












































	<b>ACTION</b>	<b>Instruction</b>	<b>Cumulative Dist</b>	<b>Leg Dist</b>	<b>Sentell's Civil War Locations</b>
1	<b>DEPART</b>	MBC parking deck			
2	<b>RIGHT TURN</b> 	onto Leesburg Pike (Rt7) at Lewinsville Intersection	0.0		Zero odometer at traffic light
3	<b>RIGHT EXIT</b> 	onto ramp onto Hwy 267 W (Toll Rd & Greenway)	0.7	0.7	
4	<b>RIGHT EXIT</b> 	#7 onto Loudoun County Pkwy	14.6	13.9	
5	 <b>LEFT TURN</b>	onto Loudoun County Pky at bottom of ramp	14.9	0.3	
6	<b>PROCEED</b> 	straight (Loudoun County Pky changes to Ryan Rd)	16.3	1.4	
7	<b>RIGHT TURN</b> 	onto Evergreen Mills Rd	19.9	3.6	
8	 <b>LEFT TURN</b>	onto Watson Rd	21.9	2.0	
9	<b>RIGHT TURN</b> 	onto John Mosby Hwy (Rt 50)	26.2	4.3	Mt Zion Church located here Aldie Mill is on Rt50 just after Little River (mileage 28mi)
10	<b>RIGHT TURN</b> 	onto Snickersville Tpke	28.7	2.5	
11	 <b>LEFT TURN</b>	onto Sam Fred Rd	32.3	3.6	Tree branches obscure street sign <b>CAUTION</b>
12	<b>RIGHT TURN</b> 	onto John Mosby Hwy (Rt 50)	35.6	3.3	Enter Middleburg (Sidebar: Civil War marker Rt on Madison and 1 Block up)
13	<b>PROCEED</b> 	on John Mosby Hwy across Goose Creek Bridge	41.0	5.4	Goose Creek Bridge, Trinity Episcopal Church
14	 <b>LEFT TURN</b>	onto Delaplane Grade Rd	44.6	3.6	Street sign partially obscured Upperville just prior to this left turn <b>CAUTION</b>
15	 <b>LEFT TURN</b>	onto Rectortown Rd	47.3	2.7	
16	<b>RIGHT TURN</b> 	to continue on Rectortown Rd	52.9	5.6	
17	 <b>LEFT TURN</b>	onto Rt 55 (John Marshall Hwy)	55.6	2.7	Town of Marshall (Historic Salem) (additional things to see here)
18	 <b>LEFT TURN</b>	onto Loudoun Ave	60.1	4.5	Town of The Plains
19	<b>RIGHT TURN</b> 	onto Hopewell Rd (Rt 601)	60.3	0.2	
20	<b>RIGHT TURN</b> 	onto Antioch Rd	65.5	5.2	Antioch Road sign is hidden on the right side of the road in ivy on the left side of the road is a marker for route 681. If you pass Antioch Church you have gone too far.
21	<b>RIGHT TURN</b> 	onto Thoroughfare Rd	67.3	1.8	Thoroughfare Gap?
22	 <b>LEFT TURN</b>	onto John Marshall Hwy (Rt 55)	68.5	1.2	Entering Haymarket
23	<b>BEAR RIGHT</b> 	onto Gallerher Rd	72.2	3.7	Entering Gainesville
24	<b>STRAIGHT</b> 	onto Linton Hall Rd (at Rt 29)	72.4	0.2	
25	<b>STRAIGHT</b> 	onto Bristow Rd (at Nokesville Rd (Rt 28))	78.3	5.9	

26	 LEFT TURN	onto Lucasville Rd	82.8	4.5	
27	RIGHT TURN 	onto Brentsville Rd	82.8	0.0	
28	CONTINUE 	onto Liberia Ave (at Prince William Pkwy)	85.3	2.5	
29	CONTINUE 	across Mathis Ave	89.2	3.9	Battle of Bull Run Bridge seen from Liberia and Mathis
30	 BEAR LEFT	onto Lomond South Dr	90.7	1.5	
31	CONTINUE 	onto Lomond Dr.	91.1	0.4	
32	RIGHT TURN 	onto Sudley Rd	92.7	1.6	
33	 LEFT TURN	onto Balls Ford Rd	93.8	1.1	
34	RIGHT TURN 	onto Groveton Rd	95.7	1.9	Street sign easy to miss 
35	RIGHT TURN 	onto Lee Hwy (Rt29)	97.0	1.3	Stonewall Memorial Gardens
36	RIGHT TURN 	onto Manassas-Sudley Rd	98.3	1.3	
37	RIGHT TURN 	onto Bullock Dr.	99.3	1.0	
38	 STOP	at Golden Corral Restaurant for lunch	99.3	0.1	10801 Bullock Dr., Manassas, VA 20109
39	 RIGHT TURN	onto Bullock Dr.	99.3	0.0	
40	RIGHT TURN 	onto Sudley Rd.	99.4	0.1	
41	 LEFT TURN	onto I-66E	99.7	0.3	
42	RIGHT EXIT 	exit #60 onto Chain Bridge Rd (Rt123) NE	111.9	12.2	
43	RIGHT EXIT 	onto Leesburg Pike (Rt7)	118.2	6.3	
44	 LEFT TURN	into MBC at Lewinsville Rd	120.5	2.3	
<p>The right column indicates proximity to a spot that Sentell lists as a Civil War interest location. Please note the actual locations so I can refine the directions. It might be fun to create questions from the Civil War markers along the road. Also, maybe a digital photo or two where drivers mark the mile where they see the scene. If you find better roads to take, please describe them and indicate the point in this itinerary where they occur.</p>					The total mileage is 120.5mi and driving time (computer analysis) is 3:17

There are several ways you can go to building a driving tour. However, with the tremendous grow in the DC suburbs, finding a low traffic area is somewhat difficult. However, depending on the time of day and when you hold this tour, it may work perfectly.

Northern Virginia is full of Civil War Monuments, Sites, and Battlefields. The closes field to DC is Manassas. Manassas was the site of two major battles. The First Manassas kicked off the fighting of the Civil War and Second Manassas is the most popular battle. Here are some of the sites associated with the first battle.

Another route that may not be a heavy traffic area is along Route 50 pass Dulles Airport. This area is known as the John Singleton Mosby Heritage Area. John Mosby was a Confederate Col. Information about touring the area is carried at the visitor centers in Leesburg and Warrenton. Here is a list of historical land marks along Rte 50.

Mount Zion Church, just east of Route 15 on U.S. Route 50 - Built in 1851, this building and its grounds served as hospital and battlefield during the war. Confederate partisan rangers under John S. Mosby routed Federal pursuers here July 4, 1864. Currently under restoration. Historical marker on site.

Aldie Mill, just west of Route 15 on U.S. Route 50 - Fighting swirled in the area as mounted men fought in the area June 17, 1863, screening the armies as they moved toward what would be the battle at Gettysburg. The cavalry fighting moved west along modern Route 50 through Middleburg, Goose Creek Bridge and Upperville. The 1807-1809 mill also was the site of fighting involving Mosby's men on two occasions in 1861. Open for tours noon-5 pm Sundays April 25-Oct 31. Donations welcome. 703-327-6118.

Middleburg - Lots of Northern Virginia rural charm and clusters of historic buildings remain to remind visitors of the town's Civil War associations. Fighting raged through here during the "Prelude to Gettysburg" cavalry fighting June 19, 1863. The town also was a Mosby base. Civil War Trails interpretation one block north of Route 50 on Madison Street.

Goose Creek Bridge - The circa 1810 bridge is now bypassed by Route 50. J.E.B. Stuart's Confederate cavalry held off Union cavalry and infantry here for awhile during the fighting June 21, 1863. Historic interpretation north of Route 50 just west of Atoka.

Upperville, Route 50 near Route 712 - Stuart's troopers again fought hard in and around this small town as they attacked, gave ground and counter-attacked along the road June 21. The Confederate resistance proved successful in the end as Lee moved his army to Pennsylvania unseen. Civil War Trails interpretation just south of Route 50 in the east end of town.

Ewell's Chapel, Trails marker just off US 15, 2.7 miles north of Route 234, south of Route 50 – A Federal trap set for John S. Mosby June 22, 1863, failed to capture the Confederate partisan and his rangers. A Union casualty of the little fight is buried near the chapel.

You can actually combine Manassas and the Mosby Heritage Area. The tour would start at Manassas (since that is where the Civil War began (outside of Fort Sumter) and then proceed along Hwy 29 to Rte 15, which begins the Mosby Heritage Area. You can take out stops that fit in your time limits. I have also listed some historical stops near Manassas.

## FIRST MANASSAS

Piedmont Station (Delaplane) - Soldiers from Confederate Gen. Joseph Johnston's Army of the Shenandoah boarded train cars here July 19 for a trip to Manassas Junction, which was under threat of Union attack. Among the officers using this Manassas Gap Railroad station was Col. Thomas J. Jackson, who would win fame as "Stonewall" at the battle two days later. The historic shuttle from here to the battlefield, about 30 miles east, is thought to be the first using a railroad to move troops to imminent battle. The hills where the soldiers camped, the railroad and the station buildings look today much as they did during the war. Civil War Trails sign at the station.

Blackburn's Ford - This was the first taste of battle for the vast majority of soldiers involved on both sides. On July 18, a Union "reconnaissance-in-force" from Centreville approached this ford, one of the few on Bull Run. Confederates were waiting and repulsed the attack. This action proved prescient: it was not going to be easy to dislodge the Southerners. Two Civil War Trails signs are at the ford just off Route 28.

Signal Hill - A small marker here locates the site of a Confederate signal station. From here the morning of July 21, signal officer E.P. Alexander saw the sun glinting off a Union cannon approaching Sudley Ford. Then he saw masses of soldiers also nearing the far left of the Confederate line. Alexander then signaled by flag relay to Nathan "Shanks" Evans, commanding near the Run Bridge. The message, "Look out for your left; you are turned," is believed to be the first use of the "wig-wag" signal under combat conditions.

Mayfield Fort - When Confederate Gen. P.G.T. Beauregard arrived in June 1861, he ordered the construction of a line of fortifications guarding the railroad junction. Mayfield was one of those forts constructed by the Confederates prior to the first battle. The fort has been restored, and an interpreted trail leads to its various features. Mayfield Fort is part of the Manassas Museum System and more information is available at the main museum downtown.

Ben Lomond - This home, built in the 1830s, suffered because of its proximity (about a mile south) to the Manassas battlefields. It was used as a hospital after the first battle and was occupied by various groups of soldiers — Union and Confederate — at different times during the war. The house is known for its soldier graffiti. It's open during special programs including July 22–23 this year. Civil War Trails sign.

## SECOND MANASSAS

Marshall (historic Salem) - This town in the heart of Mosby Country saw lots of Confederate infantry action in late August 1862. Stonewall Jackson camped here Aug 25 on the way to the rear of Pope's army during the Second Manassas Campaign. His troops turned east here on what is now Route 55. One day later, Robert E. Lee followed with James Longstreet. On Aug 27, riding east from Salem ahead of his troops, Lee was surprised by Federal cavalry and narrowly escaped. Civil War Trails sign in Marshall.

The Plains - Long lines of Confederates marched through here on their way to battle in August 1862. Civil War Trails sign in town tells of spies for both sides during the campaign. The town is also a station on the Manassas Gap Railroad that saw soldiers pass through on their way to the first battle (see Piedmont Station).

Thoroughfare Gap - The Confederate columns, led by Jackson's force, headed to this Bull Run Mountain pass after leaving The Plains. Jackson's troops sprinted through Aug. 26 without a problem, putting distance between him and Longstreet, who lagged behind. By Aug. 28, there were lots of Federals in the area, some of whom headed to the gap to oppose Longstreet, who had to fight his way through on that day. Trails sign at the gap with a view of the ruins of Chapman's Mill, a landmark on the battlefield.

Haymarket - Located just a couple of miles west of the battlefields and at a popular crossroads, citizens in this small town got used to seeing marching soldiers, including those commanded by Jackson and Longstreet during their marches to the 1862 battle. Civil War Trails signs on Route 55 just east of Route 15.

Catlett's Station - Confederate cavalry under J.E.B. Stuart, riding ahead of the infantry advance from the Rappahannock Aug. 22 battled a small force here at the Orange & Alexandria Railroad — Union Gen. John Pope's supply line. Stuart failed to destroy a railroad bridge here but captured valuable intelligence and the Union commander's hat and uniform cloak. Civil War Trails sign near the railroad.

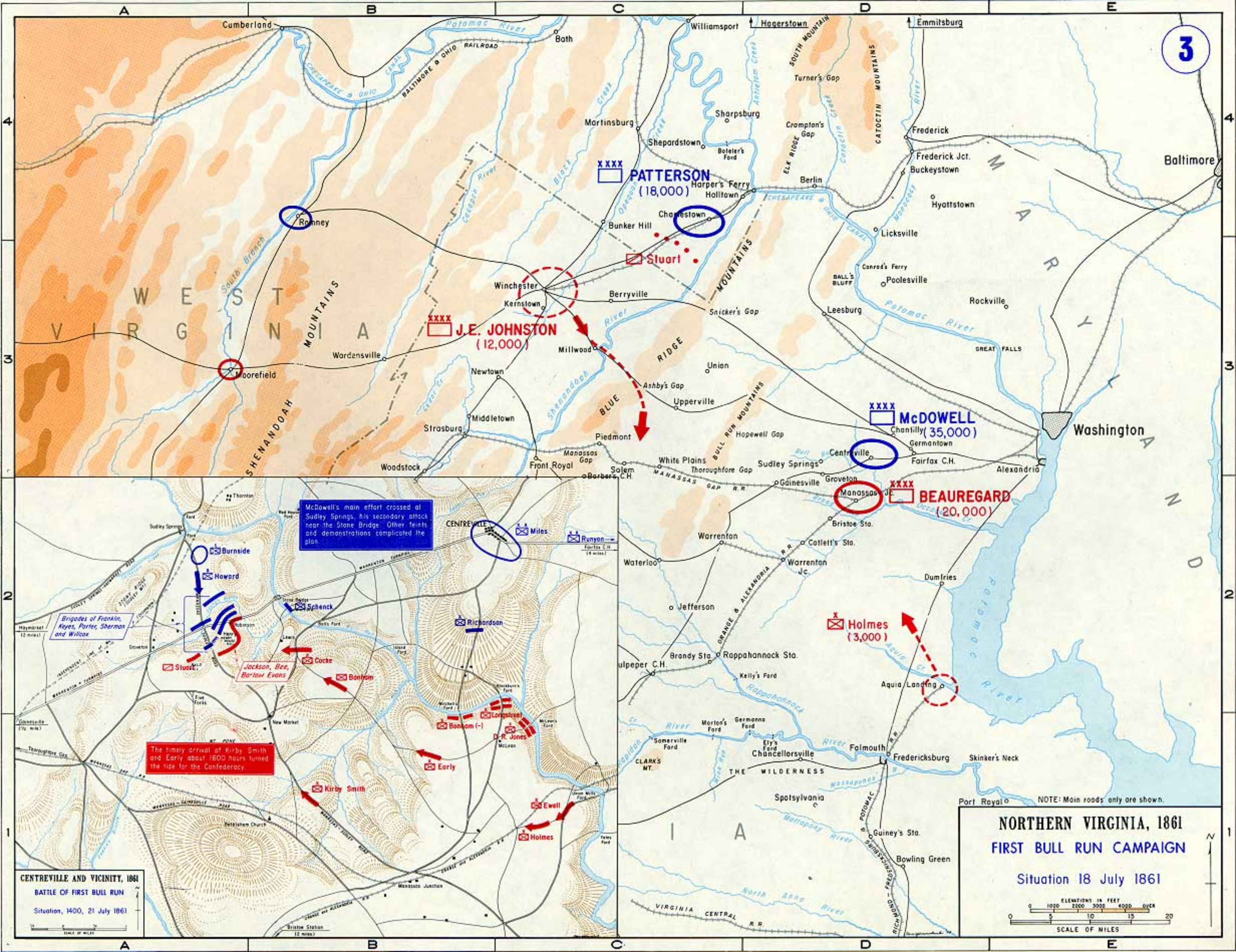
Battle of Bull Run Bridge - Two Trails signs, one at Liberia and the other at the Conner House, describe the action Aug. 27 as unsuspecting Union troops sent from the Washington area ran into Stonewall Jackson a few miles east of the Manassas junction. The encounter turned into a decisive Confederate victory, again foreshadowing a more significant one within days. Note: Liberia is undergoing restoration. It was Beauregard's headquarters prior to First Manassas. It's open during special events. You can see it through the trees from Mathis Avenue north of Liberia Avenue.

Conner House - Action swirled around this historic site Aug. 27 (see above). The house also was the site of Joseph Johnston's headquarters following First Manassas and a Union command post prior to the second battle. Trails signs here.

The only other area I will suggest is the John Wilkes Booth tour down into Southern Maryland. However, this requires you to get around DC and head south through Clinton Maryland. If you would like more information about this route, let me know. If you would like to talk in detail about the route above, let me know. I can make time to meet you or we can chat on the phone or Google. I have a gmail account; I just only use it for Auburn related emails. My address is [Sentell.barnes@gmail.com](mailto:Sentell.barnes@gmail.com) Feel free to contact me anytime.

Sentell

Samuel 16:7 "The Lord does not look at the things man looks at. Man looks at the outward appearance, but the Lord looks at the heart."



3

**PATTERSON**  
(18,000)

**J.E. JOHNSTON**  
(12,000)

**McDOWELL**  
Chantilly (35,000)

**BEAUREGARD**  
(20,000)

**Holmes**  
(3,000)

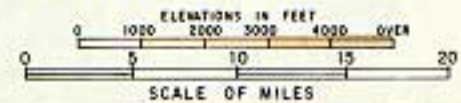
McDowell's main effort crossed at Sudley Springs. His secondary attack near the Stone Bridge. Other feints and demonstrations complicated the plan.

The timely arrival of Kirby Smith and Early about 1600 hours turned the tide for the Confederacy.

**CENTREVILLE AND VICINITY, 1861**  
BATTLE OF FIRST BULL RUN  
Situation, 1400, 21 July 1861

**NORTHERN VIRGINIA, 1861**  
**FIRST BULL RUN CAMPAIGN**

Situation 18 July 1861



NOTE: Main roads only are shown.