

**THE BONTZ SITE
(44AX103)**

**THE UNITED STATES MILITARY RAILROAD STATION
(44AX105)**

Report Summary by Shirley Scalley



United States Military Railroad Commissary Buildings

INTRODUCTION

In 1988, the James Madison University Archaeological Research Center (JMUARC) conducted a Phase III mitigation of the Bontz and United States Military Railroad (USMRR) sites. Earlier investigations had determined that the sites were potentially eligible for the National Register of Historic Places.

Both sites were located on the south side of Duke Street and would be directly impacted by proposed road work. An agreement to complete Phase III was executed between the Virginia Department of Transportation (VDOT) and JMUARC, and the work was conducted in accordance with federal guidelines. Phase II investigations identified cultural remains on both sites: the brick foundations of two early nineteenth century residences in the old village of West End on the Bontz site and the remains of the Union Army Commissary Department within the 12-square-block historic military fortification.

HISTORY

Alexandria

The expansion of the southern tidewater tobacco plantation system beginning in the mid-seventeenth century was the impetus for the settlement of Fairfax County and Alexandria. The Potomac River was a natural route for the transport of tobacco, and warehouses were established along the Alexandria waterfront to store the tobacco before export. In 1730, the Colony of Virginia passed a law requiring the inspection of tobacco to control the market and appointed four sites as official inspection stations. One such station was built at the lower end of present-day Oronoco Street, which encouraged the growth of what is now Old Town Alexandria. The town of Alexandria was founded in 1749 by a small group of Scots merchants, and the tobacco trade remained its primary economic support for several decades.

The port was the economic focus of the city throughout the eighteenth century. The greatest change in Alexandria's economy

following the Revolutionary War was a transition from a tobacco cash crop to flour. Poor farming techniques resulted in soil exhaustion, and this, coupled with commercial expansion, led to a scarcity of land suitable for growing tobacco. Flour eventually replaced tobacco as the city's major export, and the flour trade enabled Alexandria to retain its status as one of the nation's leading ports until the 1820s.

In 1791, after the U.S. Constitution had been ratified, Alexandria ceded 10 miles of ground within Fairfax County, including Old Town Alexandria, to the federal government. However, this territory did not come under federal jurisdiction until the government moved to the District of Columbia in 1801. Between 1790 and 1810, the city doubled its population and became a major seaport. It was one of the ten busiest ports in the United States during the 1790s. A great migration of fortune-seekers during this period filled the town to capacity, which resulted in expansion outside the city boundaries. In the late 1780s, two new subdivisions were built along the Duke Street corridor: Spring Garden Farm and West End, which was outside the District boundary in Virginia. While Spring Garden Farm became a lower class industrial section of town with brickyards and low-income housing, West End was a self-contained community with industries such as a carriage manufactory, a brewery, slaughter houses, flour mills, stores, and taverns.

During this time, goods exported from Alexandria consisted mainly of produce transported from the western counties. The Little River Turnpike Company was formed to develop a roadway between western Fairfax County and Alexandria. This road, completed in the 1820s, and Leesburg Turnpike were the two primary transportation routes into the city. Industries developed along these roads to process items and to cater to the traffic. The village of West End developed along Leesburg Turnpike.

Initially, Alexandria prospered under the federal rule, but by 1817, the city slipped into a recession that lasted until 1840. Economic recovery began with the retrocession of Alexandria to Virginia in 1846 and an improvement in transportation networks. During the 1850s, railroads gradually supplanted turnpikes as the primary transport for market goods.

The Civil War put an abrupt end to Alexandria's economic progress. From late May 1861 to mid-July 1865, Alexandria and the adjacent countryside was made a federal military district subject to martial law. Union occupation caused a complete reorganization of Alexandria's society.

Many residents fled in fear, leaving their belongings. Looting was rampant. The Union blockade of southern ports resulted in a shortage of goods and high prices, and it was difficult to get in and out of the city for commerce. Union troops deforested Shuter's Hill and the surrounding land and constructed Fort Ellsworth on the crown of the hill. The federal government seized and occupied the Orange & Alexandria Railroad (O&ARR) depot in 1861. This and adjoining property became the United States Military Railroad Station, the main Union Army supply depot for the first half of the war.

At the end of the war, the military disbanded and pulled out of Alexandria leaving behind a greatly changed economy, population, and countryside. Many businesses quickly folded, and the white and black populations were nearly equal. Roads, bridges, and rail lines needed rebuilding, and the restoration of farmlands was hindered by a severe drought.

Between 1860 and 1880, railroads became transportation routes between larger industrial cities, with Alexandria as a stopover point, rather than merely suppliers to the port of Alexandria. Industries that closed down during the war reopened, and the city began to recover. In 1915, the city

annexed from Fairfax County 1,300 acres that included the village of West End.

The Project Area

In the late eighteenth century, one of the four state tobacco inspection stations, Hunting Creek Warehouse, was located at the junction of present-day Duke Street and Telegraph Road, about a mile west of Alexandria. These two roads were part of a network of roads that connected the port of Alexandria with outlying farm areas. As the roads were improved and traffic increased, the Duke Street corridor became a prime area for settlement and development.

The properties of significance to this study are the portion of Phillip Alexander's holdings that became Spring Garden Farm and John West's holdings in the Cameron Estate tract that became the village of West End.

Spring Garden Farm. Alexander began selling lots on the north side of Duke Street in 1794. John Wise purchased 86 acres, which included the 82-acre tract known as Spring Garden Farm. Over the next two years, the property was divided into 128 ½-acre lots, which were offered at public sale. In the end, Jesse Simms and individual lot purchasers jointly owned the tract. Included in the 82 acres was a pleasure retreat (tavern) known as the Spring Garden Resort, which opened in 1786 and provided tea and entertainments. Only four of the 14 original parcels were improved with buildings in line with the Alexandria code that required buildings on lots contiguous to the city. The 4-acre Spring Garden Resort tract had one existing building. The area included in this study comprised the 40 northernmost lots in this tract and the eight lots of the Resort that were not assigned lot numbers in the subdivision.

Village of West End. Just west of and contiguous to Spring Garden Farm lay 24 acres that John West subdivided in 1796. West let 35 ½-acre lots as 20 parcels. He did not sell his subdivision in fee simple,

but leased each parcel on ground rent forever. Each lessee was required to build, within two years, a plastered and whitewashed house 16 feet square with two windows. Of the original lessees, nine built houses, one relinquished two parcels that West then sold in fee simple, five sold or relinquished their claims, and several bought the ground rent charge to gain full title to their lots. The original West End landowners were middle class tradesmen, and the lots fronting on Duke Street were either combination business/residential buildings or just business establishments.

Route 236/Duke Street Corridor. Initially, Spring Garden Farm attracted attention because it was located within the proposed federal district. By 1810, however, higher taxes and an ineffective district government made the West End and neighboring lands in Virginia more desirable. In 1804, a group of citizens gathered at Simpson's Tavern to discuss petitioning the General Assembly to make the West End a township and to establish an office of the Bank of Virginia in the village. The request for township was never discussed by the state legislature, but the meeting was significant because it indicated that the West End was financially sound and commercially diverse enough to stand on its own.

West End's prosperity was directly related to Alexandria, and had the city continued to flourish, West End likely would have been granted township. But by 1820, Alexandria's economy began to decline. After the initial boom of the two Duke Street subdivisions, which lasted for 15 to 20 years, few lots were further improved over the next 40 years. Brickmaking and butchering were the leading industries of the corridor. Two extensive slave trading operations were established in 1829 and 1844, and both were prosperous. Blacks, both slave and free, and transient laborers occupied many of the tenements along the 1000-1600 blocks. In West End, most landowners were tradesmen who resided on their properties and worked in nearby shops

in the community. Instead of a transient labor force, West End likely had a more permanent settlement of apprentices.

In 1850, the establishment of the Orange & Alexandria Railroad significantly altered the lifestyle along the corridor. Its depot, shops, and offices were built on the 1100-1200 blocks of Duke Street. A constant flow of people passed through the depot and patronized nearby businesses. Several new businesses sprang up, such as the Alexandria Water Company (1850) and Shuter's Hill Brewery (1858), and a number of tenements were built on lots close to the city.

The Railroads

The saving grace for Alexandria in the late nineteenth and early twentieth centuries was its railroads. While most commerce and industry was at a standstill, the railroads prospered.

Pre-Civil War. Prior to the Civil War, three railroads serviced Alexandria:

- The O&ARR, which occupied the 1100 and 1200 blocks on the south side of Duke Street, was developed to link Alexandria with the farmland of central and southern Virginia. By 1853, 30 miles had been completed. By 1861, its tracks extended 161 miles to Lynchburg. A single line of track extended from Lynchburg to Manassas. No lines connected with the other two rail lines in the city. Prior to 1861, the company constructed 11 buildings in Alexandria, including a brick roundhouse at the southeast corner of Duke Street at Wolfe and Henry Streets; a shop on the west side of Fayette Street in the 1200 block of Duke Street; offices in the 1200 block of Wolfe Street; and machine and engine shops in the 1000 block of Wolfe Street.
- The Manassas Gap Railroad, which extended west to Front Royal and connected with the O&ARR at Manassas Junction.

- The Alexandria, Loudoun and Hampshire Railroad (AL&HRR), which extended northwest toward Baltimore.

The USMRR. On May 24, 1861, Union forces entered Alexandria, took over the O&ARR complex and the AL&HRR, and placed the town under martial law. Throughout the Civil War, railroads played a crucial role moving men and supplies. Understanding their importance, General Lee ordered the laying of track to link the AL&HRR with the O&ARR five days prior to federal occupation and then transferred south or destroyed whatever equipment he could.

Throughout the war, the south was at a serious disadvantage. At the outset, the north owned over 21,000 miles of track compared to the south's 9,000 miles. It also possessed the majority of the manufacturing, maintenance, repair, and construction capability. Military authorities, however, were naïve with respect to the administration of railroads. Politics played a significant role in shaping the early organization and military use of the railroads. This was particularly true with respect to Henry Haupt.

In May of 1862, General D. C. McCallum, Military Director and Superintendent of the USMRR, persuaded Henry Haupt to accept a position with the rank of Colonel. Haupt, a brilliant railroad engineer, accepted, and in May, Lincoln gave him broad powers over the operations of the railroads. Haupt's authority, however, was continually being challenged by military leaders, and he resigned several times in protest.

More than any other, Haupt should receive credit for shaping and building the USMRR. He developed general guidelines for using the railroads to provide supplies for the Army of the Potomac. During the fall of 1862, Haupt experimented with methods of destroying and repairing railroads and rail bridges. He developed a torpedo that could destroy a standard Howe Truss bridge, a

U-shaped device that could quickly and easily destroy rails by twisting them, and new and faster ways to lay and repair track. Haupt and his engineers also experimented with new ways of bridge construction. As a result, preassembled bridge trestles were mass-produced and then transported in boxcars to areas where bridges needed repair or replacement. The rebuilding of bridges and track after Confederate raids was a never-ending process. Haupt also developed ambulance cars with surgeons and special equipment that increased the chances of survival for the wounded.

In September of 1863, Haupt was officially relieved of his duties when he refused to accept a promotion to Brigadier General. He was anxious to return home and attend to personal matters relating to the Hoosac Tunnel on the Troy & Greenfield Railroad.

Although many factors contributed to the Union victory, the operations of the USMRR served a crucial role. The Confederate government never organized its rail system, so it did not have sufficient capacity to transport men and materials.

The USMRR Station. Initially, the USMRR Station was centered around the roundhouse and included all buildings owned by the O&ARR. It encompassed 12 city blocks between the intersections of Duke and Payne, Duke and Alfred, Gibbon and Alfred, and Gibbon and Payne. Another two-block area adjacent to the southeastern edge of the complex contained carpenters' quarters. By the end of the war, the complex contained more than 75 buildings built by the USMRR construction corps, including railroad shops, engine houses, and a commissary.

In January of 1863, the roof of the USMRR engine house (the roundhouse) was raised and a cupola built over the turntable (a circular rotating platform to turn the locomotives) to protect it from the weather. During the spring, Confederate raids in the vicinity prompted Haupt to build a stockade around the station. In the fall, a Soldier's Rest was constructed for convalescing soldiers and new troops waiting for combat. It was built on the south side of the 1300 and 1400 blocks of Duke Street, immediately adjacent to the USMRR complex. There was almost continuous construction of tracks and buildings during 1863.



USMRR Roundhouse

Early in 1864, there was much activity at the station as troops moved into Alexandria in preparation for the spring campaign. During late April and early May, the station was busy supplying Grant in Culpeper and Fredericksburg where he was engaging Lee at the battles of the

Wilderness and Spotsylvania. By May, Grant had advanced beyond the range of usable track, and by June, the station was scarcely used.

As the focus of the war shifted southward toward Richmond, the role of the USMRR Station continued to diminish. After Lee's surrender, the Union Army began to dismantle the depot and other fortifications in the area. By June, the O&ARR had been turned over to its president, the railroad was being rebuilt, and it was providing rail service as far as Manassas.

After the war, many of the railroads merged, and in 1894, Great Southern Railway acquired several failing lines, including Virginia Midlands, which owned the Duke Street Station. Southern still owns the

properties on Duke Street and along Hunting Creek.

The 1200 Block of Duke Street (USMRR Site)

Originally part of John Wise's 82-acre Spring Garden Farm, this 2-acre block on the south side of Duke Street was subdivided in 1795 into four ½-acre lots. William Hartshorne purchased the square in 1796 and built a two-story frame dwelling. He rented the house for a few years, but it was vacant in 1805 when he offered the property for rent or sale, noting that a large quantity of bricks could be made on the site. A known brickmaker, Charles Nevitt, occupied the block from 1810 (or before) to 1812, when Preston and James leased the parcel with the frame house. Between 1812 and 1814, they bought Nevitt's business, including his dwelling and kilns in the 1200 block on the north side of Duke Street. No part of the square was used for brickmaking after 1819.

How the block was used between 1820 and 1850 is not known. In 1850, the O&ARR purchased it and raised a house. When the USMRR commandeered the O&ARR complex in 1861, the brick shop was converted to a kitchen for the Commissary Department. In addition, ten shops were built along the eastern edge of the block. These included three mess rooms, a bakery, a storeroom, a stable, a barn, an office, and two unidentified buildings. The stockade built around the USMRR complex in 1863 was located along the north and west edges of the block, and one of the bastions was located near the intersection of Duke and Payne Streets.

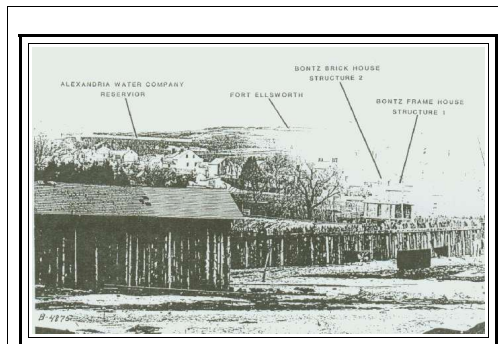
During the summer of 1865, the USMRR buildings were removed, and the O&ARR bought back the site and much of their seized equipment. By 1869, the property included several structures, several rail lines, and numerous rail buildings. During the late nineteenth century, these buildings were removed, and by 1890, only rail spurs remained. The owners of the Fannon Petroleum company purchased the northern half of the block in 1940.

The 1700 Block of Duke Street (Bontz Site)

This 2-acre square in John West's West End subdivision was parceled in 1796 into two ¾-acre lots and one ½-acre lot at Duke and John Streets. That same year, Giles Baker signed a ground rent lease for the ½-acre parcel and built a two-story frame house which stood until it was demolished in 1958. In 1799, Baker sold his lease to Moses Kenny, a butcher/tanner, and in 1801, Kenny purchased the ground rent charge from John West. In 1810, Kenny subdivided the lot into four equal parts and sold two quadrants to George Varnold, also a butcher. Varnold built a small frame house on a brick foundation on this lot.

In 1831, the Varnold heirs sold the property to George Bontz.

George Bontz was a West End butcher for at least 50 years. He was probably influenced by his friend George Varnold to move to Fairfax County from Alexandria sometime between 1820 and 1825. In 1826, he advertised the "sale of superior beef" with another butcher, Wesley Benter. The Benter family was related by marriage. In 1816, Ann Bontz of Alexandria, likely George's sister, married Wesley Benter. Two years later, George married Mary Benter.



The two Bontz houses seen from within the USMRR stockade. West End village is in left background.

In 1826, Bontz bought a lot on Peyton Street to hold in trust for Catherine Fox. Upon her death sometime after 1830, the lot was left to him. Bontz was probably living in Varnold's frame house on John street when, in 1831, he purchased Varnold's half of the former Kenny lot from Varnold's heirs. The sale included a small building. He made several improvements to this property. He built a two-story brick house around 1833-34, as well as pre-Civil War additions on both houses. He may also have operated a shop on the site. In 1840, George purchased the ground rent charge and title to the remaining half of the Kenny lot, which was still subject to Giles Baker's lease.

George Bontz worked as a butcher until 1873, when he was 81. He and his second wife Margaret resided at the Duke Street house until their deaths in 1880. Both of the houses immediately fell into disrepair. After his son Henry Bontz died 1892, the property declined still further. George's daughter lived in the frame house until 1889; the brick house was probably vacant for years. In 1901, the property was divided among Henry's heirs and then changed hands many times. Eventually, the old frame house was converted into two tenements. A part of the eastern tenement served as a grocery store from about 1924 to 1934. The approximately 160 year old building was demolished in 1958.

ARCHAEOLOGY

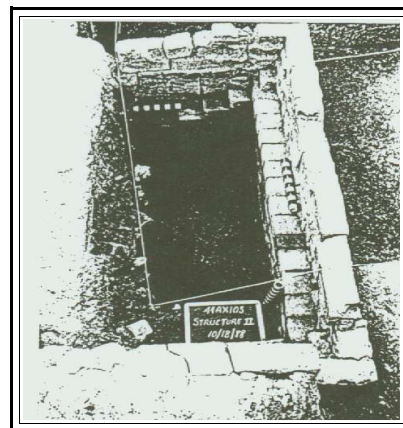
Bontz Site Features

The main features on the site, located on the southwest corner of the Duke Street/Holland Lane intersection, were two early nineteenth century structures.

Structure 1 (1700 and 1702 Duke Street) was the remains of the brick foundation of the western half of the building abandoned in 1958. A rear addition was added to the house at some point. Both parts were constructed of brick in a similar manner. The original house was 30 feet east-west and 25 feet north-south. The addition

was 20 feet east-west and 15 feet north-south. About 23 feet of the west wall and 17 feet of the south wall of the main building were exposed. A single course of brick 4 feet wide and 13 feet long discovered south of *Structure 1* was apparently part of a sidewalk patio.

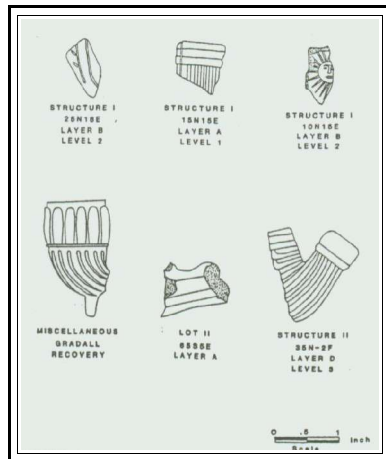
Structure 2 was located on the 1706 lot at the edge of the VDOT right of way. The installation of six utility lines destroyed approximately 40% of the structural remains, and about 85% of a mid-nineteenth century addition was located outside of the right of way. The original house and addition were constructed of brick. The original building was 24 feet east-west and about 18 feet north-south. The north, or front, wall was demolished by a utility line. Other remains included the southwest and southeast corners as well as a small section of the east wall. The remaining west wall was 4 feet long. Twelve feet of the south wall remained, and six feet of the east wall remained in two sections. There were also some remains of a poorly built addition, probably a porch.



Interior of cellar entrance at front of *Structure 2*

A full cellar/basement was located within *Structure 2* after demolition debris had been removed. Most of the concrete floor had been destroyed by recent utility line construction. A storage bin was in the northeastern portion, and other brick remains probably were a cellar entrance.

Another brick addition to the original house abutted the southwest corner. It was about 15 feet north-south and 15 to 18 feet east-west and was probably constructed between 1855 and 1850. A third addition was represented by a 13-foot brick wall running north-south. Three walls were outside of the right of way.



Pipe Fragments from the Bontz Site

USMRR Site Features

Four of the commissary buildings -- a mess hall, bakery, barn, and an unnamed building -- were located within the right of way. Of the 19 features evaluated, 14 related to the USMRR site, four to early nineteenth century activities on the site, including a brickyard and a domestic structure, and one to railroad operations that postdated the military occupation.

Along the north wall between the bakery and the mess hall was a concentration of brick rubble, oyster shell, and ceramics (all creamware). Its function could not be determined.

In the vicinity of the barn was a large feature relating to a nineteenth century brickyard. It contained imported clays for brickmaking. Another soil anomaly apparently was the remains of a cistern or well constructed, used, and backfilled during the 1860s. A small switchbox or

cellar probably associated with post-Civil War railroad construction was also discovered.

Of 21 postholes/molds discovered, 11 represented sections of the front, side, and back walls of the commissary buildings. Four represented portions of the barn and the central wall between the barn and an unnamed structure. Four were from the front wall of the mess hall and the unnamed structure. One was from the back wall of the mess hall, and another was an interior support post from the mess hall.

Bontz Site Artifacts

This investigation recovered 9,580 ceramic sherds, of which 2,026 came from the yard areas. Yard sherds were whiteware, pearlware, creamware, stoneware, and porcelain. Slightly more than 25% of the yard sherds were decorated whiteware and pearlware. Some were minimally decorated (blue and green shell edged, dipped, banded, or sponged); some had painted or printed blue geometric or floral designs.

Excavation of the two structures yielded 6,619 ceramic sherds, predominantly whiteware and pearlware, with some creamware. While the total number of decorated wares was higher than in the yard sample, the number of decorated pearlwares was markedly higher. The type of decorations were the same as in the yard sample.

Of the 14,426 pieces of glass recovered, 6,879 were from the fill zone covering the site and were irrelevant to interpretation of the site. Most of the glass from *Structure 1* had been heat altered. The rest was container glass, tableware, or window glass. Glass recovered from *Structure 2* was also mostly indeterminate, as were the samples from the yards.

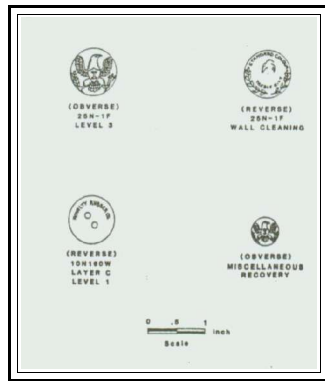
The other artifacts recovered included pipe fragments, metal items (predominantly

nails), bullets, coins, buttons, marbles, brick, and faunal remains.

The artifact assemblage reflects the long-term occupation of the site. A working class family of modest economic means and social status were the early occupants of the corner lot. The post-war artifacts suggest stable and consistent middle class occupancy

USMRR Site Artifacts

Of the 3,503 ceramics recovered, 1,541 were from the features and the rest were from test units. Investigations of the test units revealed that all cultural deposits had been disturbed and that therefore the artifacts recovered could provide little information concerning activities at the site. Nine varieties of ceramics were recovered: whiteware, stoneware, coarseware, porcelain, creamware, pearlware, ironstone, refined earthenware, and unidentifiable. Although printed wares occurred most frequently, there were also small numbers of painted, sponged, edged, dipped, and decalcomania.



Buttons from the USMRR Site

Of the 8,188 glass artifacts recovered, 991 were from cultural features or anomalies and 7,197 were from 30 test units. Other artifacts included pipe fragments, metal items (predominantly nails), bullets and casings, coins, buttons, marbles, brick, and faunal remains. In general, the artifact assemblage reflects long-term industrial occupation of the site.

CONCLUSION

The Phase III mitigative study of the Bontz and USMRR sites was initiated to lessen the impact of the proposed road construction on each of the sites and to nominate potentially significant cultural features to the National Register of Historic Places.

The Bontz site offers information on the early settlement of West End village. Research showed that the West End was a commercial/industrial center, a support base for Alexandria, and a connector between the city and the hinterlands. The inhabitants of the site throughout most of the nineteenth century were middle class butchers.

Most studies of the West End have focused on the commercial/industrial aspects of the community, and studies in Alexandria have focused on the upper class residents along King Street. This study of the Bontz site has added to an understanding of the middle class cultural base of West End.

The Bontz site represents the preserved archaeological remains of two structures that have a built history from the late eighteenth through the mid-twentieth century. Modern utility lines associated with the widening of Route 236 impacted the two structures and their yards. The limits of the proposed right of way also confined testing to small sections of two of the four lots. As a result, limited spatial interpretations could be made and only a few intact features were documented.

The two structures may be the last of this period that have not been destroyed by modern construction. They provided significant information about the daily lives of the inhabitants as well as a sample of the construction methods and types of buildings erected in the village. Particularly important is the corroboration between the archaeological and archival studies concerning the buildings and their

expansion and the maintenance of an extended family occupied in similar trades.

Because it was determined that no further significant information about the Bontz site could be provided by additional testing of the right of way, JMUARC recommended that, following a review of the findings by the Virginia Division of Historic Landmarks (VDHL), no further evaluation be undertaken and that highway construction be allowed to continue.

The study of the Bontz site suggests that other preserved cultural deposits could be found under fill deposits within West End. Testing of these sites would provide both greater understanding of the old village and its occupants and comparative studies between West End and Alexandria.

Further excavations and documentary studies could address nineteenth century processes in the West End, such as the development of residential areas, of the slaughtering/butchering industry, and of the industrial/commercial/residential land use on the south side of the 2000 block of Duke Street.

The village of West End is threatened by modern urban expansion and development. Recent construction has impacted all properties on the north side of Route 236 between Telegraph Road and the 1700 block. Sections of the 1700 block, including the area around Hooff Realty (site of Bruin's slave pen), may retain cultural deposits.

The archaeological possibilities are greater on the south side of Route 236. The land from the 1700 block to the 2000 block is likely to retain areas of preservation that could provide significant information about the occupants. There may also be preservation on the land between the Southern Railroad main tracks (Wolfe Street Extended) and Hunting Creek. Testing of this area could reveal the presence of several residences, one of the slaughter

houses, a black cemetery, and "oysterkill landing." The possibility of identifying prehistoric site remains also exists, particularly in the area south of Route 236.

While excavations of the USMRR site provided information about construction techniques used on the commissary department buildings, no evidence of a preserved cultural layer was found at the site. However, the cistern/well feature that lay below the fill provided useful information about the types of materials used and discarded by the military. Documentation of the USMRR provided significant information about the importance of the rail station to the military strategies of the Union Army.

Most of the physical remains of the commissary buildings were destroyed by the many filling activities and continually changing land use at the site during the late nineteenth century. Evidence of early occupation of the land was largely decimated by late nineteenth and early twentieth century development of the property. Two features, however, did provide some information about the early nineteenth century brickyard on the property.

Accordingly, JMUARC recommended no additional archaeological testing on the USMRR site. Following a review of the findings by the VDHL, the site may be cleared and the planned construction allowed to continue.

The USMRR Station is historically significant on a local, regional, and national level. Even though limited, the amount of preservation on the site suggests that sections of the 12-square-block complex may remain intact. Excavations of these areas could provide important information about operations of the rail yard and military base during the Civil War.

Four of the blocks contain sections of the roundhouse, machine shops, railroad

offices, and carpenter shops initially built by the O&ARR in the 1850s. These facilities were the focal point of the complex and were expanded during the Union occupation. The buildings were also used by the O&ARR following the war and could provide information about the changing industrial development of Alexandria's periphery during the era of the railroads from 1850 to 1900.

The late eighteenth and early nineteenth century residential development of Spring Garden Farm preceded the railroad development of the 1850s. Associated preserved cultural deposits may be identified in the area, particularly in and around the Spring Garden Resort.

Research topics about the area should include the development of residential areas, brickyards, and market gardens during the early nineteenth century and the later development of railroads.

Urban development is encroaching on the historic village of West End, including the USMRR and Bontz sites. Whenever feasible, additional documentary and archaeological studies should be conducted in these areas. Any information obtained would be valuable for comparative studies with similar sites in Alexandria and other towns in the region and would expand the database for Alexandria city, particularly that of nineteenth century commercial and industrial development on the city's western periphery.

This summary is based upon a 1989 report by T. Ted Cromwell and Timothy J. Hills, with contributions by Donna G. Akers, Bruce A. Hunter, and David L. Miller.