



THE "OLD LINER" NEWSLETTER

NOTICE:

There will be no BCWRT meeting in August. The next scheduled meeting is September 25, 2012

Editor's note:

The print pictured to the right has been bequeathed to the BCWRT by a late member. The image is 19"X 23.5" and appears to be in the original frame and mat. The artist is unknown. A card on the rear of the piece says it was published by Smith & Holden, 24 N. Liberty St., Balto., MD 1866. This appears to be a very rare image as an exhaustive search of the internet by your editor turned up no other examples of this image.

The piece has been appraised by BCWRT member Courtney Wilson at \$500. The Board of Director's has decided the best option is to sell the piece on ebay. However, we have decided to make a first offer to the BCWRT Membership at the discount price of \$400.

If you are interested in purchasing the print or for

further information, please contact Don Macreadie at 410-870-3072



Famous 'Lost Orders' On Display At Monocacy National Battlefield

Kevin McManus, WFMD.com, July 31, 2012

The famous "Lost Orders" will be on display at the Monocacy National Battlefield Visitors Center from Wednesday, August 1st to Wednesday, October 31st. This display of this historic document commemorates the 150th Anniversary of the Maryland Campaign of the Civil War in 1862, which includes the Battles of South Mountain and Antietam.

Known formally as "Special Orders 191," they were written by Confederate General Robert E. Lee on September 9th, 1862, while his army was camped at the Best Farm, which is now part of the Monocacy

National Battlefield. They explained how Lee was to divide up his Army of Northern Virginia into four. The troops would take Martinsburg, Harpers Ferry and Boonsboro, while Lee would head to Hagerstown.

However, a copy of the orders to be delivered to Major General Daniel Hill was lost. They were discovered by Union soldiers with Company F, 27th Indiana Volunteers on September 13th. "With the finding of the order, and the fact that Harpers Ferry took a little longer to fall than the Confederates anticipated, sort of precipitated the Battles of South Mountain and Antietam," says Park Ranger Tracy Evans. "Antietam probably wouldn't have been the Battle of Antietam. It probably would have been a little further north when Lee would have been able to reconsolidate his army and take them further north." But Evans did not want to speculate as to whether the results would have been different if "Special Orders 191" had not fallen into Union hands.

The most popular story told about the "Lost Orders" is that they were found wrapped in cigars. "However, that is not true," says Evans. She says soldiers Barton Mitchell and John Bloss found the orders and turned them over to their superiors. They reached Colonel Silas Colgrove. "Now, when he got them, they may have been wrapped in cigars," says Evans. "But when they were found, they were found in an envelope." The cigars were also inside the envelope, according to the Monocacy National Battlefield website.

The Maryland Campaign of 1862 is normally associated with South Mountain, near Middletown, and Antietam in Washington County. So why are the "Special Orders" on display at Monocacy National



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Battlefield? "The orders were written here, and they were found here," Evans says. "So it's appropriate that they be on display where they were written."

In addition to the orders, Evans says some artifacts from the two soldiers who found the orders will also be on display.

The Monocacy National Battlefield Visitors Center is open everyday from 8:30 AM until 5:00 PM.

Petersburg South Side Depot to be restored as Civil War Center

CWT Press release, August 14, 2012
PETERSBURG, Va. --

Petersburg, Va. -- Representatives of the Civil War Trust, the nation's largest battlefield preservation organization, the City of Petersburg and the Commonwealth of Virginia came together to announce a unique public-private partnership to protect and restore critical sites associated with the 1864–1865 Petersburg Campaign. During the ceremony, held in Old Towne Petersburg, Virginia Secretary of Transportation Sean T. Connaughton announced nearly \$850,000 in transportation enhancement matching grants, funding that will be used to purchase battlefield properties and aid in the restoration of the historic South Side Depot.

"The ongoing commemoration of the Civil War sesquicentennial provides us with an ideal opportunity to work with the Trust to preserve, promote and protect our historic sites," said Connaughton. "This partnership is creating a legacy that will last for generations to come."

The grant announcement could not come at a better time. Earlier this month, the Trust announced an ambitious \$1.1 million campaign to

protect 120 acres of historic land associated with the fighting in and around Petersburg. During the 10-month siege, the opposing armies clashed in major combat 16 times — including several times over the exact same ground — with more than 80,000 men killed, wounded, captured or missing. The Trust's fundraising campaign will benefit land that witnessed five unique engagements on three distinct battlefields. The successful completion of the campaign will require federal and state matching grants, as well as private donations. Learn more about this ambitious effort at

www.civilwar.org/petersburg12.

"If I were to tally the battlefield land in this nation most worthy of meaningful, permanent protection, the sites in and around Petersburg would have to be at the top of the list," said Trust president James Lighthizer. "Considering the duration, intensity and significance of the fighting that happened here, this must be counted as some of the most hallowed ground in America."

Connaughton announced a \$448,000 matching grant that will benefit one element of the Trust campaign: the purchase of an 81-acre tract — one of the largest remaining undeveloped parcels appropriate for historic preservation — known as "Cemetery Hill." The area is associated with the initial June 18, 1864, federal assault on Petersburg, as well as the July 30, 1864, Battle of the Crater and the Confederate attack on Fort Stedman, March 25, 1865. The site, previously owned by the City of Petersburg, is located between historic Blandford Cemetery and Petersburg National Battlefield. The Trust will raise the remainder of funding for the \$750,000

transaction from a combination of public and private sources.

Additionally, as part of the public-private partnership announced today, the City of Petersburg will receive \$500,000 to aid in the stabilization and restoration of downtown's historic South Side Depot. The Commonwealth's \$400,000 investment, announced during the press conference, will be augmented by a \$100,000 contribution from the Civil War Trust. The inclusion of private funding equal to 20 percent of a project's total cost is a requirement of eligibility for Transportation Enhancement grants.

"The grant for the revitalization of the South Side Depot will assist Petersburg's efforts to join with Petersburg National Battlefield to interpret the remarkable history of our community," said Mayor Brian Moore. "Once restored for public education and enjoyment, the South Side Depot is expected to bring thousands of tourists into Old Towne every year, which will contribute to Petersburg's economic base."

All participants stressed the long-term commitment to the Petersburg region that both projects represent. The Depot's restoration will provide a tourism boost to Old Towne for years to come. After completing the acquisition of the Cemetery Hill site, the Trust will place a perpetual conservation easement held by the Virginia Department of Historic Resources on the land. The Trust will then act as steward for the property until such a time as it can be transferred to the Petersburg National Battlefield and become the property of the American people.

"The Virginia Department of Historic Resources remains committed to protecting and safeguarding the Old Dominion's irreplaceable treasures,"



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said Director of Historic Resources Kathleen Kilpatrick, who also spoke at the event. "Partnerships like those we celebrate today are a key part of our efforts to ensure that future generations are able to visit these sites in person and absorb the educational, environmental and economic benefits provided to communities through their preservation."

Petersburg National Battlefield superintendent Lewis Rogers echoed the importance of partnerships to preserve and promote the region's history, saying: "By joining together on these projects, the city, the Commonwealth, the park and the Civil War Trust are taking great strides to make Petersburg an even more dynamic destination for those seeking to learn about our nation's heritage and the Civil War's lasting impact."

Cemetery Hill in the Petersburg Campaign

Blandford Hill, commonly known as Cemetery Hill during the Siege of Petersburg, was a Confederate stronghold from the time of the first Federal assault on June 18, 1864, when artillery positioned there played a major role in the successful defense. Following that action, the Confederates strongly fortified the position, which next came under attack on July 30, 1864 during the Battle of the Crater. Federal troops set off 8,000 pounds of black powder under the Confederate lines, causing an explosion that rained debris down on the armies for 10 minutes. The terrific explosion caused chaos in the Southern lines, but the Confederates were able to regroup and repulse the Union assault. Grant did not attack Cemetery Hill again until the final days of the siege. Cemetery Hill, however, was never taken by military

assault; it was abandoned during evacuation of Petersburg and Richmond on the night of April 2-3, 1865.



The historic South Side Depot in Old Towne Petersburg will be restored, and eventually it will house a visitor's center devoted to interpreting the Civil War. Credit: MARK GORMUS/TIMES-DISPATCH

History of the South Side Depot
The South Side Depot, built as a railroad station in 1854, was an integral part of the Confederate logistical efforts during the siege of Petersburg. The Depot, the South Side Railroad line, and three other rail lines in the vicinity were considered vitally important to the survival of the nearby Confederate capital in Richmond. As a result, Petersburg became the target of Union forces who sought to cut off supplies and communication to Lee's army and the Confederate capital. The South Side Railroad was the last rail line controlled by the Confederate army. When it fell to Union troops in early April 1865, the fall of Richmond and Petersburg became inevitable.

Civil War remnants discovered beneath William and Mary college

By BROCK VERGAKIS, AP, August 10, 2012

WILLIAMSBURG, Va. (AP) — The College of William and Mary has long claimed fame as the "Alma Mater of a Nation," pre-dating the American Revolution. Now archaeologist say

weeks of fresh excavation have uncovered the remnants of earthworks apparently dug by occupying Union troops — new evidence that the colonial-era school had an outsized role in the Civil War. Buried just beneath the surface lies a reminder that the country's second-oldest college still bears the scars of America's bloodiest conflict. Archaeologists in recent weeks have probed a defensive encampment in downtown Williamsburg. It was here that Union forces survived raids by Confederate troops from 1862 to 1865 and kept a small portion of secession-minded Virginia under federal control.

Joe Jones, director of the William and Mary Center for Archaeological Research, said finding evidence of the fortifications and so many well-preserved artifacts in such a small space on the campus is unusual.

"From 1862 to 1865 this was one of the front lines of the Civil War," Jones told The Associated Press. He said the new finds are already triggering a new round of discussion about the school's Civil War chapter on the 150th anniversary of that conflict — a chapter long overshadowed by the school's colonial past.

William and Mary long has touted its ties to several of America's founding fathers. It was here, as the college boasts on its website, that a 17-year-old George Washington received his surveyor's license and where Thomas Jefferson received his undergraduate education, much like future presidents John Tyler and James Monroe.

But Jones said that's not to overlook its history in later times.

The initial discovery that there may be more Civil War artifacts buried on the grounds occurred last fall when the college was doing survey work for



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some new utility lines for renovations on a building originally constructed in 1723. The historic school was chartered in 1693 and is home to the oldest college building in the United States, built in 1700.

Archaeologists also discovered the remains of a brick well that was dug up — and then covered over again — by Union troops when they took over the abandoned campus and began tearing and burning down some of its buildings. For about three years, 1,500 troops encamped on the college grounds, about 50 miles from the former Confederate capitol in Richmond.

Those discoveries as well as other Civil War artifacts such as rifle rounds, buttons and dishes were found just a few feet below the surface of the college's serene Brafferton Yard.

"There were really interesting things that happened on this campus during the Civil War," he said.

Richmond, just up the road, was the capital of the Confederacy. The school notes many professors and nearly all of the students soon after the outbreak of hostilities had entered the Confederate army. A Confederate barracks and later a hospital were located in one of the buildings. Then in May 1862, Williamsburg was taken by federal troops, who occupied the campus and even blocked up one of the main buildings in 1865, placing cannons to protect against a possible Confederate raid. Each end of the famed College Building was flanked by palisades extending over adjacent roads before war ended in April that year and the college reopened.

What archaeologists found was the evidence of the ditches that were dug to erect those palisades.

A curiosity of history is that federal occupation of this wedge of

Williamsburg ultimately resulted in slaves nearby not being freed under Abraham Lincoln's Emancipation Proclamation that took effect in January 1863. Only slaves in states that were openly rebelling against the Union were freed under Lincoln's order and there were exemptions for several places in Virginia and Louisiana under federal control.

Surrounding York County was one of those spots where the proclamation did not apply.

"It doesn't say why, but it's perfectly clear, because York county is pacified. It's under firm federal control," said William and Mary history professor Jim Whittenburg. "It's really interesting. This great document applies in one place but not the other."

The small dig site about two feet below the surface rests at the tip of the historic campus and is a stone's throw from downtown Williamsburg, which remained in Union hands following the Battle of Williamsburg in 1862. Students, parents and tourists occasionally stopped by for a glimpse of the dig.

The college today adjoins Colonial Williamsburg, where historic re-enactors wear period costumes dating back to when the city served as Virginia's colonial capitol.

"This is one of the places in the country where there are a lot of entrenchments, but not in Williamsburg itself. What surprised me is that it was that extensive of a fortification on the grounds of the college. I had not considered that. It must've looked a little like Fort Apache," Whittenburg said.

The artifacts correspond with an account of what the campus looked like in 1865 that was made by Benjamin Stoddard Ewell, who was the school's president at the time.

Ewell described the campus to the college's board of visitors, which was republished in a 1928 issue of the *William and Mary Quarterly*.

In Ewell's account, he describes a line of defensive works that was thrown up across the college yard, connecting several buildings.

"What we've got here are archaeological features that kind of shine a spotlight on periods of history on the campus that are otherwise, I think it's fair to say, overshadowed by the emphasis on Colonial revival," he said. "That colors the personality of the college."

Jones said the college planned to rebury most of the remnants to keep them preserved. Other smaller artifacts would be stored by the archaeology department and could possibly be put on display as a reminder of what took place there 150 years ago.

Virginia Proposes New Highway Near Manassas Battlefield

By Martin Di Caro, Transportation Nation, July 27, 2012

Virginia transportation officials are drawing closer to an agreement with the National Park Service as part of a plan to build a major four-lane divided highway connecting Route 7 in Loudoun County to Interstate-66 in Prince William County, what opponents charge will be the first piece of an outer beltway in northern Virginia.

Just as Confederates and Yankees 150 years ago both claimed to be fighting for freedom, the two sides today both claim they are fighting for the same thing: the future of Manassas, and better transportation in northern Virginia. There are no Stonewall Jacksons or heroic stands on Chinn Ridge this time around, but



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the outcome of this battle will bring lasting changes to historic ground nonetheless.

Negotiations with the Park Service involve a proposal to build the new road along the western edge of Manassas National Battlefield Park in exchange for closing — except to visitors — the two heavily traveled roads (Routes 234 and 29) that currently crisscross the park.

The new bi-county parkway would pave over 12 acres of the Manassas historic district and four acres of actual battlefield land on the periphery of the property away from where most of the fighting occurred during the Second Battle of Manassas from August 28-20, 1862. As the 150th anniversary of that key Confederate victory approaches, opponents say the new road will create more sprawl and development, turning the hallowed ground into a "median strip."

"Imagine the precedent," says Stewart Schwartz, the executive director of the Coalition for Smarter Growth. "The Park Service would potentially be agreeing that highway agencies can take historic battlefield land or other park land for other highway projects."

Schwartz says plans to build major highways in northern Virginia have been pushed for decades. In the late 1980s, a study that examined the possible construction of a Washington Bypass west of the capital was rejected by the governors of Virginia and Maryland.

"Very clearly they are putting together the pieces of a circumferential highway in northern Virginia, and they've pressed Maryland for bridge crossings," Schwartz says.

Manassas Park superintendent supports the plan

"It becomes a balancing act between what you are giving up and what you are gaining," says Ed Clark, the superintendent of Manassas National Battlefield Park.

For giving up a few acres out of seven square miles of battlefield ground, the National Park Service hopes to gain a better experience for tourists.

The Commonwealth Transportation Board understands that the National Park Service will not agree to a new highway along the Manassas battlefield's western edge unless Routes 234 and 29 are closed through the park, Clark says.

"The road we are primarily interested in is the Manassas Battlefield Bypass," he says, referring to a separate project that would circle the western and northern park boundaries, overlapping a future north-south highway along the battlefield's western side.

"It would enable us to remove all of the [park] traffic, as most folks in northern Virginia are aware how serious the traffic is along the I-66 corridor," Clark says. "That traffic does detract significantly from the battlefield experience from this hallowed ground."

A Battle over growth

While opponents believe a new highway from Loudoun to Prince William County will open up new lands for development, supporters, including Virginia Secretary of Transportation Sean Connaughton, say anyone who looks at Google Earth can see that residential growth is already crowding the Manassas battlefield.

In Connaughton's view, a four-lane divided highway would serve several purposes. "Prince William and Loudoun Counties are two of the fastest growing jurisdictions in the

country," he says. "We are trying to make better connectivity between the counties to deal with current and future population growth, and to also open up the commercial development area on the back side of Loudoun County."

Virginia is also working with the Metropolitan Washington Airports Authority to establish Dulles Airport as a cargo hub, which new road infrastructure would help facilitate.

"When you put all these together, it makes sense for the state to move forward and try to make this thing a reality," Connaughton says. "It's been on the books for a very, very long time. It's not an outer beltway."

"I really encourage folks to go on Google satellite and see that this isn't about opening up areas for future growth. Look at the map. Look at the reality of what is there today. The growth is there."

Better options?

Smart growth advocates say there are better ways to deal with current growth and traffic congestion. The proposed highway is not the answer. "You could wind up with the worst of all worlds, which is a new highway, more development sparked on the western and northern boundaries of Manassas battlefield, more traffic, and political pressure to never close the roads through the park," Schwartz says.

Developers are pushing for more roads in order to lobby for zoning changes that would clear the way for more homes and commercial properties to be built in Loudoun and Prince William Counties, Schwartz says.

As evidence, Schwartz points to a February 2011 meeting of the Virginia Commonwealth Transportation Board. Board member and developer Gary Garzinski made clear his



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intention to seek a major north-south connection "from 95 or 234 extended up to a corridor, up to and including Route 50... that would extend Route 234 to Route 50 to join what is called the Dulles Loop that gives access to Dulles Airport to more people from the south," according to a transcription of the board meeting.

In a letter to the Transportation Planning Board of the Metropolitan Washington Council of Governments in February, smart growth advocates proposed several alternative solutions to address east-west traffic congestion in northern Virginia.

The proposals included "improving I-66, including the extension of HOV and bus lanes; funding and expanding the capacity of the Gainesville Interchange... co-locating Route 29 onto the improved I-66 to allow Route 29 to be closed through the Battlefield; upgrading Pageland Road west of the Battlefield with shoulders, roundabouts at intersections, and turn lanes..."

"Bi-County Parkway" moving forward

The state's environmental impact study of the new highway is expected by the end of the year. A deal with the National Park Service about the location of the road along the western edge of the battlefield is expected this summer.

CIVIL WAR TRUST AND SMITHSONIAN OPEN EXHIBIT ON CIVIL WAR PHOTOGRAPHY FOR SESQUICENTENNIAL COMMEMORATION

CWT Press release, August 1, 2012
Washington, D.C. — As part of ongoing commemorations of the 150th anniversary of the bloodiest conflict in American history, the Civil

War Trust, the nation's largest nonprofit battlefield preservation organization, has joined with the Smithsonian Institution to co-curate a new exhibit "Experience Civil War Photography: From the Home Front to the Battlefield." The exhibit, which is sponsored by History™, opens today in the Smithsonian Castle, where it will run for one year.

"Advancements in photography made during the Civil War brought the conflict into the homes of Americans in ways never before possible," said Trust president James Lighthizer. "Today, these remarkable images still stir the imagination and help us understand the experiences of those who lived through those tumultuous times. Working with the world-renowned staff at the Smithsonian Institution to help tell these stories has been an incredible honor for our organization."

Stereoviews, an early form of 3-D photography, daguerreotypes, tintypes and ambrotypes—all emerging types of photography—are highlighted in the exhibit, which features a range of Civil War-era photographic materials from Smithsonian collections. Highlights include an ambrotype portrait of an African American washerwoman, a carte-de-visite album of Civil War generals and an 11-by-4-inch-view camera and equipment. The exhibit provides an in-depth examination of the emergence of battlefield photography and photojournalism.

Multimedia presentations include two short videos. The first, produced by the Center for Civil War Photography for the Civil War Trust, presents the war photos as they were meant to be seen—in 3-D—allowing visitors to step back in time. The second is a History™ channel film on field

photography narrated by Roger Daltrey of The Who.

The exhibit also showcases the role that the Smithsonian Institution, founded in 1846, itself played in the Civil War, when the Castle served as a home for the Smithsonian Secretary's family and a place of learning and collecting. The exhibit displays excerpts from the diary from the daughter of Secretary Joseph Henry. Mary Henry recorded the comings and goings of soldiers to the Castle and used its towers to observe advancing soldiers and Washington itself in the days following Lincoln's assassination. Also featured are Smithsonian employee Solomon Brown (1829-1906) and the lecture hall that hosted a series of abolitionist speakers; it was destroyed by fire in 1865.

"Experience Civil War Photography: From the Home Front to the Battlefield" is a joint exhibition produced by the Smithsonian and the Civil War Trust and is sponsored by History™; it will run in the Smithsonian Castle until through July 2013. For more information on "Civil War 150," the Smithsonian's commemorative programming, visit <http://civilwar150.si.edu>.

Gettysburg wants federal government to take over historic train station

By TRACIE MAURIELLO, Pittsburgh Post-Gazette, July 22, 2012

GETTYSBURG — Tourists trickle through the Gettysburg Train Station's burgundy door, some to escape the heat and others to pick up battlefield maps. Only a scant few come to trace President Abraham Lincoln's path through here to deliver the famous two-minute speech that



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defined the Civil War and began to reunify the country.

When Walter Powell walks through, his eyes don't register the racks of picked-over tourism brochures or the weariness of travelers who rest aching feet on 150-year-old benches.

Rather, he sees what the station could be: a bustling railroad museum that gives visitors a fuller picture of the Civil War and draws tourists to downtown businesses.

Advertisement

In his mind, there are battlefield tours that begin and end on the platform. Out back, he envisions an outdoor exhibit that visitors can explore even after hours. Upstairs he sees offices of community revitalization groups. On the main floor, a replica of the makeshift hospital the train station had become during and after the three-day Battle of Gettysburg.

As former borough director of planning and historic preservation, Mr. Powell saw the train station through a \$2.8 million renovation paid for with a combination of state grants, federal funding and local contributions. Completed in 2006, the project saved the deteriorating 1856 building from termites, replaced disintegrated bricks and repaired weak floor joists, but both funds and interest in the building waned before the train depot became the education center planners imagined.

Now the borough is asking the federal government to take over the oft-overlooked historical landmark and transform the Italianate building into a must-see tourist destination operated by the National Park Service as part of Gettysburg National Military Park.

Federal lawmakers from Pennsylvania are trying. U.S. Rep. Todd Platts, R-York, whose district includes Gettysburg, has sponsored

legislation in the House. Sen. Bob Casey, D-Pa., introduced a companion bill in the Senate and Sen. Pat Toomey, R-Pa., has signed on as a co-sponsor.

"This legislation strengthens the ability of the National Park Service to tell the story of the historic Gettysburg battle," Mr. Platts said. "The train station played an important role in the battle, especially as thousands of soldiers passed through there, as did the president."

The legislation also incorporates into the military park 45 acres at the base of Big Round Top.

The plan would require the National Park Service to acquire the train station from the Borough of Gettysburg, which would sell it for \$700,000 -- money borough officials would like to use to improve roads and sidewalks.

"Anything we can do to enhance Gettysburg's national history is a step in the right direction," Mr. Casey said. "Tourism is the second largest industry in our state, and tourists come from across the country to see that site."

Some come from across the world.

Tamas Makra, for example, came with his family from Budapest, Hungary, to trace Lincoln's path from his birthplace in Illinois to his boyhood home in Kentucky to the site of his most famous speech in Gettysburg. Here, he expected to see merely the outside of the train station but was surprised to find a museum inside with a docent eager to give her second tour of the day.

"I didn't know it was a museum," said Mr. Makra, 42, who also picked up a map from the Convention and Visitors Bureau counter. He said \$1 million is a small price for the government to pay to preserve such an important piece of history.

Mr. Powell wants more foot traffic from tourists like Mr. Makra. He realizes it takes advertising and additional exhibits to draw them there.

"We designed this to be a downtown visitor center but the challenge -- and we found out early on -- is that we couldn't get people to staff it," Mr. Powell said.

Utilities and other costs to keep the building open are covered by the \$1,000 rent paid by the Gettysburg Convention and Visitors Bureau, which staffs a small information center inside. The building is in good condition now, but borough officials worry they won't have the funds for major repairs down the line.

"It's self-sustaining but as time marches down, anything else for our borough to maintain could be a big expense," said borough manager Florence Ford. "The borough stepped in and saved it, which was the most important thing at the time, but now the important thing is how to sustain it."

That concerns historians and Park Service employees, too.

"Right now the future of this historic train station is in doubt," said Katie Lawhon, spokeswoman for Gettysburg National Military Park.

"Once a property becomes part of the National Park Service, the main mission is to preserve resources for this and future generations and to provide public enjoyment of it," she said. "Right now there's uncertainty about preservation of this historic train station where Lincoln arrived to give the Gettysburg Address and where the wounded came. It's an integral part of the battle and a part of the story that's a little less well known."

If Congress approves the bill, the Park Service would likely spend



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another \$300,000 on a fire suppression system and on new exhibits to add to the few inside.

Owning the property would help the Park Service tell a fuller story of Lincoln's time in town, since it already owns the nearby David Wills House, where the president stayed the night before the Gettysburg Address.