacts and archeological resources that date to the period of significance found in this section count as part of the Monocacy National Battlefield archeological complex (MD#18FR0030; CRIS-AR#MONO00004.000). These include but are not limited to the Worthington Ford of the Monocacy at Ballenger Creek, battle actions site, and encampment site.

P. Baker Farm (Maps #7 and #7B)

The Baker Farm containing about 220 acres is located on the west side of Baker Valley Road, immediately southwest of the Thomas Farm (Araby). Today, the two farms are separated by I-270. The house, barns and outbuildings are arranged approximately on an axis and are set well back from Baker Valley Road against the rising slope of the east face of Brooks Hill. From Baker Valley Road, the landscape slopes downward to the west, and then begins to rise, forming Brooks Hill. A small stream known as Harding Run is located at the lowest point. It flows northeastward and around Brooks Hill and into the Monocacy River. From Baker Valley Road the vista is one of pasture and cropland, with a tree line forming about two thirds of the way up Brooks Hill.

The main house on the Baker Farm is located directly at the head of the lane leading to the buildings. It faces east. To its northeast is a frame forebay bank barn or "Swisser barn" with a round brick silo, and a mid-twentieth-century stave silo. Behind the house is a modern metal equipment shed, and to its south is a circa 1920 gambrel-roofed dairy barn and an accompanying milk house. There are two more silos near the dairy barn. There is also a smokehouse and circa 1920 milk house. These outbuildings and the dairy barn are made of cast concrete block, predominantly used in the 1910–1930 period. A secondary frame, one-story dwelling that appears to date to the 1950s or 1960s (4104 Baker Valley Rd.) stands at the southeasternmost corner of the farm, facing Baker Valley Road.

House (CRIS-HS#320036). The house is a frame, two-story, American Foursquare-style dwelling, which was built by Charles G. Geisbert after the Geisberts acquired the farm in 1914. The new house was, however, built directly upon the foundations of the older dwelling it replaced. The house has a four-bay front façade with a window, window, door, and window arrangement. The side elevations are two bays deep. A one-story porch extends across the front and partially along the north side, and another crosses the rear elevation. The hipped roof is covered with standing seam sheet metal, and shed dormers extend from its south, east, and north slopes. The foundations are stone, older than the rest of the house.

Smokehouse (CRIS-HS#320112). The circa 1920 smokehouse is a gable-front, rusticated concrete block building. The plank door on the east (front) elevation has a wood lintel. There are narrow openings between several blocks on the side elevations. The roof is covered with corrugated metal.

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Bank Barn (CRIS-HS#045115). The frame barn appears to date from the mid-nineteenth century and is generally believed by the National Park Service to have been standing at the time of the battle. It is covered with vertical board siding and has a broad roof span with the ridge centered over the entire width of the building including the forebay. There is an attached wagon shed at the north end of the barn. The barn bank is located on the barn's west side, providing access to the threshing floor inside.

Brick Silo (CRIS-HS#045117). A round brick silo stands at the southwest corner of the barn. The silo displays common bond brickwork and is parged with cement on the interior. It no longer has a top, and ferns and other vegetation are growing inside. It probably dates from the late nineteenth century and is similar to a brick silo on the adjacent Thomas Farm.

Milk House #1 (CRIS-HS#320049). In the south yard of the house, within the circular drive around the house, is a one-story rusticated concrete block milk house. The building has two doors on the west elevation. A door in the south gable end fronts directly toward the earliest section of the dairy barn (separated by the circular drive). A brick chimney rises from the northeast corner of the building.

Dairy Barn (CRIS-HS#320043). The dairy barn was constructed in two sections, the northernmost section, circa 1920, is constructed of rusticated concrete block (like milk house #1). The southern addition, constructed of plain concrete block, nearly doubled the size of the barn to approximately 100 feet long. The entire barn has a gambrel roof sheathed with metal sheets. Four conical metal vents are located along the roof peak. A breezeway connects the barn with milk house #2.

Milk House #2 (CRIS-HS#320048). This milk house is probably contemporary with the dairy barn addition. It is constructed of plain concrete block and sits near the center of the east elevation of the dairy barn, connected by a breezeway.

Concrete Stave Silos. There are three concrete stave silos with metal straps. One, standing on the west side of the dairy barn, is very tall with a conical metal roof; another, located at the south end of a pole barn/turn-out shed, is of more typical height with a domed metal roof. A third silo is located off the northwest corner of the bank barn; this is a small concrete stave silo with domed metal roof.

Rusticated Concrete Block Silo. This short, uncovered silo, constructed circa 1920 with rusticated concrete blocks, stands on the west side of the older section of the dairy barn.

Loafing Shed. This frame barn houses the stalls for cows required to be separated from the milking area. It is of recent construction.

Breeding Barn. A large, one-story concrete block building of recent construction used to house breeding cows.

Milk Barn. A new frame milking barn with metal siding, the north elevation is open.

Equipment Shed. This large frame equipment shed is of recent construction. The south end of the building is completely enclosed with metal siding and has a sliding door in the east elevation. The north two-thirds of the building is open on the east elevation. It is used for large equipment storage.

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P. Baker Farm Resources (Map #7B)
1 contributing building:
P.1 Bank barn

1 contributing structure:
P.2 Entrance lane (CRIS-HS #045111)

10 noncontributing buildings:
House
Block dairy barn
Milk houses (2)
Smokehouse
Metal equipment shed
Milk barn
Loafing shed
Breeding barn
Secondary house at southeastern corner (4104 Baker Valley Rd.)

5 noncontributing structures:
Concrete stave silos (3)
Brick silo
Rusticated concrete block silo

Not counted: small sheds

Civil War-era artifacts and archeological resources that date to the period of significance found in this section count as part of the Monocacy National Battlefield archeological complex (MD#18FR0030; CRIS-AR#MONO00004.000).

Evaluation of Integrity

The American Battlefield Protection Program (ABPP) of the National Park Service was authorized by Congress to maintain and update the work of the Civil War Sites Advisory Commission Survey (CWSACS) and to promote the preservation of significant historic battlefields associated with all wars on US soil. To improve US battlefield identification and protection, the ABPP published a "Battlefield Survey Manual" in 2000 (updated in 2008) to aid in the identification of battlefields and their significant features. Identification begins with the historic landscape, both natural and cultural, over which a particular battle took place. Additionally, surveyors are instructed to become familiar with the military terrain, that is "to view the terrain through the soldiers' eyes" looking for "Key Terrain, Obstacles, Cover and Concealment, Observation and Fields of Fire, Avenues of Approach and Retreat." These historic and military landscapes are characterized on the modern landscape through "four broad classes" of battlefield resources, including "*natural features, cultural features, military engineering features,* and *artifacts.*"[212]

The Monocacy Battlefield National Historic Landmark as updated (2023) retains all the significant features identified by the ABPP—natural features, cultural features, military engineering features, and artifacts—all with a high level of integrity of location, setting, design, materials, workmanship, feeling, and association. Over half the acreage making up the NHL lies within the Monocacy National Battlefield's congressionally established boundary. The National Park Service has worked to protect and preserve the historic character of the cultural properties within its boundary including the Best, Thomas, Worthington, Baker, and Lewis Farms as well as the Gambrill Mill area and railroad junction. Collectively, these cultural features form the Monocacy National Battlefield. The NHL's boundary also includes other areas where significant battle-related activity occurred, including military engineering features such as defensive trenches, which retain a high level of historical integrity.

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The NHL retains a high degree of integrity of **location** and **setting**, with natural and manmade landscape features retaining nearly the same appearance as at the time of the battle in 1864. Natural features that played a role in how the Monocacy battle unfolded across the landscape include the river and its natural fording places (Worthington, Crum's, and Hughes Fords), the river and ridge topography, and patterns of vegetation. Many of these natural features remain recognizable on the landscape. Manmade features that contribute to this historic landscape include the layout of the farmsteads, fields and fence lines, woodlots, roads and road traces, the railroad, bridges, and other buildings that were present and utilized at the time of the battle. They served to facilitate troop movements and were used as cover under fire and as hospitals for the battle-wounded soldiers. Many appear much as they did in 1864, while bridges and roads that have been replaced or improved still

[212] David W. Lowe, compiler, "American Battlefield Protection Program, Battlefield Survey Manual" (American Battlefield Protection Program, National Park Service, Washington, DC, January 2000), pp. 6-9. While this evaluation relies mainly on the military terrain analysis for defining contributing features of the battlefield, the National Park Service Cultural Landscapes Program uses a similar method to describe the tangible and intangible characteristics of cultural landscapes. The list of characteristics was developed to provide consistency in the terminology when documenting a landscape and can be cross-referenced with the military terrain analysis terms. The categories analyzed include the following: Natural Systems and Features; Spatial Organization; Land Use; Cultural Traditions; Cluster Arrangement; Circulation; Topography; Vegetation; Buildings and Structures; Views and Vistas; Constructed Water Features; Small-Scale Features; and Archeological Sites.

appear as remnants on the landscape or retain their historic alignments. Integrity of **design, materials,** and **workmanship** allow these manmade features to convey the appearance and the experience of the landmark's history. The Best, Worthington, and Thomas Farms all appear much as they did at the time of the battle, according to historic maps and other documentation, and the Markell/Ogle Farm is substantially intact. However, all had support buildings that are no longer present, and all have undergone some change. Still, enough of the design, materials and workmanship that was present in 1864 remains to make these properties clearly recognizable to civilian or military participants in the battle. Additionally, based on archeological investigations performed throughout the battlefield, the archeological resources, despite incidents of metal detecting and looting, retain a high degree of stratigraphic and patterned integrity such that they have provided and can continue to provide important information for understanding the battle.

Some of the buildings and structures that make up today's landscape were constructed after the battle, such as most of the buildings on the Baker and Lewis Farms, the Gambrill House, and the current rail and highway bridges. For purposes of this National Historic Landmark documentation, they are considered noncontributing but are distributed across the landscape and sited in ways that do not seriously detract from the NHL's integrity. Although they may not contribute, some of these properties have significance in their own right, unrelated to the battle. For example, the Gambrill House is individually listed in the National Register, under Criteria A and C (National Register Reference #85002902). The post-battle buildings and structures, while they do not contribute to the historic significance of the Monocacy Battlefield NHL, mainly follow historic agricultural and transportation patterns. In contrast, the twentieth-century highways constructed through the landmark (such as I-270 and I-70) interrupt an otherwise cohesive appearance and introduced incompatible features and sounds. Despite these intrusions, the essence of the nineteenth-century battlefield and agricultural context remains apparent and tangible to the visitor. Within the boundaries of the NHL, the scene is pastoral, despite the presence of I-270 and I-70 and evokes the **feeling** and conveys the **historical and visual associations** of this landscape with the events of July 9, 1864.

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Previous documentation on file (NPS):

__ Previously listed in the National Register (fill in 1 through 6 below)

NR #07001450, L'Hermitage Slave Village, listed 01/29/2008
NR # 85002902, Gambrill House, listed 11/18/1985

X Not previously listed in the National Register (fill in **only** 4, 5, and 6 below)

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1. NR #:
2. Date of listing:
3. Level of significance:
4. Applicable National Register Criteria: A_X_ B__ C__ D__
5. Criteria Considerations (Exceptions): A__ B__ C__ D__ E__ F__ G__
6. Areas of Significance: Military

__ Previously Determined Eligible for the National Register: Date of determination:
X Designated a National Historic Landmark: Date of designation: November 8, 1973
X Recorded by Historic American Buildings Survey: HABS No. MD-11 (Jug Bridge, Frederick), MD-488, MD-1051, MD-1052, MD-1055, MD-1056, MD-1057, MD-1058, MD-1059, MD-1171-B, MD-1251, MD-1251-A through -H,
__ Recorded by Historic American Engineering Record: HAER No.
X Recorded by Historic American Landscapes Survey: HALS No. MD-10, MD-11, MD-12, MD-19

Location of additional data:

State Historic Preservation Office: Maryland Historical Trust

Other State Agency:

Federal Agency: National Park Service, Monocacy National Battlefield

Local Government:

University:

Other (Specify Repository):

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DRAFT

List of Figures

Figure 1: Monocacy Battlefield map showing core battle areas as determined by the National Park Service American Battlefield Protection Program.

Figure 2: Detail of the 1873 Atlas Map of Frederick County showing the farm owners, roads, and Monocacy River crossings west and south of Frederick City. D. J. Lake, *Atlas of Frederick County, Maryland* (Philadelphia: C. O. Titus & Co., 1873).

Figure 3: Detail of the 1909 USGS Ijamsville-Frederick Quadrangle map showing the Monocacy Battlefield area.

Figure 4: Detail of the 1858 Isaac Bond map of Frederick County showing farm owners, roads, and Monocacy River crossings west and south of Frederick City. Isaac Bond and E. Sachse & Co., *Map of Frederick County, Md. accurately drawn from correct instrumental surveys of all the county roads* ([Baltimore?], 1858).

Figure 5: 1930 *Baltimore Sun* newspaper photograph of the Jug Bridge looking southwest toward the Baltimore Pike tollhouse and Reich's Ridge. Photo used with permission from *Baltimore Sun* Media. All Rights Reserved.

Figure 6: Circa 1900 photograph looking across the railroad tracks toward the Monocacy Junction railside community. T.J.C. Williams, *History of Frederick County, Maryland* (Baltimore: Regional Publishing Company, 1967; reprint of 1910 edition), facing page 80.

Figure 7: US Army map of the Monocacy Battlefield. (*Official Atlas*, Plate 94, No. 3). US War Department, *The Official Military Atlas of the Civil War* by George B. Davis, Leslie J. Perry, Joseph W. Kirkley; compiled by Calvin D. Cowles (New York: Fairfax Press, 1983). Accessed online 03/18/2024, https://archive.org/details/officialmilitary0000unit/page/n5/mode/2up.

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Figure 9: Detail from a circa 1830 proposed Monocacy River lateral canal map, showing the old Georgetown Road ferry crossing and the new Georgetown Pike bridge crossing near the Hermitage farm. (Original located in Frederick City Hall, Mapping Department.)

Figure 10: 1937 aerial photograph showing the Monocacy Battlefield landscape, roads, and river crossings in the vicinity of the Georgetown Pike crossing. Markell-Ogle Farm is in the bend in the river in the northeast corner (upper right) of the image. The two visible river crossings are the B&O railroad bridge and the Georgetown Pike (nor Route 355) bridge. South and west of the crossings are the Best Farm, Thomas Farm, Lewis, Worthington, and Baker Farms (moving south and west).

Figure 11: 1929 *Baltimore Sun* newspaper photograph of Frederick Junction on the west side of Monocacy River looking toward the railroad's river crossing. Photo used with permission from *Baltimore Sun* Media. All Rights Reserved.

Figure 12: Circa 1880 engraving of Araby showing the mansion, agricultural and support buildings, and the entrance lane. J. Thomas Scharf, *History of Western Maryland*, page 574.

Figure 13: 1929 *Baltimore Sun* newspaper photograph of the Thomas (Araby) house yard looking toward the Worthington (Clifton) farm in the distance. Photo used with permission from *Baltimore Sun* Media. All Rights Reserved.

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Figures (1 through 13)

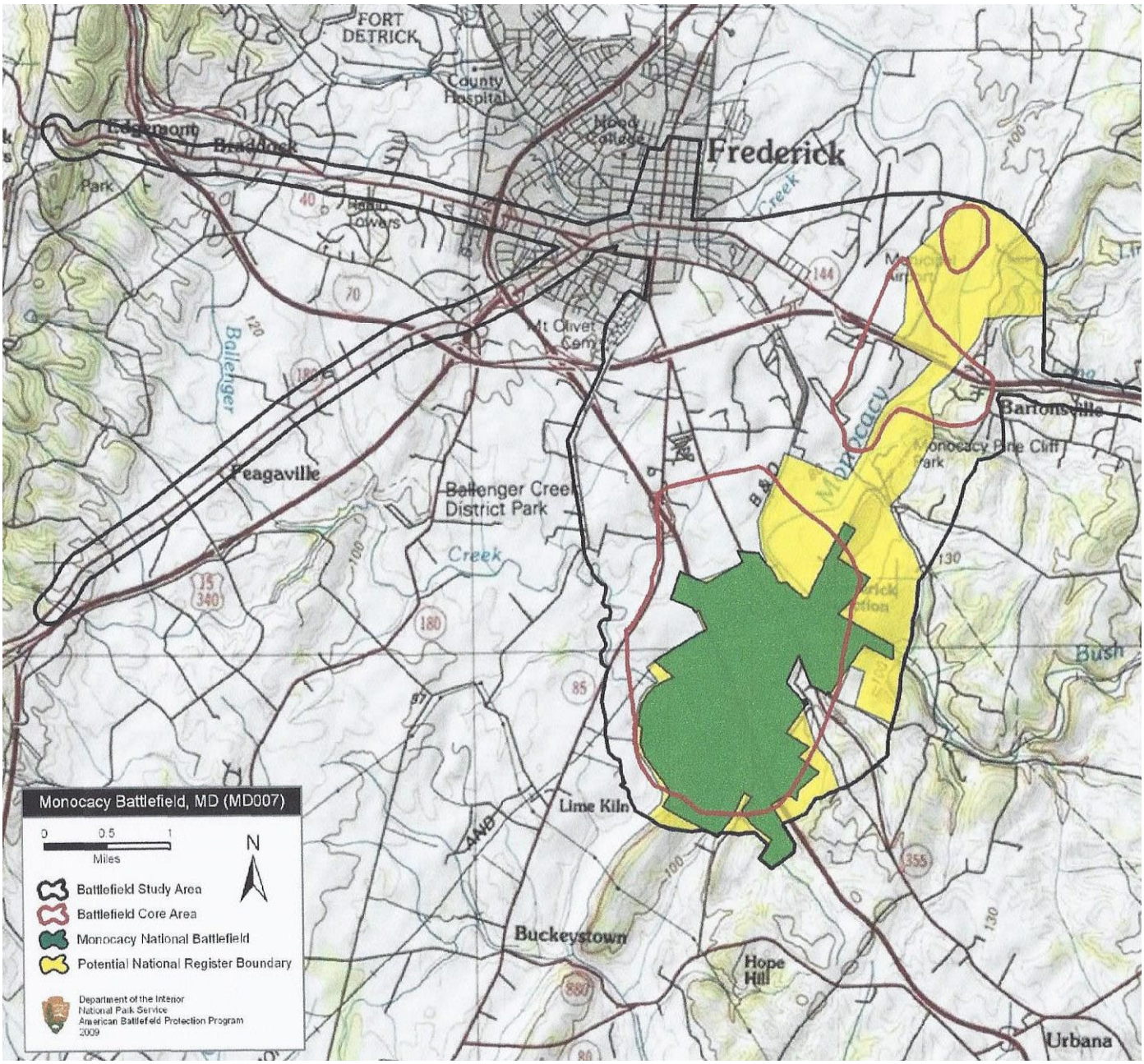


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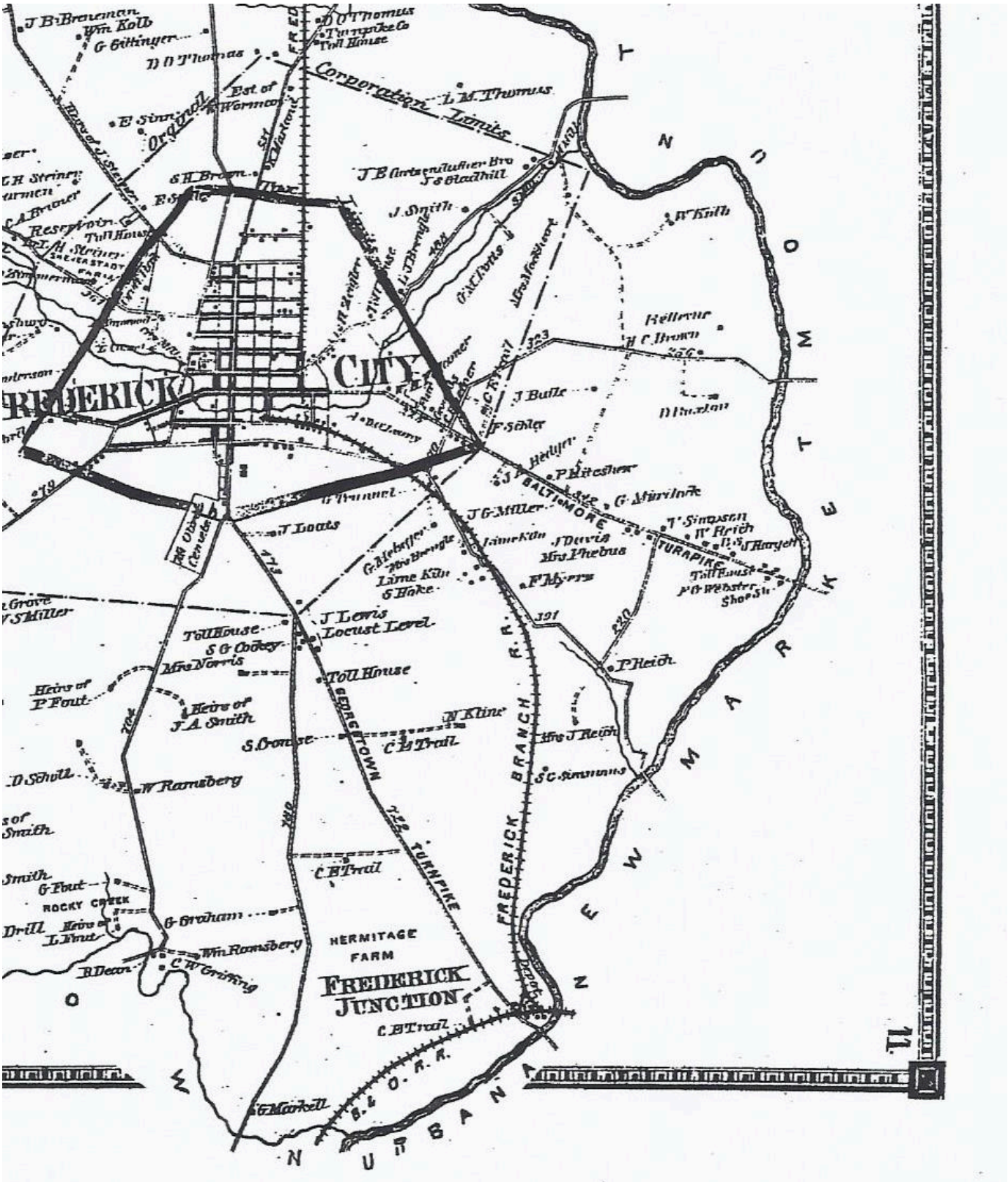


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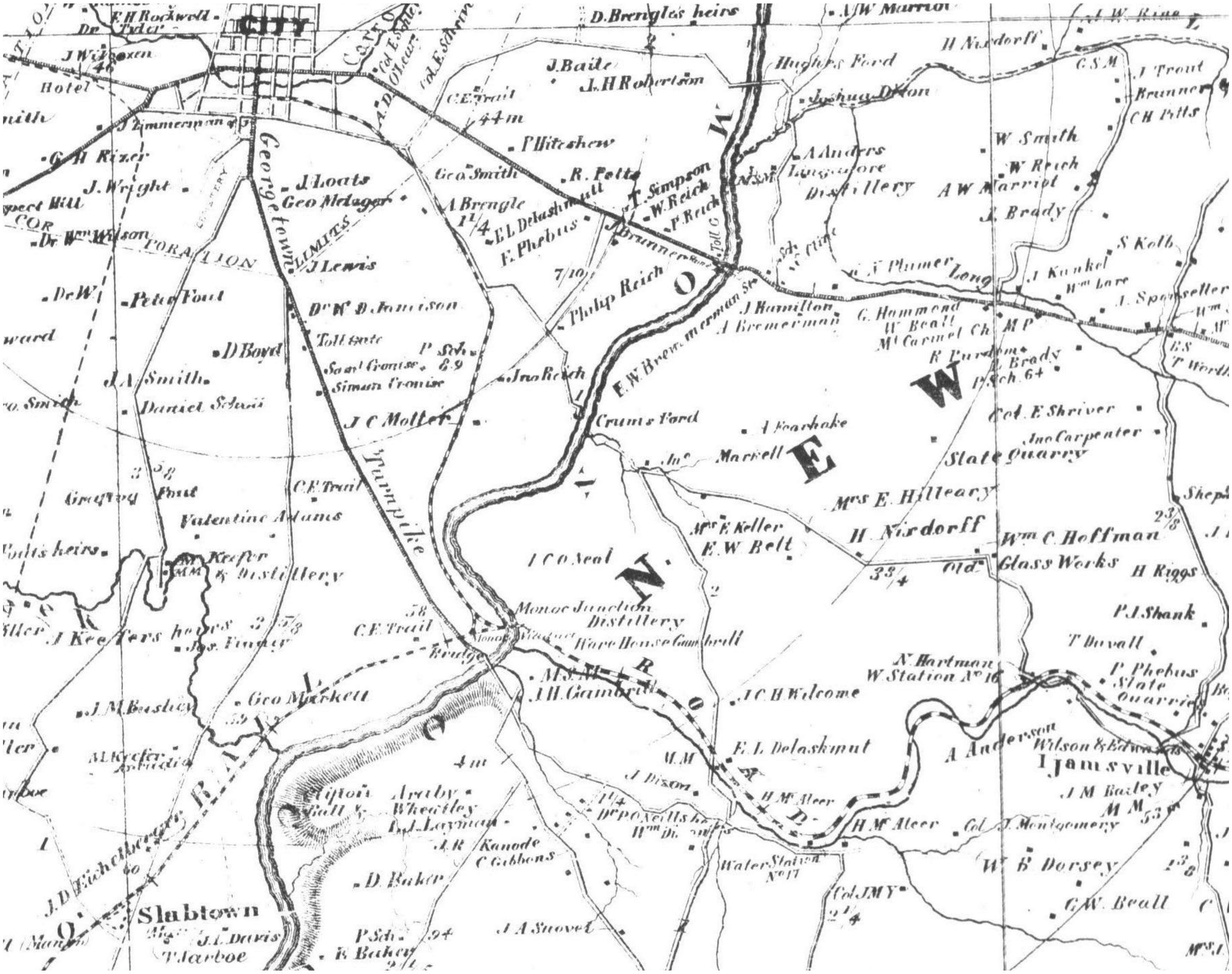


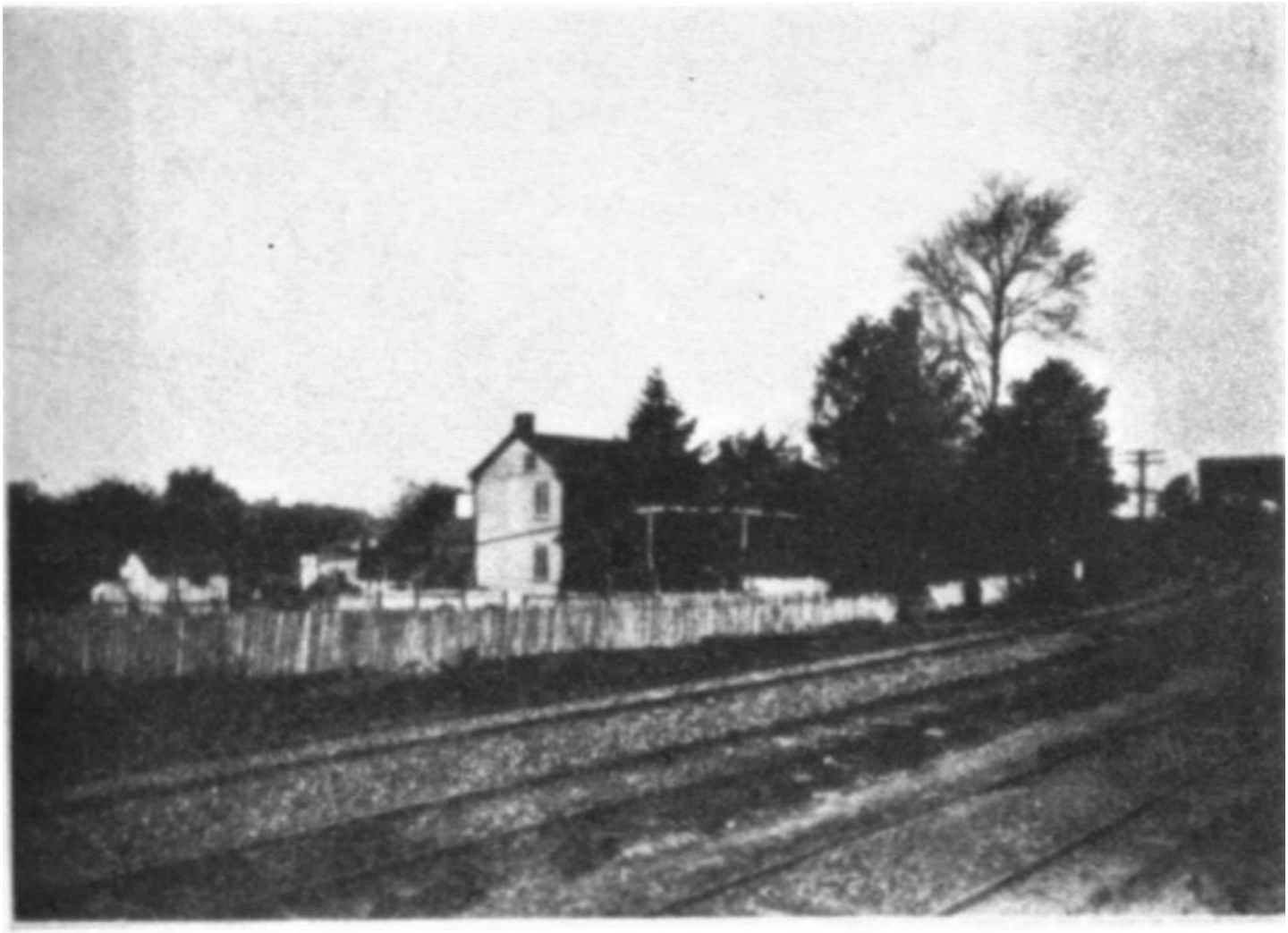
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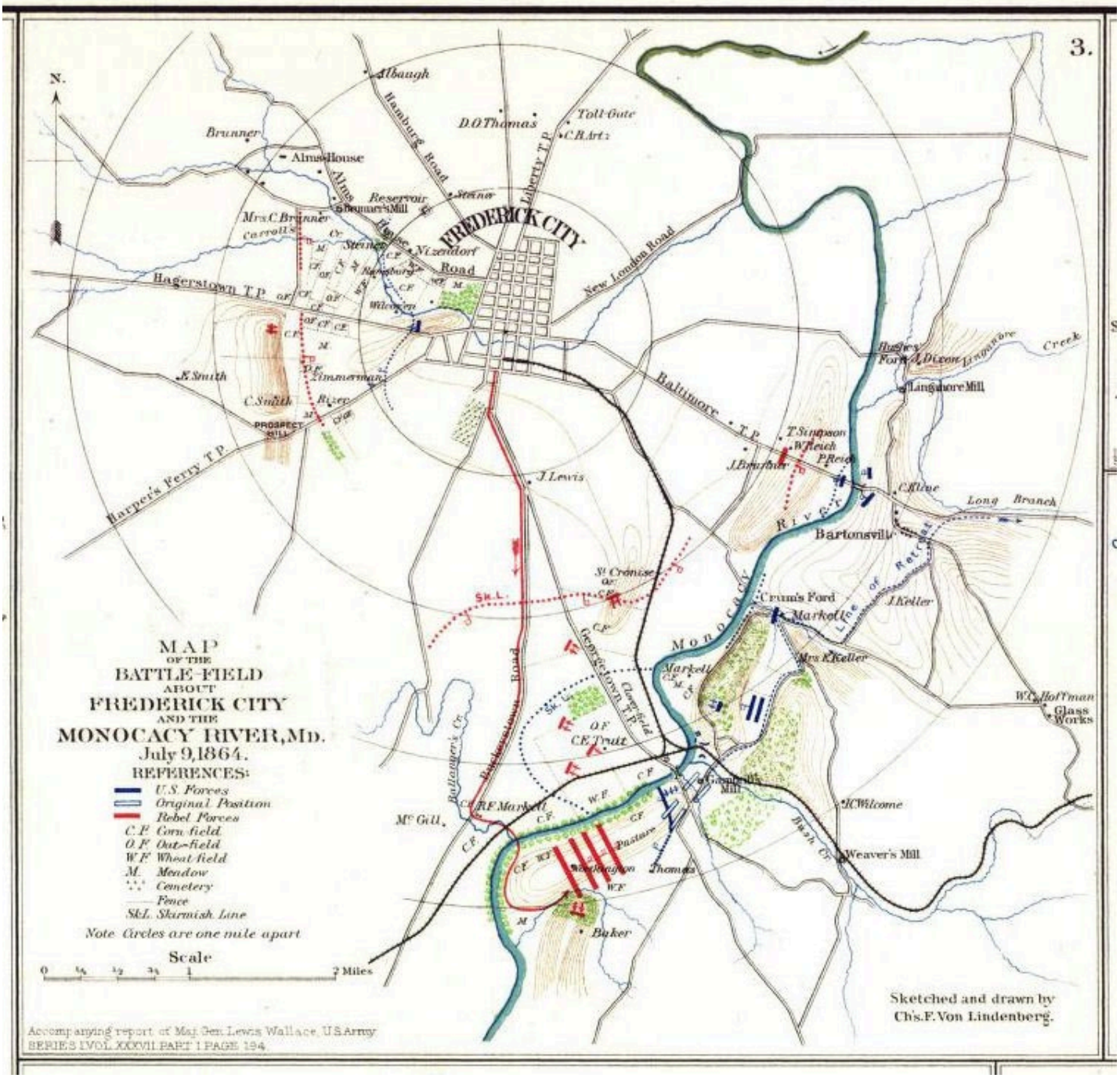


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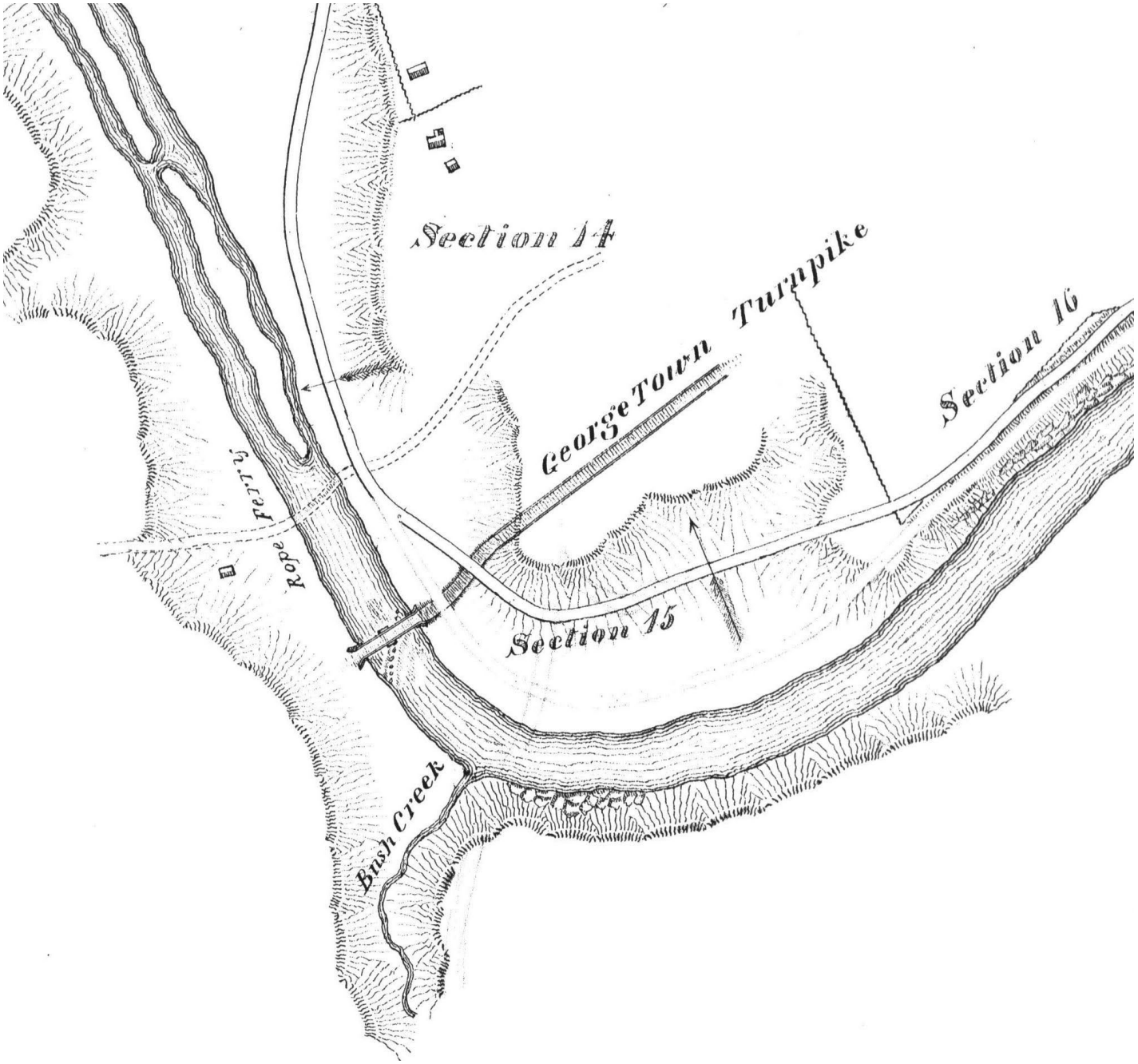


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DRAFT



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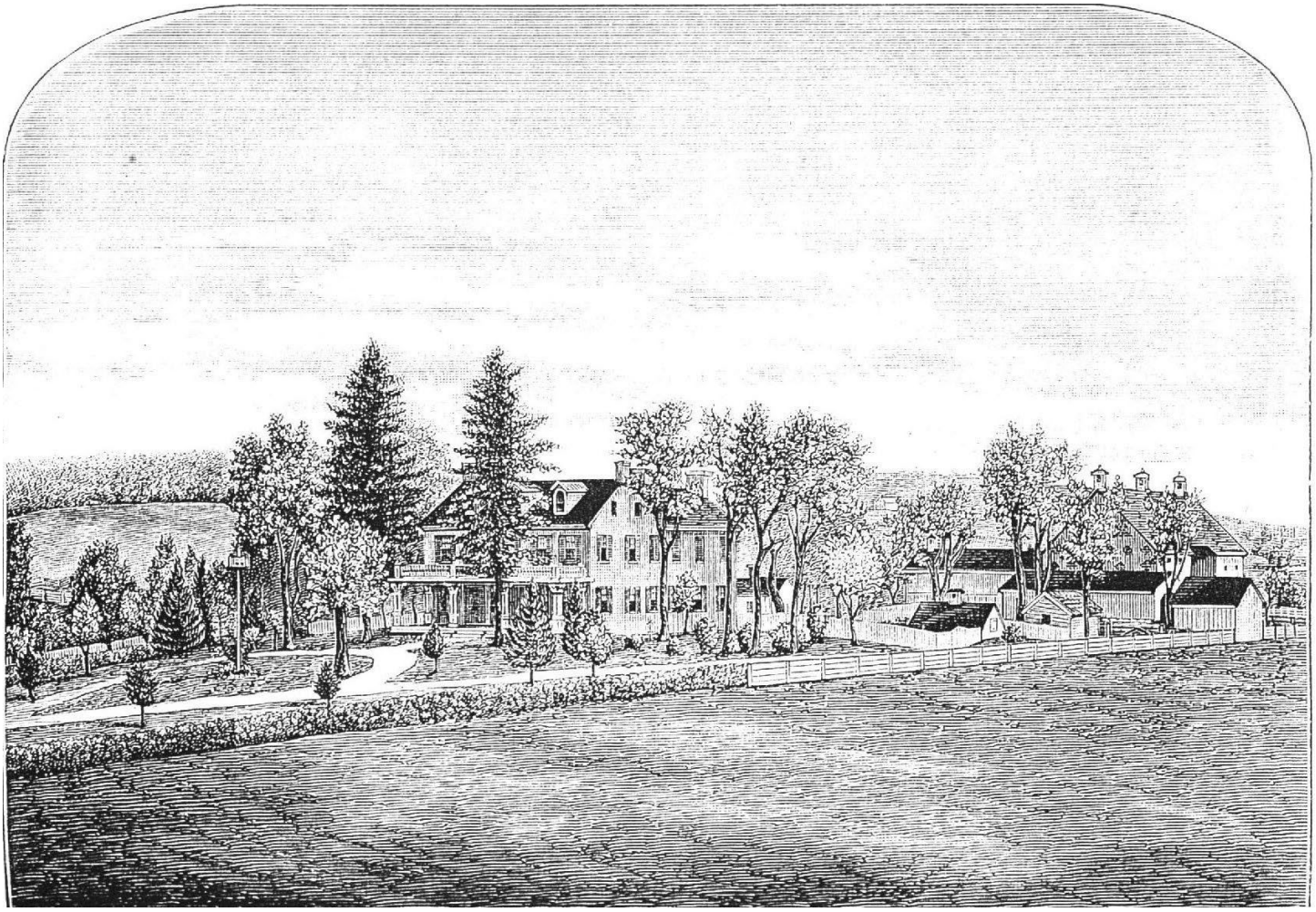


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DRAFT



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Photographs

Name of Property:	Monocacy Battlefield
City or Vicinity:	Frederick
County:	Frederick County
State:	MD
Name of Photographer:	Edith Wallace
Date of Photographs:	February/March 2023
Location of Original Digital Files:	WASO
Number of Photographs:	40

Photo 1: Linganore Road near Linganore Mill site, view north.

Photo 2: Hughes Ford road trace, west side of Monocacy River, view north.

Photo 3: Robertson-Bowman Farm, now Frederick Airport Business Park, view southwest

Photo 4: E. W. Bremmerman Store, Dr. Baxter Road (old Baltimore Pike), view southeast.

Photo 5: Old Baltimore Pike, east side of Monocacy River, view west toward stone bridge abutment.

Photo 6: Baltimore Pike Stone Bridge (Jug Bridge) remnants, view west showing west bank abutment.

Photo 7: Baltimore Pike Stone Bridge (Jug Bridge), view west showing the east bank abutment.

Photo 8: East Patrick Street extended (old Baltimore Pike), west side of Monocacy River, view east toward tollhouse.

Photo 9: Crum's Ford road trace, view east from Markell-Ogle Farm lane.

Photo 10: Crum's Ford road trace, view west from Markell-Ogle Farm lane toward Crum's Ford.

Photo 11: Markell-Ogle Farm, view northeast from west side of Monocacy River and B&O (CSX) spur.

Photo 12: Monocacy Junction Railside Properties, stone ruin, view east (location not identified on photo map).

Photo 13: Monocacy Junction Railside Properties, road trace lined with telephone/electric poles, view north (location not identified on photo map).

Photo 14: Defensive works powder magazine on unnamed ridge adjoining Monocacy Junction, view northeast (location not identified on photo map).

Photo 15: [redacted]

Photo 16: Bush Creek fording place from Gambrill Mill to Monocacy Junction, view north.

Photo 17: [redacted]

Photo 18: Gambrill Mill remnant, view east.

Photo 19: Gambrill Mill tailrace, view northwest.

DRAFT

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Photo 22: Pre-1937 Georgetown Pike road alignment, view southeast from New Jersey Monument viewing area.

Photo 23: Frederick Railroad Junction, view north from east side of Route 355 overpass.

Photo 24: B&O (CSX) Railroad trestle Monocacy River crossing, view west from east bank.

Photo 25: New Jersey Monument and viewshed across Best Farm (Hermitage), view southwest.

Photo 26: Best Farm (Hermitage) house, stone barn, and wagon shed, view southwest.

Photo 27: Best Farm (Hermitage) secondary dwelling and viewshed, view northeast.

Photo 28: Monocacy National Battlefield Visitor Center, view northwest.

Photo 29: Potomac Valley Brick Company property, buildings and back lot, view northwest.

Photo 30: Thomas Farm (Araby) mansion house, view southwest.

Photo 31: Thomas Farm (Araby) barn complex, view southeast toward Baker Valley Road.

Photo 32: Thomas Farm (Araby), view southwest from Araby Church Road.

Photo 33: Lewis Farm (McPherson's Hill Farm) building complex, view northeast.

Photo 34: Worthington Farm (Clifton) house, view southwest.

Photo 35: Worthington Farm (Clifton) viewshed, view west toward Monocacy River and Worthington-McKinney Ford area.

Photo 36: Worthington-McKinney Ford area, Monocacy River at Ballenger Creek, view northwest.

Photo 37: Worthington Farm (Clifton), view east from lower field near Worthington-McKinney Ford area.

Photo 38: Baker Valley Road, view southwest from Araby Church Road intersection.

Photo 39: Araby Church Road, view northwest from Pennsylvania Monument.

Photo 40: Baker Farm, view southwest from Worthington Farm lane.

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Photo Key Maps

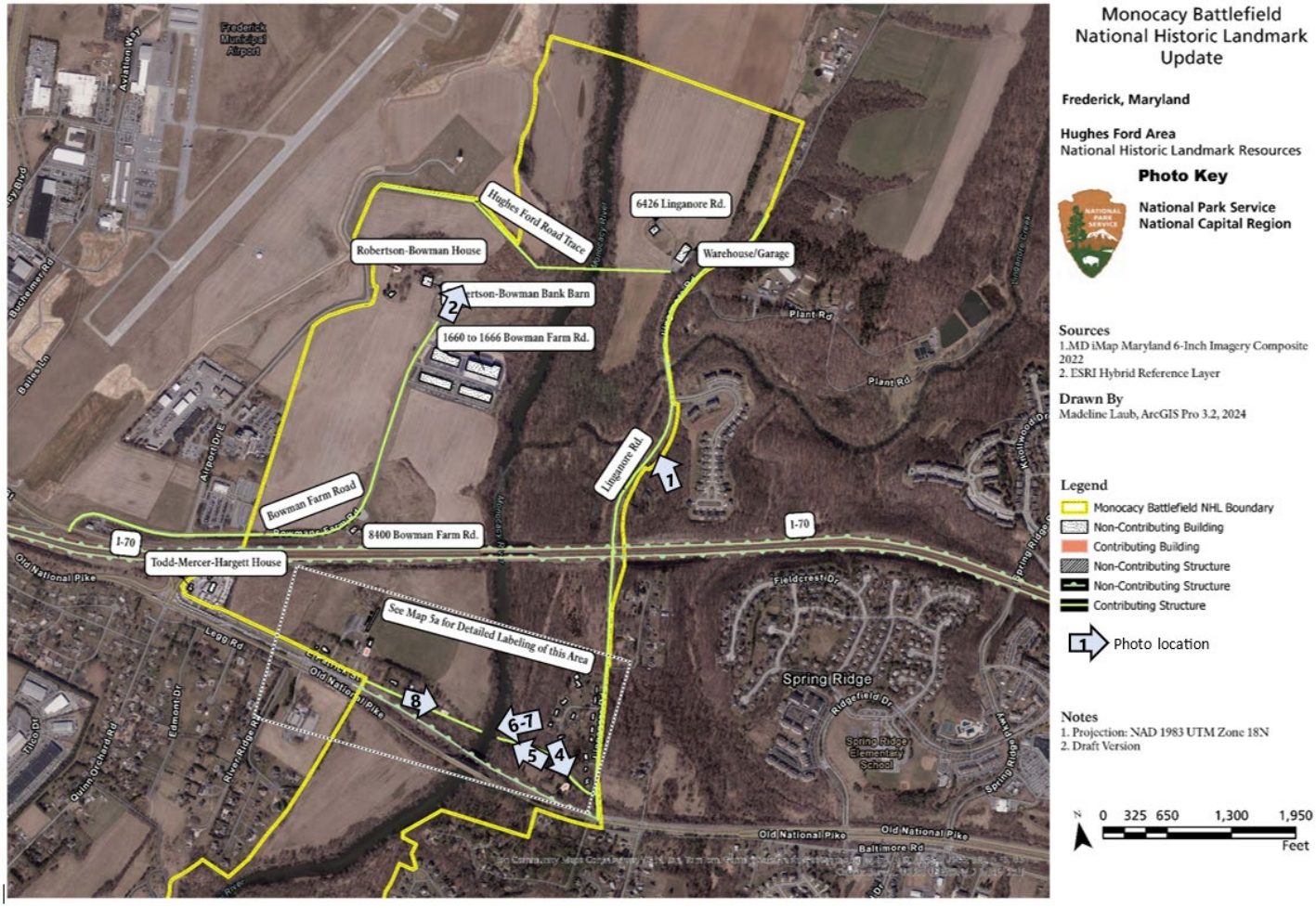


Photo Key Map 1 – Hughes Ford Area

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Photo Key Map 2 – Crum's Ford Area

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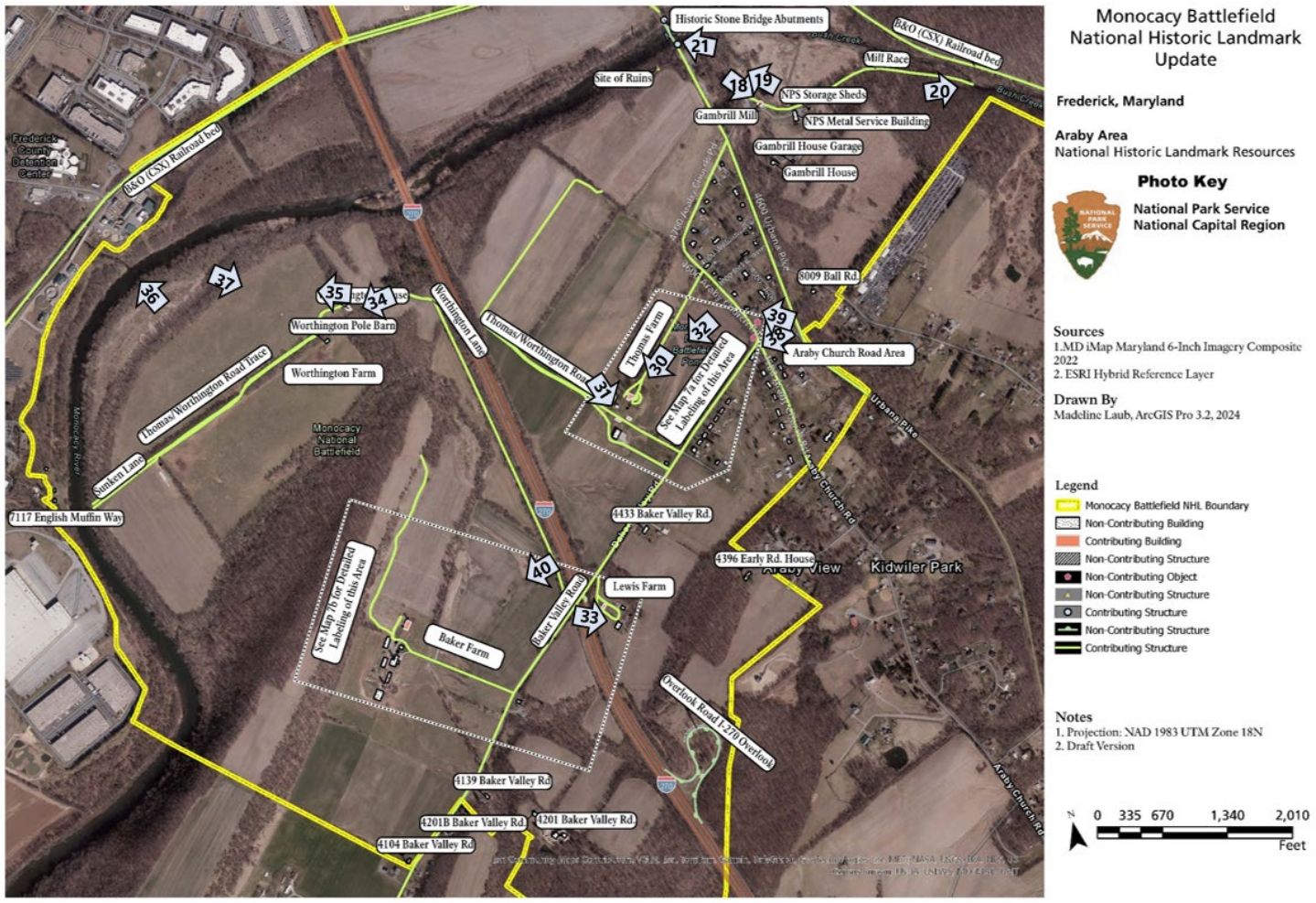


Photo Key Map 3 – Araby (Thomas Farm) Area

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DRAFT



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DRAFT



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DRAFT



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DRAFT



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DRAFT



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DRAFT



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DRAFT



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DRAFT



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DRAFT



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DRAFT



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DRAFT



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DRAFT



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DRAFT



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