



Battle of Petersburg

Historic Theme Park

by

Marv Broyhill

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Operation Bootstrap is an economic revitalization plan for the city of Petersburg, Virginia. It calls for a complex of historic theme parks to attract visitors into the city. The plan presents ways that this traffic can be used to revitalize the retail economy, create new locally owned industries and create new jobs.

A theme park is any attraction that utilizes buildings, landscaping and other resources to present a theme. Although the terms are often interchanged, theme parks differ from amusement parks that are characterized by thrill rides. King's Dominion with its 13 roller coasters is an amusement park. Colonial Williamsburg and Jamestown Festival Park are excellent examples of historic theme parks.

Petersburg has four wonderful assets: (1) The city has accumulated 149 acres of land, which is only 11 acres smaller than Disneyland in California. It entertained 18 million guests in 2010. (2) The land is crossed by Interstate 95, the main traffic corridor on the East coast, and the city is a major stop on the new east coast high speed train system resulting in a wonderful easily accessed location. (3) The city has an incredibly long, diverse and colorful history. (4) There are a great many very smart and talented people in the area.

Operation Bootstrap calls for the city to form an organization called *Petersburg Parks*. It will use the land to create a complex of historic theme parks that represent important periods, events, and activities. Everything that happened anywhere in the United States during the 17th, 18th, and 19th century happened in Petersburg, often on a grand scale. The city was the home of many firsts. Petersburg's history is a microcosm of our nation's history, so the parks complex will be used to present it. This is reflected by its name, *American Adventures*. Toward maximizing potential while minimizing risk, the parks will be built in four phases.

Visits to Williamsburg and Jamestown are boring because there is nothing for visitors to do but look at structures. *American Adventures* will contain historic buildings and reproduction of them. Costumed interpreters will portray the people of yesterday. This "living history" presentation has never before been used on so large a scale. The goal is to provide visitors with a valuable learning experience and fun-filled adventures. This is summarized in our motto, "Educate and Entertain." The emphasis must always be on DO, NOT VIEW.

The most famous event in the city's history is the ten-month Civil War "Siege of Petersburg." This will be represented by a theme park called *Battle of Petersburg*. This park is now in the concept development stage and many details must be worked out. The National Park Service operates the nearby Petersburg Battlefield National Park. There are many experts on the battle in and near the city. They should be consulted as to the details and design of the park. This report simply presents some ideas that may or may not be utilized. Others will surely be added.

The Richmond-Petersburg Campaign



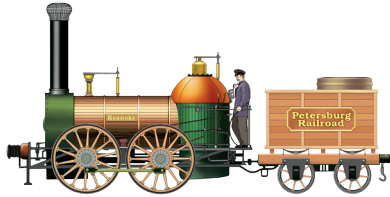
The Richmond-Petersburg Campaign

During the first three years of the Civil War, the Union Army made numerous attempts to capture Richmond, the capital of the Confederacy, but all were repulsed. On March 10, 1864, President Lincoln gave command of the entire Union Army to General Ulysses Grant, who had done so well in the West. Grant made two attempts to storm Richmond, but both failed. He changed his strategy and decided to starve Richmond into submission by capturing the five Petersburg railroads that supplied it.

The so-called “Siege of Petersburg” was not a classic military siege in which a city is surrounded and cut off from supplies. The lines ran south from Richmond and around the southern side of Petersburg. West Point textbooks refer to it as the “Richmond-Petersburg Campaign.” It lasted from June 9, 1864 to March 25, 1865. The troops stationed north of the city basically held the lines. Most of the major battles were fought around Petersburg to gain control of its railroads. Since this park focuses on the local battles, it has been named *Battle of Petersburg*.

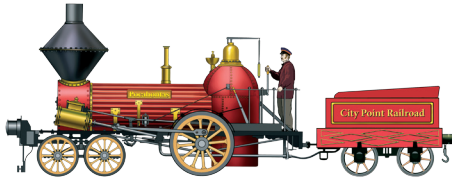
The Petersburg Railroads

On the eve of the Civil War, Petersburg had five railroads, more than any other city in the entire world. They used every type of locomotive, passenger car and freight car found in the United States during the antebellum period. They are a microcosm of early American railroading. The *American Adventures* historic theme park complex covers 25 city blocks, and all of these early trains must be reconstructed to provide visitors with transportation from one park to another. They will be the only fully operational pioneer railroads anywhere and thus a major attraction in their own right.



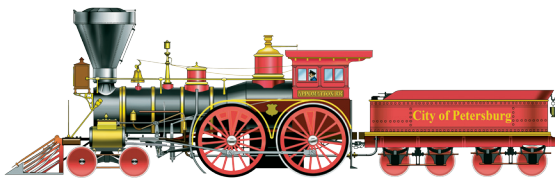
1832 Roanoke, 0-4-0

This little engine was made by the Edward Bury Company of Liverpool. It had four drive wheels.



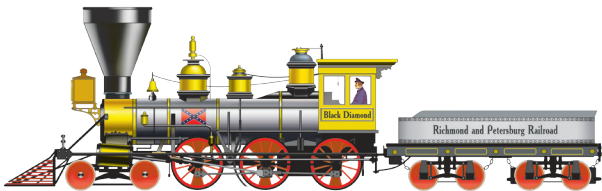
1838 Pocahontas, 4-2-0

This was the newly-introduced Jarvis design. It had four lead wheels to better keep it on the track and two drive wheels.



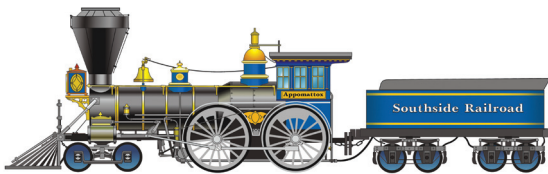
1854 City of Petersburg, 4-4-0

This engine had the famous American Design - four lead wheels and four drive wheels. This became the most popular locomotive design of the 20th century.



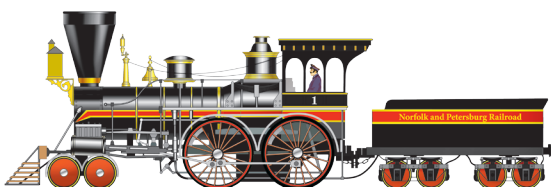
1856 "Black Diamond," 4-6-0

This powerful "six wheeler" was originally named the Gus Johnson, but its hauling of coal to the Tredegar Iron Works made it the railroad's top income producer. It was renamed the Black Diamond



1855 "Appomattox," 4-4-0

This was one of the man engines actually constructed in Petersburg



1857 "Number 1," 4-4-0

The first of the six engines purchased by this new railroad when it began in 1858

The Petersburg Railroad

This was the third railroad in the United States and the first in the South. It connected Petersburg with the Roanoke River in North Carolina, 60 miles to the south, making it the nation's first interstate railroad. A terminal was later built at Weldon and this line was then referred to as the Weldon Railroad. It connected Richmond with the rest of the South and it was a primary Union Army objective. It was then using more modern locomotives.

The City Point Railroad

This relatively small operation covered the ten miles from Petersburg to City Point. It began operations in 1838 and had difficulty competing with the Richmond and Petersburg Railroad which began operations at the same time.

The Appomattox Railroad

The City Point Railroad was purchased by the City of Petersburg in 1848 and renamed the Appomattox. In 1854, it purchased a state-of-the-art Baldwin locomotive which it appropriately named, "City of Petersburg." The Union Army quickly captured the City Point end of the line.

The Richmond and Petersburg Railroad

This line connected the two cities. It had a branch that ran to Walthall on the James River that was captured by Union Forces. Its primary source of income was transporting coal from the mines in Chester to Tredegar Iron Works in Richmond. It was the South's leading producer of iron and steel used to make cannon, artillery shells, rifles and armor plates for ships.

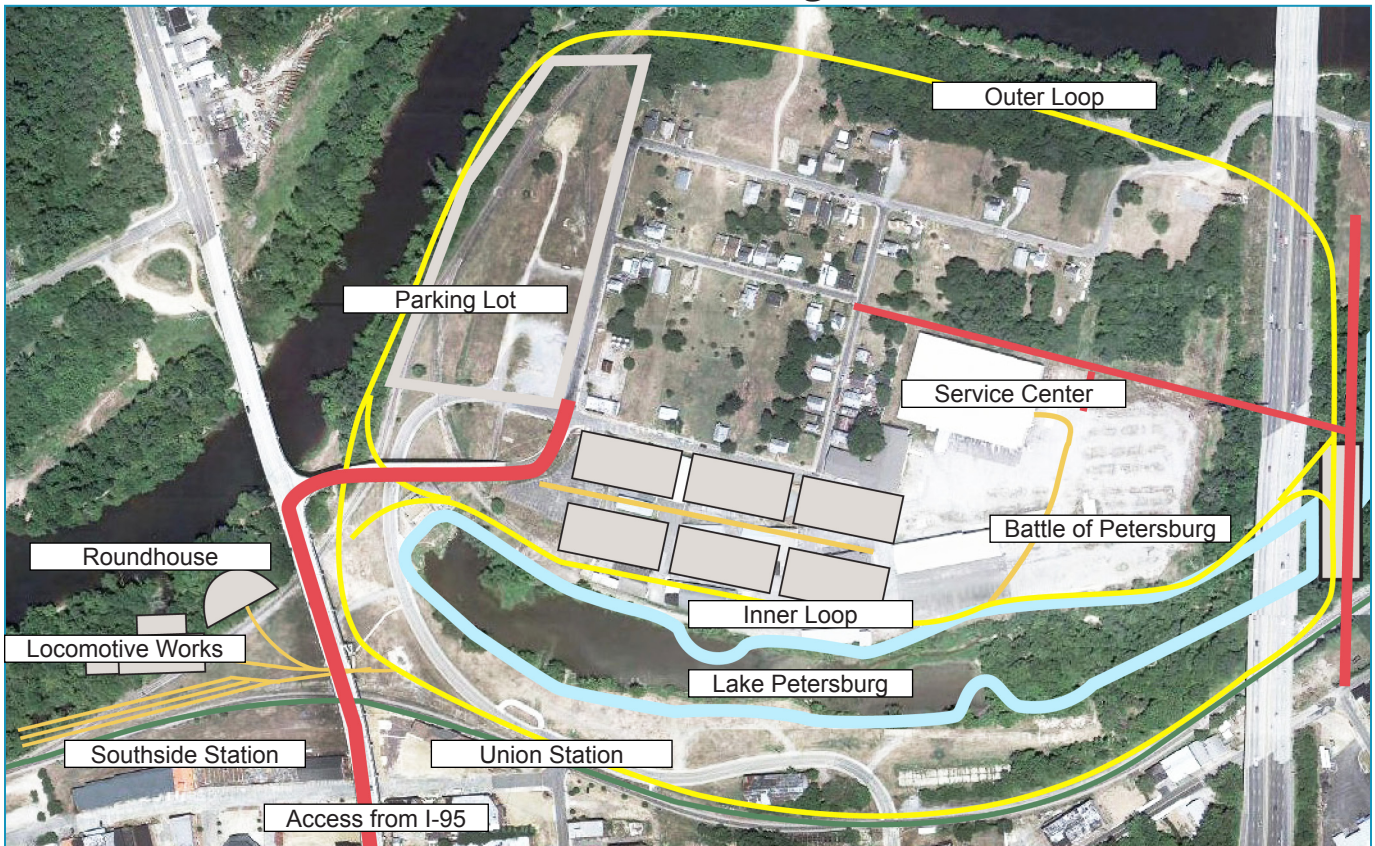
The Southside Railroad

These trains connected Petersburg with the rich farmland to the west at Farmville. It helped to feed Richmond residents and often moved soldiers and supplies. Most of its locomotives were made by the Appomattox Locomotive Works located in Petersburg.

The Norfolk and Petersburg Railroad

An 1861 newspaper article stated that this powerful locomotive pulled over 60 freight cars carrying cannon and ordnance. In May 1862, Norfolk surrendered to the Union Army, denying Petersburg the use of one of its most important railroads.

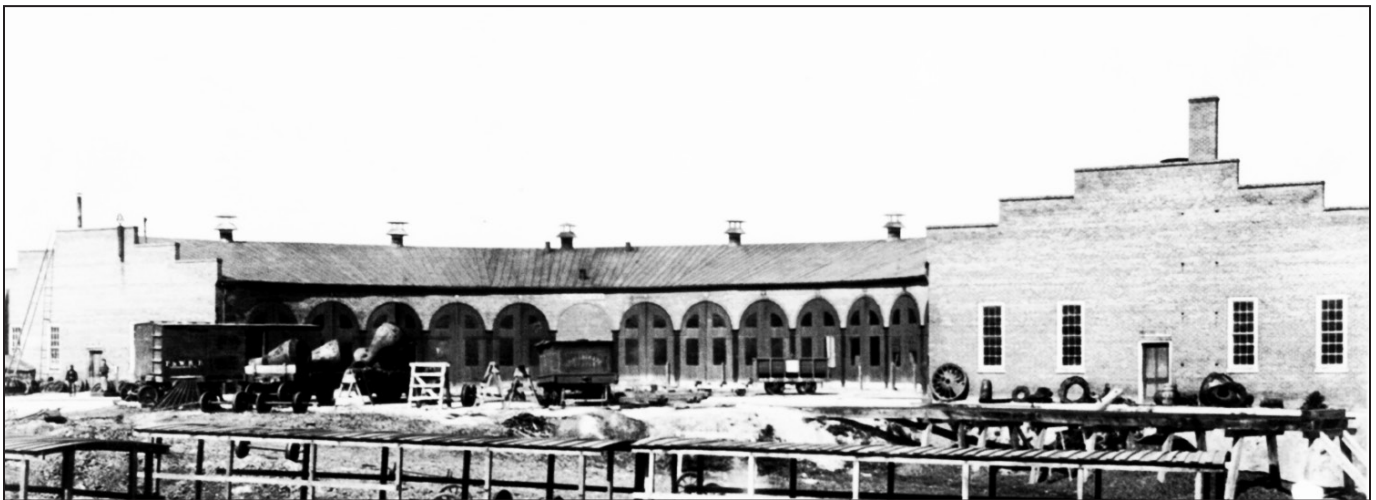
American Rail Heritage Park



Basic Railroad Track Plan

Phase 1 calls for the silt-filled former harbor to be transformed into a scenic lake. The railroad track will be run around it. This is referred to as the inner loop and it is about a mile long. Phase 3 calls for greatly expanding the main line, resulting in the 3 mile long outer loop.

The former Roper Lumber property contains a 60,000 square foot metal building that was constructed in 2007. It will house the park's service center, which will construct the locomotives, rolling stock, horse-drawn vehicles and other things. A track will connect it to the inner loop.



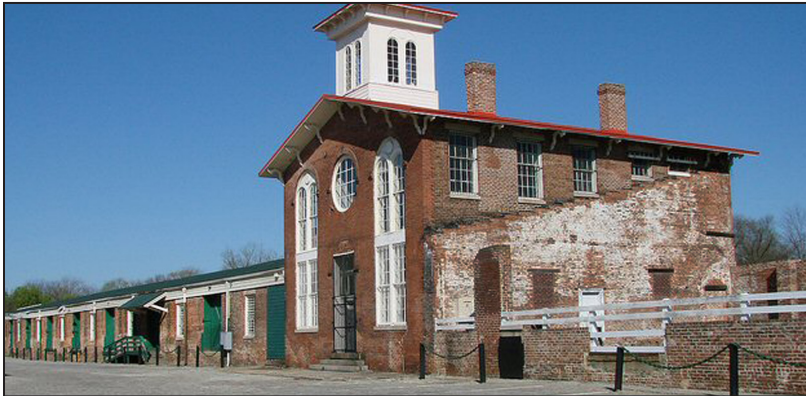
Petersburg Railroad roundhouse in 1863

Phase 4 calls for the reconstruction of the Petersburg Railroad locomotive roundhouse to house the locomotives. The modern service center building can then be demolished. The land can be used to expand the *Battle of Petersburg* park or for other attractions.



Southside Station circa 1863

Petersburg is extremely fortunate in that it has three historic train stations within a one block area. The Southside Station is the only surviving antebellum train station in the South. There is a central two story building. The first floor served as the passenger depot and the second floor houses the offices. It is flanked by very large freight stations.



Southside Station front, today

Most of the east wing was destroyed by the great tornado of August 6, 1993. It will be reconstructed. The central building has been restored. The west freight station is intact and the National Park Service wants to use it to house a Central Virginia Civil War Museum.



Union Station

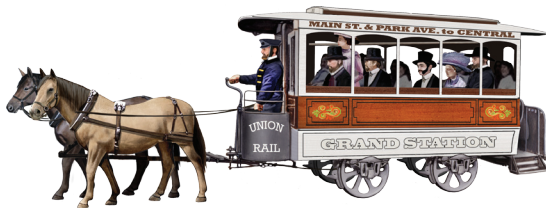
The magnificent 1895 Norfolk and Western Union Station is on the same side of the street less than a block away. The building has been fully restored, as has the cobblestone street in front of it. Operation Bootstrap calls for it to house the railroad museum.

Petersburg was the first city in the entire world to charter a modern (non horse-drawn) rapid transit system. It used electric streetcars. Richmond and Petersburg were connected by the Interurban Street Railroad. In 1926, it constructed a new terminal in Petersburg. It is intact.

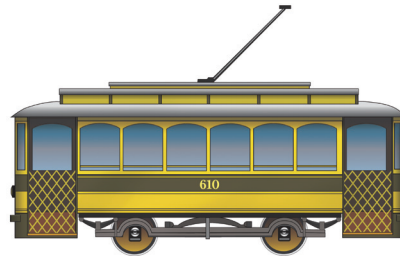
The Electric Building is midway between the two other train stations on the other side of the street. *Operation Bootstrap* calls for streetcars to be used to move visitors from the park's complex into the downtown area where they can shop, thus helping the existing retail community. The Electric Building will serve as the terminal.



The Electric Building

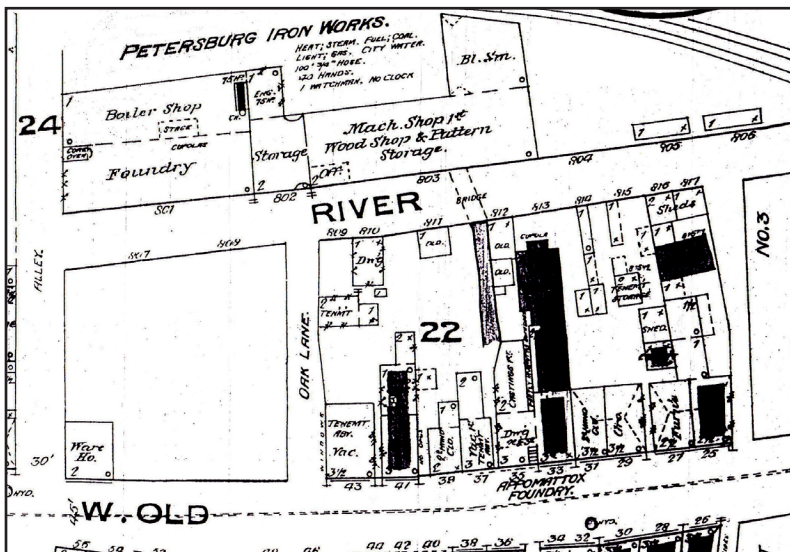


1870 Horsecart



1880 Electric Streetcar

Main Street America is a three-block long recreation of yesteryear. Each block will depict a different period in the evolution of the American city making it an attraction in its own right. It will provide the interior space need by restaurants, hotels, attractions and store. An early horse-drawn streetcar could run the length of its street, providing contrast to the 1880 Brill cars by the Petersburg Electric Street Railway, which will run downtown.



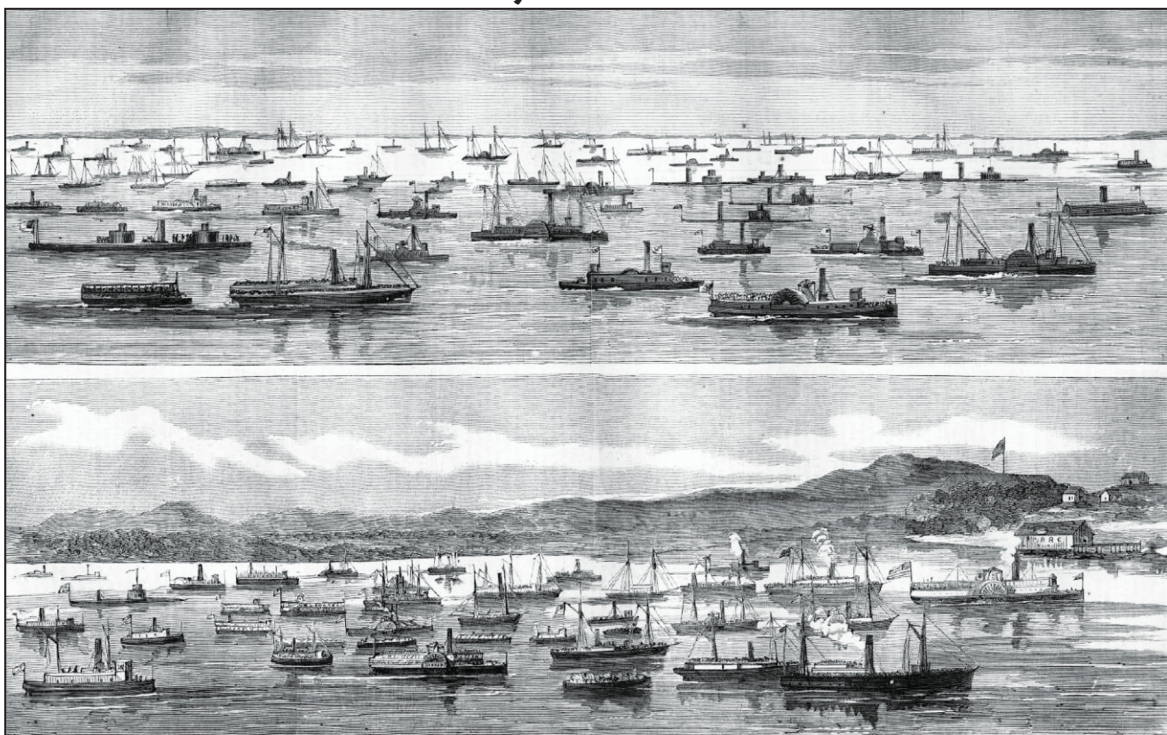
Detail from 1885 Sanborn Map

Iron Monger Uriah Wells founded the Petersburg Iron Works in 1832. It was located at the northeast corner of Old and Market Streets. It produced most of the freight and passenger cars used by the Petersburg railroads as well as steam engines, farm implements and many other things. In the 1850, new shops were added at the rear to house the Appomattox Locomotive Works. It was only 250 yards from Southside Station and it built most of the for the Southside Railroad. It is identified on the 1880 Sanborn map as the Petersburg Iron Works. It was one of the very few such enterprises in the South.

The South was so largely agricultural that it is often thought of as one vast plantation. Petersburg is a notable exception as it was the home of major tobacco and textile factories. This will be commemorated by the Industrial Heritage Page. It's key attraction will be the reconstructed Appomattox Locomotive Factory. Surprisingly, much of its original machinery - steam engine powered and belt-driven - is still in the city.

The *American Railroad Heritage* theme park will be running the only antebellum trains in the world. It will have three train stations, a roundhouse and a locomotive works. This will result in it being a one-of-a-kind world-class attraction in its own right. As the railroads were the reason for the *Battle of Petersburg*, the two theme parks complement one another. They can also be used together, as will be seen later.

The City Point Invasion



Formation of the invasion fleet at Norfolk

An enormous Union fleet was assembled in Norfolk. It landed men and equipment at City Point, where the Appomattox River flows into the James River, ten miles east of Petersburg. Over 100,000 men, 50,000 horses, 70,000 cattle and virtually unlimited supplies were landed at the quiet village. It was the “Normandy Invasion” of the Civil War. These fresh forces advancing from the east linked up with those coming from the north, resulting in one long, continuous line that stretched from the north of Richmond to south of Petersburg.

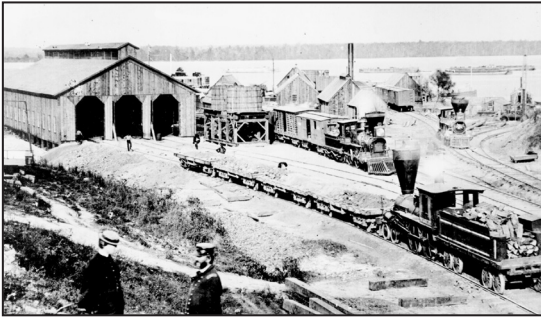


City Point Port

City Point was the logistics center for the campaign. It became the busiest port in the world.

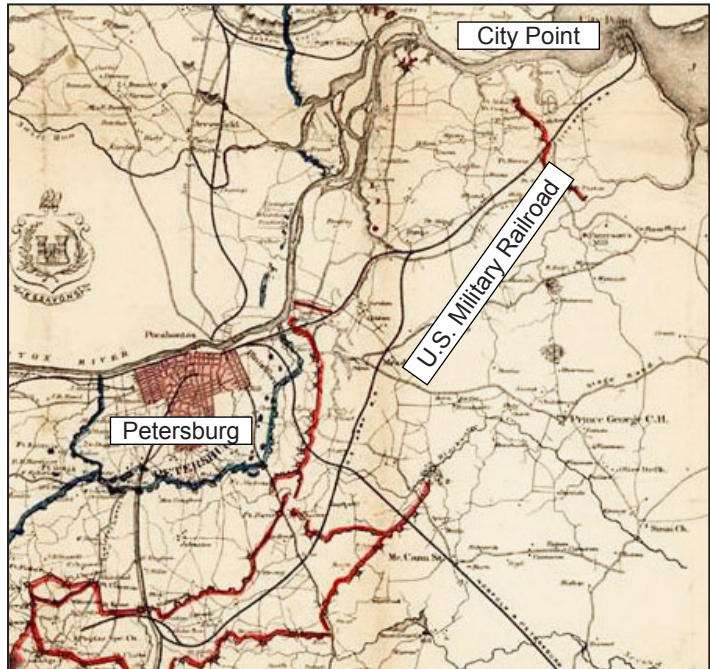
The U.S. Military Railroad

The American Civil War was the first war to see the extensive use of railroads. At its onset, the Union army recognized that it would have to move and supply large armies over vast distances. It established the U.S. Military Railroad. General Grant greatly expanded it. It soon had over 100 locomotives and 2,000 freight and passenger cars. It was, by far, the largest railroad in the world. A quarter of it was assigned to the Petersburg front.

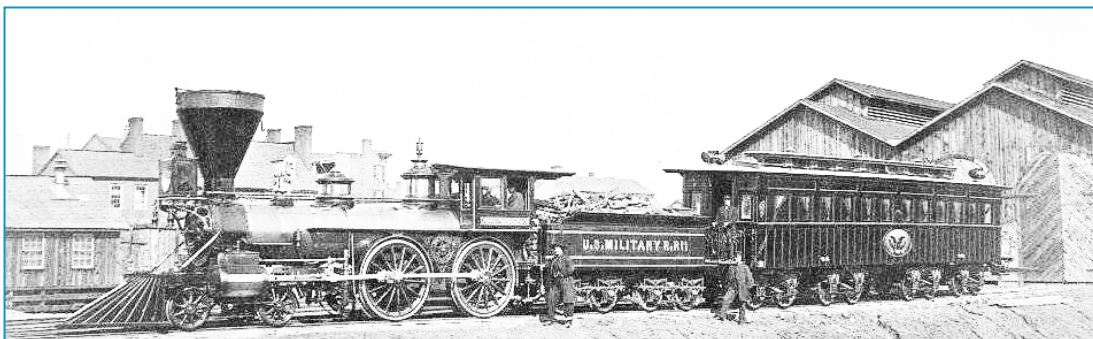


USMRR City Point locomotive repair shed

The U.S. Military Railroad built a new railroad depot at City Point and quickly constructed 22 miles of track behind army lines. It was served by 25 locomotives and over 200 freight cars - more than one train per mile of track - a density never matched.



Route of the U.S. Military Railroad



The "Whitton" pulling President Lincoln's private railroad car

A U.S. Military Railroad train can be part of the Battle of Petersburg theme park. It should have its own siding at the park, permitting it to be exhibited when not in use. These trains were used primarily for moving supplies, so there should be several freight cars and one passenger car. President Lincoln visited Petersburg twice during the battle, so this can become the basis for an attraction or event.

The Great Locomotive Chase

Upon completion of Phase 3, *American Adventures* will have four trains and the “outer loop” is in place. We can utilize these unique resources to create what will become one of our most popular attractions.

“The Great Locomotive Chase” was one of the most famous events in American railroad history. Yankee spies stole the *General* in Georgia and were chased for over 200 miles by Confederates. The train’s conductor, William Allen Fuller, and two other men chased the stolen train, first on foot, then by handcar. This was made possible by the steep grade that the train had to climb. Fuller spotted the locomotive *Yonah* at Etowah. He abandoned the handcar, jumped aboard it and chased the raiders north all the way to Kingston. The engine was almost out of fuel, so Fuller switched to the locomotive *William R. Smith*. Two miles south of Adairsville, the tracks had been broken by the raiders so Fuller again had to continue his pursuit on foot. He then spotted the southbound locomotive *Texas* at Adairsville. It was headed the wrong direction and there was no place to turn, but he took it anyway.

Running backwards, the tender-first *Texas* continued the chase. The two trains sped through northern Georgia. The *General* ran out of fuel just a few miles from Chattanooga, so Andrews and his men abandoned it and scattered. All were later caught. The very first Medals of Honor were given to some of these men by Secretary of War Edwin M. Stanton.



Poster for Disney's movie, "The Great Locomotive Chase"

The chase inspired a Buster Keaton silent film comedy and the 1956 Walt Disney film, *The Great Locomotive Chase*, starring Fess (Davy Crockett) Parker as Andrews.

This historic incident can be reenacted as a major entertainment event. The show should be a well-planned production. The two trains will run faster than normal, maybe 20 miles an hour. Soldiers on the two trains should be shooting at one another. The *Texas* should be very close behind the *General*. There should be one or two occasions when it appears that the following train will run into the other. This can be really exciting and nothing like it has ever been staged before. Everyone will enjoy it. It will thrill both the Civil War buffs and railroad fans. It can become one of the *American Adventures* signature attractions.

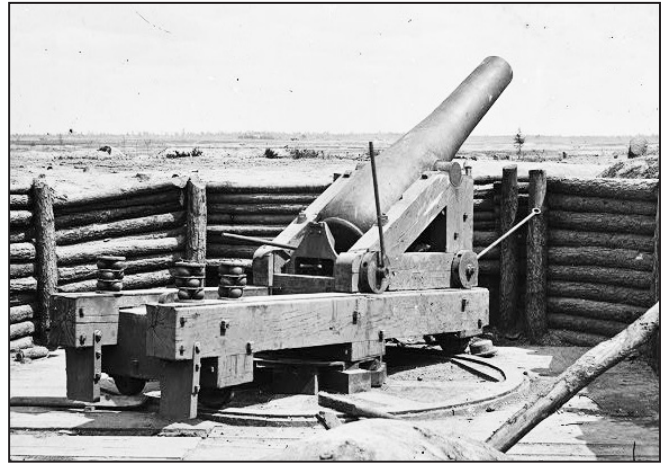
These shows will be performed several times a day. The south loop will be closed and the two trains will run around the north loop. All available employees will provide additional safety by acting as track guards. The cross track is bounded on the south by Lake Petersburg and the trains can be easily seen by visitors on the south shore.

(The *General* is now in the Southern Museum of Civil War and Locomotive History, Kennesaw, Georgia. The *Texas* is on display at the Atlanta Cyclorama.)

Railroad / Railway Guns



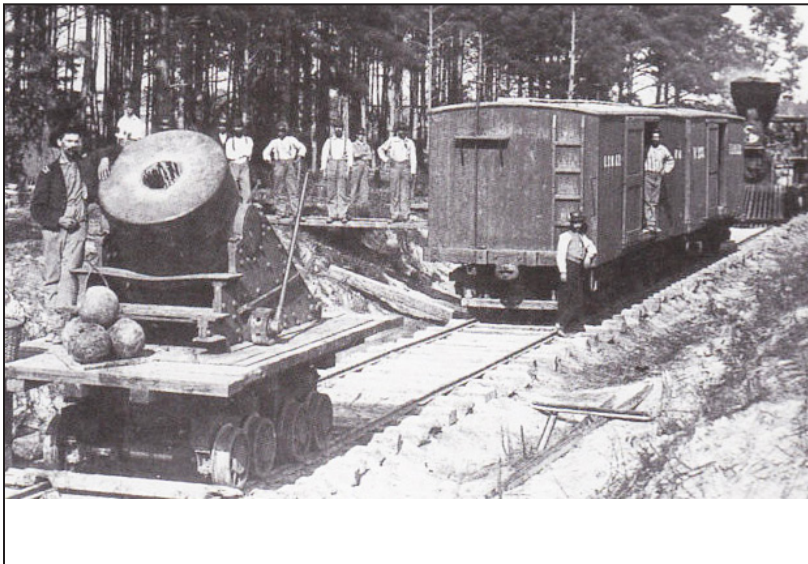
Confederate Railroad Gun



Gun at Petersburg

The first railway gun used in combat was a banded 32-pounder Brooke naval rifle mounted on a flat car and shielded by a sloping casemate of railroad iron. On 29 June 1862, Robert E. Lee had the gun pushed by a locomotive over the Richmond and York River line (later part of the Southern Railway) and used at the Battle of Savage's Station to interfere with General George McClellan's plans for siege operations against Richmond during the Union advance up the peninsula.

The image at the right is from a stereocopy card. Its caption states, "A large gun in the Rebel Works at Petersburg, Virginia. It is stated that during the fight Sunday, April 24, 1865, Gen. Lee stood on the little knoll in the foreground and actually shed tears when he saw his own troops being driven back." It appears to be the same gun shown on the rail car, but it has been mounted on a circular track.



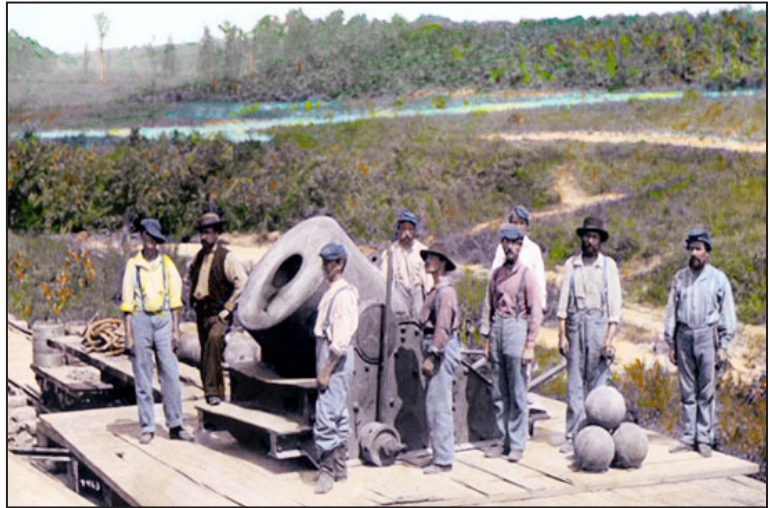
The Dictator

The Union army used railroad mounted guns during the 1864 siege of Petersburg. The most famous of these was nicknamed the *Dictator*, and *Petersburg Express*. It was a thirteen-inch seacoast mortar on an eight-wheeled flatcar. It lobbed 218-pound shells as far as forty-two hundred yards. This behemoth bombarded Southern batteries and bombproofs with telling effect.

This should be reconstructed and placed on the Battle of Petersburg siding, where it can bombard the Confederate lines. Special pyrotechnics should be designed to permit it to explode in flight. It could result in a shower of easily biodegradable confetti that would rain down on the guests, resulting in "oohhs" and "aaahhs." That's the goal: to educate and entertain.

Black Heritage

The photograph at right shows the *Dictator* surrounded by Afro-American Union soldiers, suggesting that they were the gun crew.



In 1749, surveyors platted the land in 1749 on the north side of the Appomattox River and settlers named the village Wittontown after its founder. When formally organized as a town in 1752, it was renamed Pocahontas after the Native American daughter of Powhatan. It was incorporated into the City of Petersburg in 1784.

The Declaration of Independence proclaimed that “all men are created equal” and a spirit of Jefferson idealism swept Virginia and many slaves were freed. Petersburg was a very cosmopolitan city with great racial tolerance. It became a Mecca for Free Blacks and by 1800 Pocahontas was the nation’s first community of them. They established the first Afro-American organization in the country and sent many settlers to the newly established colony of Liberia in Africa. Petersburg cabinet maker Joseph Jenkins Roberts became its first president. These people were hard working and many owned and operated their own businesses. Some even owned slaves. Pocahontas river men carried goods between Petersburg and City Point. This will be commemorated by the *Freedom Village* theme park.

There were many reasons for the American Civil War, but the most emotional was that many people from the north wanted to abolish slavery.

In 1863, the Union Army began recruiting African-Americans. They became known as the “United States Colored Troops.” By the end of the war, there were 175 regiments of them and they constituted approximately one-tenth of the Union Army. Many of them served at Petersburg. Several of these soldiers were awarded the Congressional Medal of Honor.

The U.S. 10th Cavalry Regiment was formed on September 21, 1866 at Fort Leavenworth, Kansas. All of the soldiers were Afro-American. The Comanche Indians nicknamed them the “Buffalo Soldiers.” Some maintain that the name resulted from their fierce fighting ability and other assert that it was inspired by their thick black woolly hair. The name was also applied to the other three regiments of Black cavalrymen formed the same year.

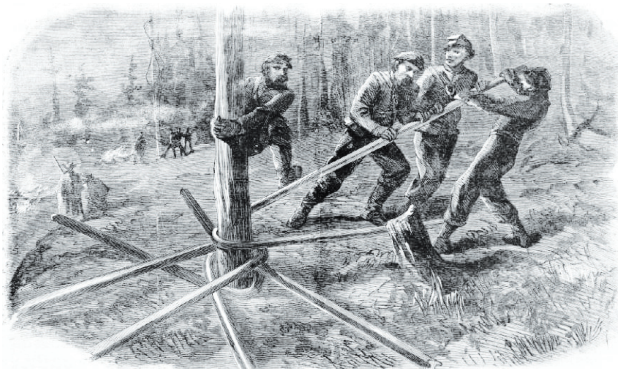
Freedom Village and use of African-American soldiers at *Battle of Petersburg* provide another example of how the various theme parks of American Adventures complement one another.

Destruction of the Petersburg Railroads



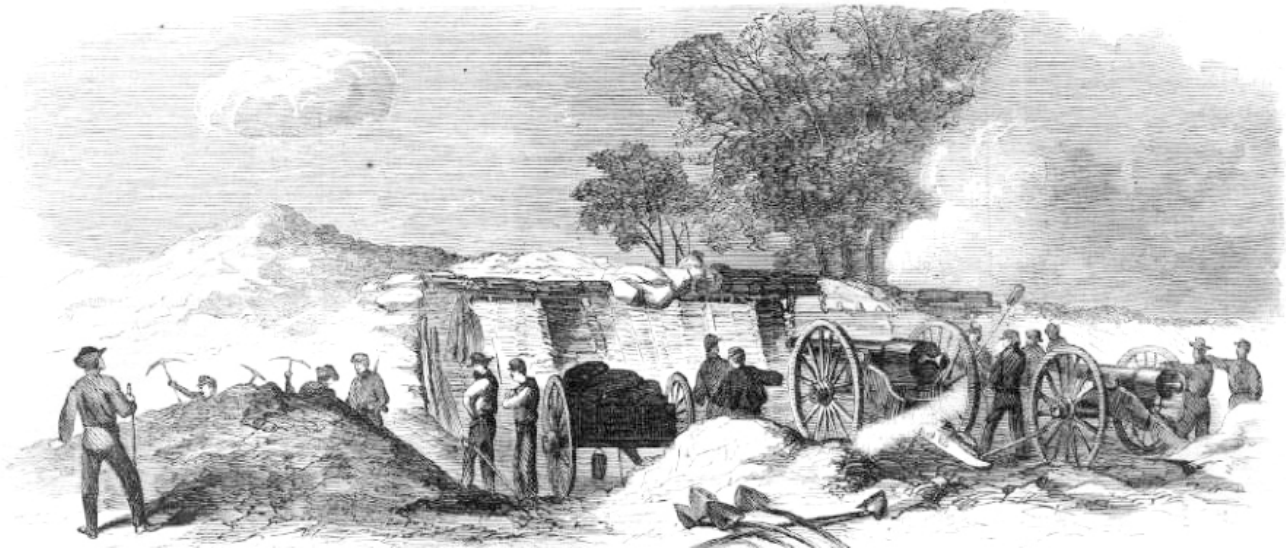
Destruction of the Petersburg to Weldon Railroad

The *Battle of Petersburg* was fought over the city's railroads. In terms of human lives, they were the most expensive railroads in the world, as over 10,000 men died trying to capture or defend them.



One of the activities can be to give visitors the opportunity to destroy tracks in the manner shown in the illustration. The tracks can later be straightened in the service center for reuse.

Union Field Works



Petersburg Field Works

Field works are as old as armies. Roman legions, when in the presence of an enemy, entrenched camps nightly when on the move. Similar measures, from Frederic the Great's camp at Bunzelwitz, to Arthur Wellesley's with his defense lines at Torres Vedras, to the French lines of Weissenburg, were frequently used. Field works were later employed on an even larger scale in the *Battle of Petersburg* where they shielded soldiers from enemy fire.



Various Union Fieldworks from Harper's Bazaar

Field works varied in size and design as shown by the above illustrations. This is an area where the experts must make recommendations as to what is to be shown. Special attention must be given to incorporating activities and entertainment.

Fort Sedgewick, aka “Fort Hell”

Federal engineers built thirty-one forts at Petersburg and ten at City Point. Most were named for officers killed in action. Radiating out from the forts, in a seemingly aimless pattern, were the breastworks. Protecting both was an abundance of exotically named military implements. There were actually two Union siege lines: the “front” line faced Petersburg; the other, the “reverse” line, was a short distance behind the first and pointed in the opposite direction. Its function was to protect the rear of the front line.

There was no standard fort blueprint; indeed, it seemed that the construction teams were determined that no two would look alike. Fort Sedgewick was located where the front siege line met Jerusalem Plank Road (now Crater Road). Its close proximity to the Confederate batteries made it a prominent target. According to a New York soldier, Fort Sedgewick became known as Fort Hell because “it was nearer the rebel lines, and therefore was subjected to the hottest fire.” There are many photographs of this famous fort.



Gabions - cages filled with earth or rocks



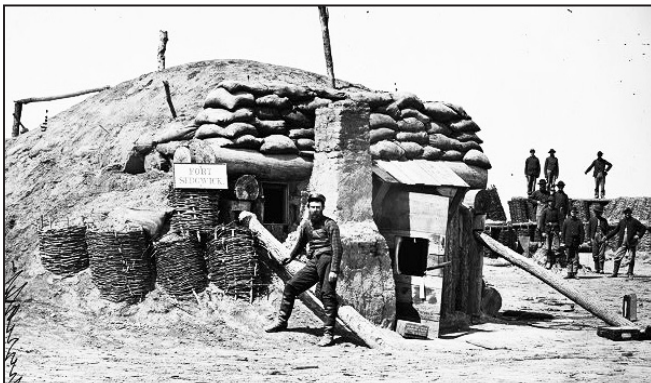
Abatis - rows of sharpened logs



Chevaux-de-frise in foreground



Front line



Headquarters



Interior bunkers

Battle of the Crater



Painting of the battle

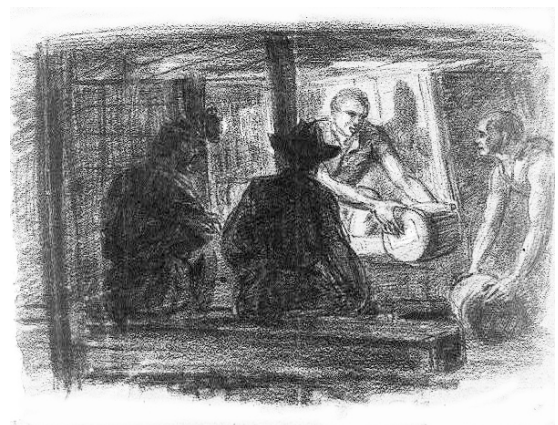
The Battle of the Crater was a battle of the American Civil War Richmond-Petersburg Campaign. It took place on July 30, 1864 near Fort Sedgewick. It was an attempt by the Union Army of the Potomac, commanded by Major General George G. Meade, to defeat the Confederate Army of Northern Virginia, commanded by General Robert E. Lee.

Union soldiers dug a long tunnel from their lines under no-man's land to under the Confederate lines then filled the end with black powder. The exploded the powder, blowing a huge gap in the Confederate defenses. Numerous Union units charged into the resulting crater, but then milled around to be killed by the Rebels. The attack was repulsed with severe casualties. The Confederates quickly recovered and launched several counterattacks led by Brig. Gen. William Mahone. They mauled the Union Army. Grant considered the assault "the saddest affair I have witnessed in the war." The battle may have been Grant's best chance to end the Siege of Petersburg. Instead, the soldiers settled in for another eight months of trench warfare.

Interestingly, the Confederate hero, General Mahone, was a railroad engineer. He had built the Norfolk and Petersburg Railroad and after the Civil War took over the Southside Railroad, which under this leadership evolved into the Norfolk and Western, now the Norfolk and Southern Railroad. His office occupied the second floor of the Southside Station. This is another example of how the various parks complement one another.

This is the most famous battle in the Petersburg Campaign. Unfortunately the sheer size and extensive use of explosives makes it impractical and dangerous to recreate. Visitors should be given information directing them to the Petersburg National Battlefield Park, where they can visit the actual site and get more information.

It would be prohibitively expensive to reenact this enormous battle, but it would be feasible for the *Battle of Petersburg* Park to contain a short U-shaped mine shaft where visitors could walk in one end and come out the other.



Placing powder in mine shaft

Rifle Range

Visitors should have the opportunity to load and fire a Civil War rifle. This is an area that demands great safety measures. There should be restraints to limit the arc of fire, just as in shooting arcades. The powder should be designed to permit only a very short range and the bullets must be made of a harmless material.

Mock Battles

Each of the lines should have interpreters and a supply tent where kids can purchase hats and toy muskets. Let the kids shoot at one another. Both sides can have cannons. They will fire blanks, but the motion picture industry has many safe ways to provide the illusion of an explosion that can kick up dirt in the “no man’s land” between the lines. Special effects experts can kick up enough smoke and dust to simulate the explosion at the Battle of the Crater, but the extensive set-up may not make it practical.

Fireworks & Sound Effects

The opposing lines can shoot at each other, resulting in a nightly fireworks display during the summer months. Sound effects can play day and night. Ones of distant cannons can contribute to the atmosphere. There should also be bugle calls.

Campground



The logistics of the U.S. Army were overwhelming. There are photographs showing oceans of tents to house the many soldiers. Tents are an easy and very inexpensive way to fill up a lot of space. Ours will not only be decorative, but will also be functional.

Union tent hospital at City Point

Families will be able to rent a wall tent. They would obtain cots and bedrolls from the supply tent, which would also function as ticket office and store. There would initially be 10 to 20 tents. More tents can be added as needed. Both dinner and breakfast would be prepared over open fires, and served on tin plates, army style. This provides visitors with the opportunity to live just like a soldier of the day.

Campfire Entertainment

Best of all would be the nightly entertainment. There are many stories of Confederate and Union soldiers talking to one another across the lines at night and even meeting to share an evening meal. Several college actors dressed as soldiers from both sides would tell war stories. They would also lead in the singing of camp songs. Printed copies of the lyrics would be passed out to visitors. The singing could be supported by a harmonica, a guitar or an accordion.

Some of our nation’s most famous musical classics came from this period. At the top of the list is the *Battle Hymn of the Republic* (especially its refrain *Glory! Glory! Hallelujah!*) and *Dixie Land*. The great favorite was *Tenting on the Old Campground*, which is what our visitors are doing. Other famous songs include *Marching Through Georgia* and *Bonnie Blue Flag*. This was the era of one of our nation’s most famous composers, Stephen Foster. His *Camptown Races*, *Old Folks at Home* (also known as *Swanee River*), *My Old Kentucky Home* and *Jeanie With the Light Brown Hair* were campground favorites.

During the show, a few rockets will fly from one of the lines to the other. The show will conclude with a distant but mournful bugle rendition of *Taps*. One of the soldiers will add a few words about the many men who died in the war. It will be followed by the main fireworks display.

Pulitzer Prize-winning playwright Paul Green wrote *The Lost Colony* in 1937 to commemorate the 350th anniversary of the birth of Virginia Dare. She was the first person of English descent born in the New World. The play presents a conjecture of the fate of Roanoke Colony. It has played at Waterside Theater at Fort Raleigh National Historic Site on Roanoke Island nearly continuously since, with the only interruption being during World War II. It has been running for seventy years.

If this production is well written, produced and performed, it can become one of the theme parks’ most popular attractions.

Civil War Meals



Along the military railroad were facilities to feed the train crews. These were provided in brush bower shaded areas that covered the mess table. Each of the American Adventures parks will have eating facilities. That at the *Battle of Petersburg* will serve authentic rations in such structures.

Modern Mess

For those not familiar with the term, a mess is the place where military personnel eat. Soldiers eat at a mess hall, but when in the field, the food service facility is simply referred to as the mess.

Nearby Fort Lee is the home of the U.S. Army's cooking schools. It would be nice to establish a system where its modern mobile kitchens can be brought to this theme park to serve lunch.

It would provide great training for the soldiers. Fort Lee would furnish them and the mobile kitchen. The *Petersburg Parks* would provide the food, so there would be no out-of-pocket cost to the army. There would be a reasonable charge for the meal, and profits would be split. To avoid bureaucratic hassles, this can probably be accomplished by the Petersburg Parks donating the funds to whatever cause the army specifies. Young soldiers would enjoy being able to show off their new skills and capabilities to the public. There will probably be no shortage of volunteers. The soldiers will almost surely be visited by their families or girlfriends.

If the army is agreeable to it, then this should be tested. If the results are good, then more can be scheduled. This can become very popular with local families, especially those from Fort Lee.

The Generals' Headquarters



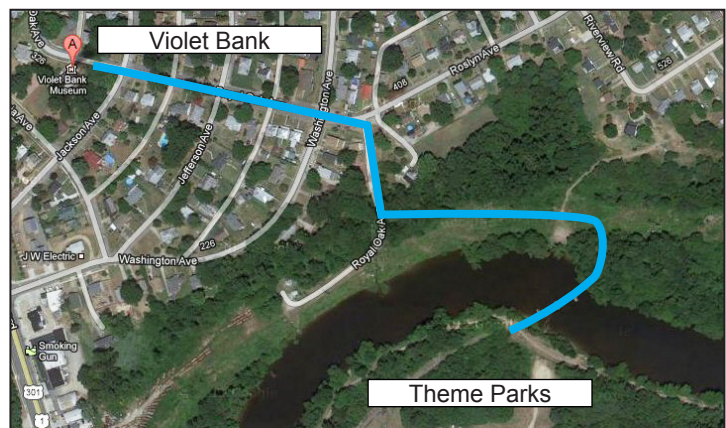
General Grant's cabin



Violet Bank Museum

General Grant's cabin at City Point can be reconstructed and incorporated into the park. General Lee's headquarters was at Violet Bank, just across the Appomattox River, less than a mile away. It is now a museum owned by the City of Colonial Heights.

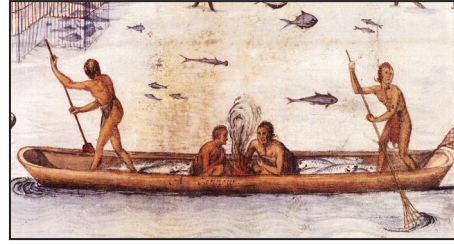
Piers for a railroad bridge are in place on the Appomattox River at the north side of the parks. A bridge can be run across them, making it relatively easy to use horse-drawn vehicles to provide transportation to Violet Bank.



Evolution of Transportation

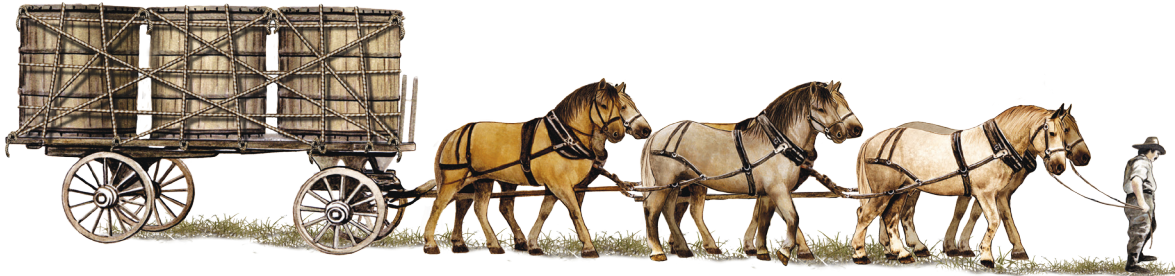


Bateau



Indian Canoe

This theme is portrayed throughout the parks. It is not a theme park, but rather a theme operation that will be presented throughout the park complex. It includes the railroads and the streetcars. Lake Petersburg will have batteaus that will travel between the tobacco warehouse in *Independence Park* (the Revolutionary War theme park) and *Freedom Village* (the Free Black heritage theme park). There will be dugout canoes at the *Appomattox Indian Village*. Later, it may be possible to run old time steam boats to city Point.



The dray was a massive wagon used to transport heavy loads



The omnibus was the ancestor of the modern bus



Typical 1860 policeman

Horses were the primary means of land transportation prior to the automobile. Cities were covered with them, as will be our parks. Park security will be provide by horse-mounted police. Two of the vehicles now planned are shown above. A Civil War ambulance has been added to the existing list. It will operate in the *Battle of Petersburg* theme park. Other vehicles may be added.



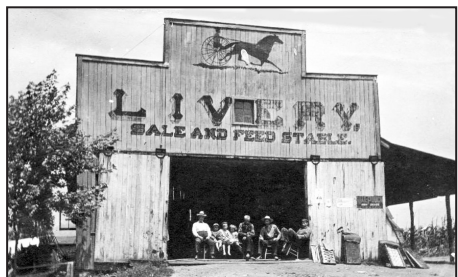
1863 Union army ambulance



Artillery battery telegraph wagon

Equestrian Heritage Park

American Adventures theme park complex will have a great many breeds of horses and many horse-drawn vehicles. Unlike static museums, all will be operational. The *Equestrian Heritage Park* will be located directly behind South Side Railroad station. Corrals and stables will house the horses. Blacksmiths will help maintain them. There will also be facilities for maintaining the many vehicles. There will be smaller horse facilities elsewhere in the park. This include ones for the Confederate Cavalry horses at *Battle of Petersburg* and police horses in *Independence Park*.



Livery stable



Split-rail fence



Blacksmiths

Confederate Cavalry

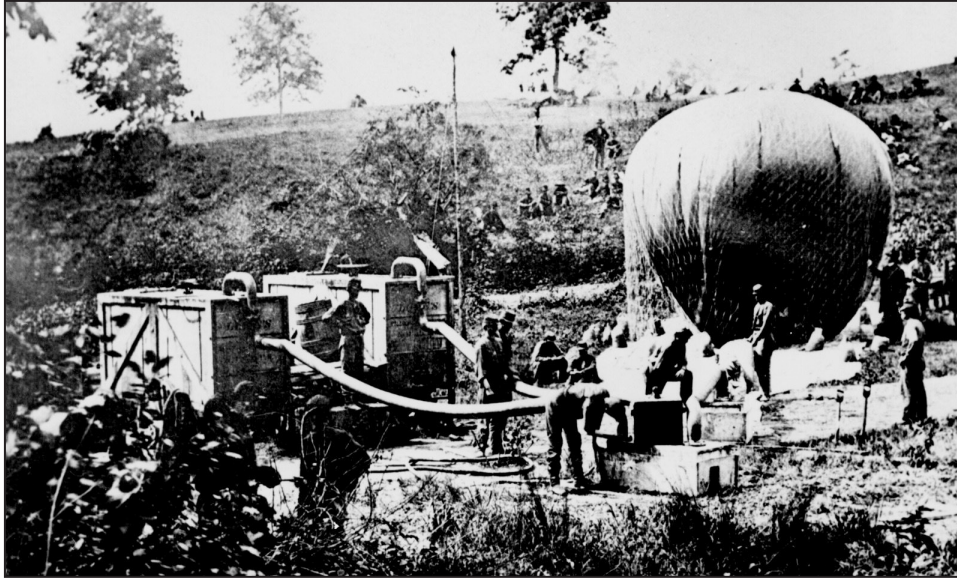


Battle of Petersburg will have a small cavalry unit. Since one of its jobs was reconnaissance, it can freely roam around the parks complex, even the streets of downtown Petersburg. To do this, it must be a Confederate unit. The 43rd Battalion, Virginia Cavalry was the most famous cavalry unit of the Civil War. It was commanded by Lt. Col. John Mosby. He led lightning strikes on Union targets and consistently eluded pursuers. This led to Mosby being called the “Gray Ghost.”

Horsing Around

There can be pony rides for the kids. The location is immediately adjacent to the Appomattox River Wilderness Trail, which extends west to Campbell’s Bridge across from Virginia State University. In the other direction, it extends east around Pocahontas Island. It would be easy to connect this with the new access road. A small trail will run behind between the *Early America* theme park which will contain the *Appomattox Indian Village* and *Gateway to the West* (Fort Henry of 1646), permitting riders to loop the park. This would allow horse rentals. This is another case of leveraging our resources. The horses have to be housed, so why not turn that into a profit center?

Observation Balloons



Observation balloon

Both the Union and Confederate armies used balloons for reconnaissance during the American Civil War, marking the first time that balloons were used in the United States for reconnaissance. The most famous was a Confederate one, a patchwork affair of many colors put together from donated silk dresses. The only gas for inflation was in Richmond, and the balloon was filled there, then attached to a locomotive that towed it down to the York River.

The park needs such a balloon. The baskets they carried were small and could only hold a few people, so it would largely be for show. A Union balloon could be used to direct the fire of the Dictator. It may be possible to provide a few rides to park visitors. It could be fun to let them compete for them. For example, the ride could be the prize for getting a very high score at the rifle range. Some visitors will spend the day trying to obtain such a score.

Summary

The result of all this is a wonderful educational experience. Kids will learn more about the Civil War in a few hours than they would in a week of classroom study. That's because first-hand experiences - seeing, touching, feeling and smelling - are far more vivid and personal than an academic presentation. The kids (and their parents) will carry memories of their experiences for the rest of their lives.

Battle of Petersburg is but one of the many theme parks within the *American Adventures* theme park complex. Its educational and entertainment value is greatly enhanced by complementary parks, events and attractions, such as the actual railroads that were the reason for the battle and their role in it; the many equestrian rides and attractions, and the city's unsurpassed Black history as commemorated by *Freedom Village*.

The highly accurate "living history" presentations of such a large critical mass will surely result in *American Adventures* becoming Virginia's leading educational field trip destination. The activities and entertainment will also make the parks the favorite day trip destination of Virginia families, as they know they can look forward to a lot of excitement and fun.