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The Fare Facs Gazette

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The Locomotive *Fairfax* A Brief History

by William Page Johnson, II



The steam powered locomotive, or iron horse, was a marvel of mechanical engineering in its day and was clearly a world-changing technology. The American public was fascinated with these gigantic hissing, smoke-belching, snorting monsters in much the same way that later generations would be awed by the automobile, airplane, and space travel.

The Orange and Alexandria Railroad was chartered by the Virginia General Assembly in 1848 to enable the port city of Alexandria, Virginia to compete with the farm markets of Baltimore and Richmond. Ground was broken for the new line on Water Street, Alexandria, March 4, 1850.¹ Construction began almost immediately and was completed to *Lee's Station*, Fairfax County by September 1851. Lee's Station is now known as Fairfax Station. The initial passenger fare from Alexandria to Lee's Station was just

.75 cents.²

There was local support to build a spur, or branch line directly to Fairfax Court House. However, this extension of the line was never undertaken.

The O&A reached Culpeper in late 1852 and by March 1854, the line had been extended to Gordonsville, in Orange County. At Gordonsville the O&A connected with the Virginia Central Railroad which ran to Richmond. Warrenton, in Fauquier County, was originally on the proposed route of the O&A



An early American type 4-4-0 locomotive on the Orange & Alexandria Railroad c. 1862
Photo credit: Timothy H. O'Sullivan. Photo source: Library of Congress.

Continued on Page 6 

From the Desk of the President-

Spring 2018

It is hard for me to believe that George Mason University had its beginnings in Fairfax 60 years ago! In one way 1958 seems a long time ago, and yet I remember pretty well the small cluster of low lying buildings that appeared at the end of University Drive. Which came first – the buildings or University Drive? I do not remember that, but I know that what had begun as an extension of the University of Virginia moved to Fairfax after the Town of Fairfax purchased and donated 150 acres for the college's new site. I wish I knew more about the history of the school that has become the largest public research university in Virginia.

We all have an opportunity to learn much more about the beginnings and history of GMU at HFCI's Annual Meeting, which will be held May 2, 2018 at 7:30 pm at Old Town Hall (Upstairs). We will be enlightened by three fantastic speakers: Dr. Angel Cabrera, the President of the University; David Meyer, Mayor of the City of Fairfax; and Robert Vay the GMU Digital Collections and Exhibitions Archivist.

Please join me at this year's Annual Meeting to learn a bit about what Historic Fairfax City Inc. has been up to over the past year and to hear a fascinating presentation about the history of George Mason University. I look forward to seeing you there.

John A. C. Keith

Visit us on the web:
HFCI Website!

<http://www.historicfairfax.org>

At the Fairfax Museum and Historic Blenheim...

Fairfax Museum and Visitor Center

The Fairfax Story - Hamill Gallery. Permanent Fairfax history exhibition.

“Chalkboards to Smartboards: Public Schools in the County of Fairfax and Fairfax City” - Gano Gallery. This exhibition explores the history of County and City public schools from their creation, massive development and growth periods; from segregated schools to integration; changing technologies; new structures and notable and everyday students. Through mid-July 2017.

Fairfax Museum and Visitor Center “Second Sunday” Programs

Programs are held at **2 p.m.** on the second Sunday of each month. Unless otherwise noted, programs are held at the Fairfax Museum and Visitor Center, 10209 Main Street. Free (unless noted). Check back to find out about additional programs planned throughout the year. Information: **703-385-8414**.

Saturday, May 5, 2 p.m. SPECIAL EXTRA PROGRAM
“Ode to Flanders Field: World War I Quilts and Textiles”

Join Sue Reich, quilt historian and collector, for a discussion of the fabrics and designs of World War 1 quilts.

Sunday, May 6, 2 p.m.
“The General in the Garden: George Washington's Landscape at Mount Vernon”

Adam Erby, Assistant Curator at Mount Vernon, will explore Washington's influence over the gardens at Mount Vernon and the preservation of the landscapes by the Mount Vernon Ladies Association. Book signing and sale will follow the talk.

Sunday, June 10, 2 p.m.
“The Yanks are Coming (Eventually): Hearing America Change 1914-1919”

Historical performer and music historian Michael Lasser will discuss songs from World War 1 and how the era's popular music traced the changes in American attitudes toward the war.

Sunday, July 8, 2 p.m.

"Virginians in the Great War: Uncovering One State's Role in Mobilizing for, Fighting, and Commemorating World War I"

Talk and book signing with Dr. Lynn Rainville, Associate Dean, Sweet Briar College.

Sunday, August 12, 2 p.m.

TBA

Sunday, September 9, 2 p.m.

"Bringing Our Boys Home: Arlington National Cemetery, The First World War, and the Cration of the Tomb of the Unknown Soldier."

Christopher Warren, Senior Historian at Arlington National Cemetery, will discuss the impact of World War I on the cemetery and the history behind the creation of the Tomb of the Unknown Soldier.



Civil War Interpretive Center at Historic Blenheim

PERMANENT EXHIBITION

"Blenheim's Civil War Soldier Signatures: A Diary on Walls". Explores the local Fairfax Court House history and the experiences of soldiers who wrote on the walls of the Willcoxon home (Historic Blenheim.) The replica attic is a life-sized replica of the house attic that shows the clearest graffiti in the house.

Historic Blenheim Civil War Interpretive Center Program Series Programs are free and held at 2 p.m. on Saturdays (unless otherwise noted) at the Civil War Interpretive Center at Historic Blenheim, 3610 Old Lee Highway. Information: 703-591-0560.

Saturday, May 19 2 p.m.

"Graffiti Symposium"

Speakers and topics include: Kim O'Connell, the history of Civil War Graffiti; Conservator Chris Mills, the technical side of graffiti conservation, and Conservator Kirsten Moffitt, graffiti investigation and conservation at Historic Blenheim. Sponsored by "The Northern Virginia Civil War Graffiti Trail." Call 703-591-6728 for fee/registration details. Space is limited.

Saturday, June 23, 2 p.m.

"Midnight in America: Darkness, Sleep, and Dreams during the Civil War."

Christopher Newport University Professor Jonathan W. White, PhD, will discuss how the horrors and rigors of war for both Union and Confederate soldiers penetrated their lives at night through sleeplessness and dreams.

Saturday, July 28, 2 p.m.

"This Sorrowful War: A Veterinary Surgeon in the 1862 Shenandoah Valley Campaign"

Based on a memoir written by Gustavus Asche-Berg—a German-born veterinarian who served with the 4th New York Volunteer Cavalry during the disastrous 1862 Shenandoah Valley Campaign, Phil Teigen, PhD, Retired Deputy Chief, History of Medicine Division, National Library Of Medicine. Asche-Berg ; it includes details about daily life in a cavalry regiment; it provides a nearly unique account of horses in the Civil War, with details about their training, their use, and their "sorrowful" fate.

Saturday, August 25, 2 p.m.

"Walt Whitman in Washington"

Author Garrett Peck will speak of Walt Whitman's definitive decade in DC. His journey to the nation's capital at the height of the Civil War to find his brother George, a wounded Union officer, culminated with Whitman serving as a volunteer "hospital missionary" for three years. With the 1865 publication of *Drum-Taps*, Whitman became poet laureate of the Civil War.

Other Information of Interest

Volunteers and Docents are sought for the city's historic buildings: Ratcliffe-Allison-Pozer House, Historic Blenheim and the Civil War Interpretive Center and Fairfax Museum and Visitor Center. Additionally, volunteers may be interested in assisting with walking tours and special events. For information email Susan.Gray@fairfaxva.gov, or call **703-385-8415**.

Select historic buildings are open during city special events, including the Chocolate Lovers Festival, Civil War Weekend, Independence Day Celebration, Fall Festival and Festival of Lights and Carols. To arrange group tours of city-owned historic buildings email Susan.Gray@fairfaxva.gov or call **703-385-8414**.

The city has published a free self-guided walking tour brochure that provides a brief history of the city and noteworthy buildings in the Old Town Fairfax Historic District. This brochure is available from the Fairfax Museum and Visitor Center, 10209 Main Street. **703-385-8414**.

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The Historic District was listed in the National Register of Historic Places in 1987. It includes a variety of building and monument types and styles, including:

- Fairfax Courthouse (1800)
- Ratcliffe-Allison House (1812)
- Joshua Gunnell House (c.1830)
- William Gunnell House (c.1835)
- Ford House (c.1835)
- Fairfax Elementary School (1873)*
- Old Fairfax Jail (1885)
- Old Town Hall (1900)
- Marr Monument (1904)

*Fairfax Elementary School was converted into the Fairfax Museum & Visitor Center in 1992.

Exhibition at Ratcliffe-Allison-Pozer House

Location: 10386 Main Street, Fairfax, VA 22030
Open Saturdays from 11am-2pm May-October for free tours; or call 703.385.8414 for tour appointment.

“Dr. Kate Waller Barrett: Mother to Many” - Exhibition examines the life of this prominent social reformer of the Progressive Era, who saved the early 19th-century Ratcliffe-Allison-Pozer House from demolition in 1923.

That Whole Cousins Once Removed Thing Explained

First cousins share a grandparent, second cousins share a great-grandparent, third cousins share a great-great-grandparent, and so on. The degree of cousinhood (“first,” “second,” “third,” etc.) denotes the number of generations between two cousins and their nearest common ancestor. The term “removed” refers to the number of generations separating the cousins themselves. Therefore, your mother's first cousin is also your first cousin, *once removed*.

Another practical example can be found on page 13. *Rev. Frank Page* and my great-grandfather were direct 4th cousins. Since I am now three generations removed from my great-grandfather Rev. Frank Page is also my 4th cousin, *3 times removed*.

DUES ALERT

If you have not paid your annual Historic Fairfax City, Inc. dues they are now due. Please remit based on the schedule below. Annual dues payments should be made out and sent to: ***Historic Fairfax City, Inc.***, 10209 Main Street, Fairfax, VA 22030.

Your annual dues help HFCI to continue to meet its basic goal of preserving the unique history of the City of Fairfax. Tax deductible donations over and above dues payments are encouraged.

The surveyors of the Orange and Alexandria railroad are running a more southerly route than the one following Long Branch in Fairfax County, and are encamped near Paine's Church—they anticipate completing that route within two weeks, and in a month or two the decision will be made upon the three lines.

Alexandria Gazette, October 29, 1849, p. 2, c. 2.

Locomotive on the O. & A. R. R.

The first locomotive was put upon the track of the Orange and Alexandria Rail Road yesterday, and in the afternoon steam was got up, and the locomotive was run over the line from the north end of Union street, to the tunnel, on Wilkes street. The performance was good, and gave general satisfaction.

Great numbers of our citizens collected, and much joy was manifested at the successful commencement of rail road travel through our town.

Alexandria Gazette, May 7, 1851, p. 2, c. 1.

A NEW LOCOMOTIVE ESTABLISHMENT.

Messrs. SMITH and PERKINS, of Alexandria, Virginia, (says the *Railroad Journal*,) have commenced the manufacture of locomotives on a pretty extensive scale. They employ about one hundred and fifty hands, and are now manufacturing at the rate of about twenty locomotives a year. Mr. Perkins was for many years superintendent of machinery and repairs upon the Baltimore and Ohio Railroad, and has long enjoyed the reputation of being one of the most skillful and practical mechanics in the country. There is probably no person among us better capable of constructing a good engine, or a better judge of work. The above establishment is now engaged in filling orders for the Orange and Alexandria and the Manassas Gap railroads, terminating in Alexandria. The above establishment is one of the beneficial results of the railroad movement in Virginia. But for railroads in that State, it never would have existed. The railroad is the pioneer, and where they are constructed a thousand branches of industry follow in their train. They create a demand for labor to construct and maintain them, and, by opening up a market to every article of use or consumption, stimulate every kind of industry. As the South is behind the North in their manufacturing establishments, we hope to see them give a liberal patronage to their own works—a course which will be of mutual benefit to all parties.

Daily National Intelligencer, August 21, 1851, p. 3, c. 4.

Some handsome, and well built passenger cars, procured under a contract with Smith & Perkins, of this place, were placed on Tuesday afternoon, on the track of the Orange and Alexandria Rail Road. These cars are of the most modern construction, well furnished, and easy in their motion. The facilities now, will induce, at once, the commencement of travel and the transportation of freight.

Alexandria Gazette, September 18, 1851, p. 3, c. 3.

Local Items.

The beautiful new Locomotive ALEXANDRIA, from the Virginia Locomotive and Car Works of Smith & Perkins, was placed on the track of the Orange and Alexandria Rail Road, yesterday morning. All competent to judge, who have examined the machinery of this Locomotive, speak in the highest terms of its accuracy, strength, and finish. It has the latest improvements, and amongst others, a shifting tire, by which the wheels are saved. Trials were made several times, and the speed and running of the engine were equal to expectation. We congratulate Messrs. Smith & Perkins upon this exhibition of their ability to turn out such work from their establishment, and the Rail Road Company upon presenting us with such a specimen of home manufacture—equal in every respect, if not superior, to the best engines ever brought from the Northern cities.—We wish the "Alexandria," her builders, and her owners, every success.

Alexandria Gazette, September 26, 1851, p. 3, c. 2.



but was bypassed by a more direct realignment. However, a branch line to Warrenton was completed by the spring of 1853.

The Manassas Gap Railroad joined the O&A at Manassas. The *MGRR* was the first rail line to cross the Blue Ridge Mountains. The MGRR line reached Strasburg by 1854 and connected Alexandria with the upper Shenandoah Valley.

Smith & Perkins

*“Pioneers of their own Improvements”*³

The Smith & Perkins Locomotive Works had its beginnings in the 1830’s when Charleston, *Virginia* brothers, Thomas William Smith⁴ and Richards Carson Smith⁵ opened a foundry and machine shop at Alexandria, Virginia about 1833.⁶ The fledgling firm manufactured three locomotives in 1837, but quickly switched to the “manufacture of steam engines, machinery and castings of every description.”

ALEXANDRIA FOUNDRY and STEAM ENGINE MANUFACTORY.—Locomotive and Stationary Engines, heavy Iron and Brass Castings, Church Bells, and Machinery of every kind. Gentlemen visiting Washington are invited to call and see the works.
THOMAS W. SMITH & Co.
Mar 4—only Alexandria, March 1.

National Intelligencer, January 6, 1837, p. 4, c. 4.

In 1837 there were only about of 1,000 miles of railroad track in the United States. By 1850 the total mileage of track laid exceeded 7,000 miles and was growing rapidly.⁷ In the spring of 1850 Smith & Perkins made “the building of Locomotive Engines & Cars, &c. the principal branch of [its] business.”⁸ In February of 1851, Thatcher E. Perkins⁹, master mechanic of the Baltimore & Ohio (B&O) railroad, joined with Thomas W. and Richards C. Smith to form the firm of Smith & Perkins.¹⁰ Operating under the name of the Virginia Locomotive & Car Works, their first locomotive, the *Orange*, was completed in three months, and went to the Orange & Alexandria Railroad.

Over the next several years, Smith & Perkins built almost all of the locomotives and rolling stock for the Orange & Alexandria and Manassas Gap Railroads.^{11,12,13,14} The locomotives produced for the Orange & Alexandria Railroad were all named after counties (or places) through which the line passed, while the locomotives produced for the Manassas Gap Railroad were simply numbered.^{15,16,17}

Orange & Alexandria Locomotives

<i>Orange</i>	May 1851	T.W. & R.C. Smith, Alexandria, VA ¹⁸
<i>Alexandria</i>	Sept. 1851	Smith & Perkins, Alexandria, VA ¹⁹
<i>Virginia</i>	Sept. 1851	Swinburne, Smith & Co., Patterson, NJ ²⁰
<i>Fairfax</i>	Nov. 1851	Smith & Perkins, Alexandria, VA ²¹
<i>Fauquier</i>	Sept. 1852	Smith & Perkins, Alexandria, VA ²²
<i>Prince William</i>	Feb. 1853	Smith & Perkins, Alexandria, VA ²³
<i>Culpeper</i>	May 1854	Smith & Perkins, Alexandria, VA ²⁴
<i>Orange</i>	Oct. 1854	Smith & Perkins, Alexandria, VA ²⁵
<i>Albemarle</i>	Sept. 1855	Smith & Perkins, Alexandria, VA ²⁶
<i>Rapidan</i>	Jan. 1856	Smith & Perkins, Alexandria, VA ²⁷
<i>Rappahannock</i>	Jan. 1856	Smith & Perkins, Alexandria, VA ²⁸
<i>Warrenton</i>	July 1856	Norris Locomotive Works, Phila., PA ²⁹

The Smith & Perkins locomotive works were located on the south side of Wolfe at Union Street with 177 feet of frontage on the Potomac River and shipping wharves. The 48,000 square foot facility was extensive and consisted of a three story machine shop, tool shop, blacksmith shop, boiler shop, car-building shop all of which were constructed of brick. A separate 84,000 square foot foundry building, also built of brick, was bounded by Wilkes, Pitt, Gibbon, and St. Asaph Streets. Both facilities fronted directly on the Orange & Alexandria Railroad.³⁰

Smith & Perkins also produced locomotives for the Baltimore and Ohio Railroad, Pennsylvania Central Railroad, New York Erie, Hudson River Railroad, Central Ohio Railroad, Pennsylvania & Ohio Railroad, George's Creek Coal and Iron Company (aka George's Creek Railroad and Coal and Iron Company of Cumberland).³¹ By the spring of 1853, they had produced more than a dozen locomotives and 400 passenger and freight cars.³²

The *Fairfax*

The locomotive *Fairfax* was the second engine built by the firm of Smith & Perkins^{33,34} in Alexandria, Virginia for the Orange & Alexandria Railroad in November 1851.³⁵ The first was the *Alexandria*.

The design was a 4-4-0, indicating the machine had four leading wheels on two axles, four powered and coupled driving wheels on two axles, and no trailing wheels. This type of locomotive was popular in the

The new and beautiful locomotive "Fairfax" was yesterday afternoon placed upon the track of the Orange and Alexandria Railroad. She is of the same size as the "Alexandria," with improvements. The "Fairfax" was manufactured at the extensive works of Messrs. Smith & Perkins, of this town, and really reflects high credit upon all engaged in her construction.

Baltimore Sun, November 14, 1851, p. 4, c. 1.

second half of the 19th c. Due to the large numbers that were produced in the United States, the 4-4-0 is commonly known as the *American* type of locomotive.

Financial difficulties caused Smith & Perkins to cease operations in January 1855. A proposed relocation of the company to Zanesville, Ohio and access to expanding western markets apparently did not occur.³⁶ An auction notice of the "Manufacturing Establishment of the Virginia Locomotive and Car Works (formerly Smith & Perkins)", appeared in December 1855.³⁷ The company temporarily resumed

R. C. SMITH. T. PERKINS.

SMITH & PERKINS'
LOCOMOTIVE AND CAR WORKS,
ALEXANDRIA, VA.,



ARE prepared with increased facilities to conduct the business heretofore carried on by them, and solicit orders for
LOCOMOTIVE ENGINES,
Stationary Engines and Boilers,
Cars of All Descriptions,
CHILLED CAR WHEELS
AND AXLES,
CASTINGS OF ALL KINDS.

They beg leave to refer for the character of their Engines, etc. to the following Companies:—

Manassas Gap R. R. Co.	Central Ohio Railroad Co.
Orange & Alexandria R. R. Co.	Pennsylvania Railroad Co.
Baltimore & Ohio Railroad Co.	Ohio & Penn'a R. R. Co.
George's Creek Coal and Iron Company.	

ALEXANDRIA, May 13th, 1857. 3m32

Smith & Perkins advertisement featuring an image of the iconic *American* 4-4-0 type locomotive. The *Fairfax* was a 4-4-0. *American Railroad Journal*, August 22, 1857, v. 13, n. 34.

Fairfax City News 50 Years Ago

First Negro Is in Race For Council in Fairfax



Henry A. Minor, 37, has become the first Negro ever to seek elected office in Fairfax City.

The Navy Department personnel specialist announced his candidacy last night.

If he wins a council seat in the June 11 nonpartisan city election, he will become the first Negro to hold elective office in Northern Virginia since the Reconstruction era.

Also announcing his candidacy for a council seat was Leonard A. Mobley, 47, an economist with the U.S. Department of Commerce.

Minor said he decided to run because of his work in the area of equal employment opportunity.

"My work has made me aware of the things that need to be done here in Fairfax," he said.

Minor emphasized that he did not consider himself primarily a Negro candidate. "I want to represent and help both races," he said.

"My biggest concern is the young people. Although the city has parks, there is no place for them to meet. We need a community center so they won't drive through the streets in hot-rods and congregate in drive-in restaurants," Minor explained.

Minor has lived in Fairfax City since 1958, when he moved from Vienna. Active in community organizations, he and his family live at 111 East School St.

Mobley, president of the Fairfax High School Student-Parent-Teachers Association, said that, if elected he would "serve as an independent councilman who is only responsive to the wishes of the citizens."

He now serves as treasurer of the Northern Virginia Park Authority.

Evening Star, April 5, 1968, p. C-2, c. 6.

Fairfax Will Take Tract for Park

Fairfax City councilmen have authorized condemnation proceedings to acquire a 17-acre tract for a park near the middle of the city's southern boundary.

The property, according to Mayor Edgar A. Prichard, will be purchased with the aid of federal matching funds already earmarked for the project.

The city owns two other large public recreation areas, the 19-acre E. Calvin Vandyck Park on Route 237, near John C. Wood Elementary School; and the 45-acre Daniel's Run Park north of Rte. 236 on the city's east side.

Evening Star, June 6, 1968, p. B-3, c. 7.

This is the location of Providence Park. E. Calvin Van Dyck Park was also dedicated in 1968.

Negro Backer's Car Vandalized

The campaign manager for the first Negro to run for Fairfax City office reported that her car was vandalized last night and an obscenity about the council candidate painted on her driveway.

Mrs. Philip Fisher, wife of a current city councilman and campaign manager for Henry Minor, reported that at least two dozen eggs were smeared inside and outside her car. An obscene word followed by Minor's name also was painted in silver on the driveway.

Evening Star, June 8, 1968, p. A-10, c. 1.

Winner's a Symbol Of the New South

Henry A. Minor of Fairfax City last night became a symbol of the new South while inside a symbol of the old.

He learned he had become the first Negro elected to public office in Northern Virginia since Reconstruction while he was attending a victory party in The Mosby, named for Confederate military leader Col. John Singleton Mosby.

Puffing on a cigar, the new 37-year-old member of the Fairfax City Council said: "I'm going to serve all the people — not just the Negroes — but the white people too."

Minor is a personnel specialist for the Navy Department.

Zoning, long-range planning, beautification and development of a community center were Minor's campaign topics, the same subjects that white, suburban politicians like to talk about.

However, Minor is deeply concerned about the problems of Fairfax City Negroes who number 250 of the city's 23,000 residents.

"The city should provide free legal service in order that door-to-door salesmen won't trick the poor into signing contracts that keep them deeply in debt," he said.

Minor added that he strongly supports the special committee now studying whether Fairfax City needs open housing laws.

"I think the committee will find little or no problem with single family houses but some-

The Funeral of Mr. Thatcher Perkins, a well-known railroad machinist and inventor, who died on Monday from the effects of a fall on the icy sidewalk, took place yesterday from his late residence, No. 380 North Gilmor street. The Rev. J. Henry Brittain, of Fuller Memorial Baptist Church, conducted the services. The pall-bearers were Mr. John C. Davis, formerly master of transportation of the Baltimore and Ohio Railroad, and Messrs. A. L. King, Wm. H. Shipley, Jas. Reeves, James B. Hodgson and Wm. Primrose, foremen at Mount Clare shops. The remains were placed in the mausoleum at Mount Oliver Cemetery.

Baltimore Sun, January 11, 1883, p. 4, c. 4.

DEATH OF MR. R. C. SMITH.—Mr. Richards Carson Smith, an Alexandrian, who resided for several years in Baltimore, died on Saturday morning at the residence of his niece, Miss Eliza Smith, 818 King street, where he was visiting, in his eighty-third year. He was a son of the late Hugh Smith, was born and reared in Alexandria, and for many years carried on the Alexandria foundry, at the foot of Wolfe street, which afterward became the extensive machine shops and car works of Smith and Perkins. His ancestors came to this city from England about a hundred years ago. The deceased had been in delicate health for several years and on Thursday suffered an attack of paralysis from which he never recovered. His remains were taken to Baltimore for interment this morning.

Alexandria Gazette, December 27, 1897, p. 3, c. 2.

operations in the spring of 1857 but this endeavor was short lived.³⁸

Initially the *Fairfax* was used by the Orange & Alexandria R.R. as a ballast train in the construction of the line from Alexandria to Gordonsville, Virginia. Thereafter, for ten years it worked the line from Alexandria to Gordonsville.³⁹

The *Fairfax* was heavily damaged in a fire at Warrenton, Virginia in 1857 and subsequently rebuilt.⁴⁰ The *Fairfax* was captured by Union forces at the Alexandria shops in 1861. It was considered to be *old iron* when it was taken by the Union Army. In 1864, the *Fairfax* was sold to J.A. Graham, likely John Andrew Graham, president of the Cumberland and Pennsylvania Railroad.⁴¹ The *Fairfax* was most likely employed thereafter by Cumberland and Pennsylvania Railroad.

Another locomotive named *Fairfax*, also a 4-4-0, built by the Rhode Island Locomotive was the first engine delivered to the Shenandoah Valley Railroad in July 1878.^{42, 43} A brass bell, cast in 1750, formerly the plantation bell of Greenway Court in Clarke County, the wilderness estate of Thomas 6th Lord Fairfax, was mounted on the new engine.⁴⁴

Thomas 6th Lord Fairfax was the proprietor of the Northern Neck Land Grant of 5,000,000 acres and for who the county and locomotive *Fairfax* take their name.

(Endnotes)

¹ Alexandria Gazette, March 5, 1850. P. 3, c. 1.

² Alexandria Gazette, September 17, 1851, p. 3, 2.

³ Alexandria Gazette, March 23, 1852, p. 2, c. 1.

⁴ Thomas William Smith (1807-1869). Son of Hugh Smith (1769-1856) and Elizabeth Watson (1773-1854); m. Ellen Wattles (1814-1894). Both are interred in Ivy Hill Cemetery, Alexandria, VA.

⁵ Alexandria Gazette, December 27, 1897, p. 3, c. 2.

⁶ National Intelligencer, March 25, 1833, p. 1, c. 3.

⁷ Colburn's Railroad Advocate, January 5, 1856, p. 4, c. 3.

⁸ Alexandria Gazette, April 1, 1850, p. 3, c. 5.

⁹ Thatcher E. Perkins (1812-1884) was born Feb. 19, 1812, Wells, York Co., Maine, son of Newman & Abigail Perkins. He was orphaned at an early age. He was a gifted locomotive designer. He was the Master of Machinery for the B&O Railroad, Baltimore from 1847 to 1851. In 1851, he also cofounded the firm Smith & Perkins, at the Virginia Locomotive & Car Works in Alexandria,

Virginia. This company folded in 1857. In 1859, Perkins returned to the B&O Railroad as Master of Machinery serving until 1865 when he resigned to accept the position of Engineer & Superintendent of the Pittsburg Locomotive & Car Works. He continued in this position until 1869 when he resigned to take charge of the Machinery Department of the Louisville & Nashville Railroad, in which position he remained until 1879 when he retired. He m/1 Nancy _____ (1812-1880), d. of paralysis, June 25, 1880; m/2 Marguerite E. Davidson (1839-1897). He died Jan. 8, 1884, after slipping on ice and striking his head near his home in Baltimore, MA; bur. Mt. Olivet Cem., Balti., MD.

¹⁰ Alexandria Gazette, February 4, 1851, p. 3, c. 1.

¹¹ Daily Republic, January 24, 1851, p. 1. C. 7.

¹² Alexandria Gazette, February 4, 1851, p. 3, c. 1.

¹³ Daily National Intelligencer, April 21, 1851, p. 3.

¹⁴ Alexandria Gazette, December 1, 1852, p. 3, c. 2.

¹⁵ Alexandria Gazette, September 3, 1851, p. 3, c. 2.

¹⁶ Alexandria Gazette, April 3, 1852, p. 3, c. 2.

¹⁷ Alexandria Gazette, May 21, 1853, p. 3, c. 2.

¹⁸ Alexandria Gazette, February 1, 1853, p. 3, c. 3. The *Orange* was wrecked "near Manassas Station she broke both of her axles, and was thrown over sideways, across the tracks."

¹⁹ Alexandria Gazette, September 26, 1851, p. 3, c. 2.

²⁰ Annual Reports of Public Officers of the State..., © 1852, William F. Ritchie, Printer, Richmond, VA.

²¹ Alexandria Gazette, November 13, 1851, p. 3, c. 2.

²² Alexandria Gazette, September 10, 1852, p. 3, c. 3.

²³ Alexandria Gazette, February 1, 1853, p. 3, c. 3.

²⁴ Evening Star, June 27, 1854, p. 4, c. 1.

²⁵ Evening Star. October 4, 1854, p. 3. C. 2.

²⁶ Alexandria Gazette, September 24, 1855, p. 3, c. 4.

²⁷ Alexandria Gazette, January 26, 1856, p. 3, c. 3.

²⁸ Alexandria Gazette, January 26, 1856, p. 3, c. 4.

²⁹ Evening Star, July 31, 1856, p. 4, c. 1.

³⁰ Daily Union, December 5, 1855, p. 3, c. 5.

³¹ Evening Star, May 12, 185, p. 3, c. 1.

³² Alexandria Gazette, June 13, 1853, p. 2, c. 7.

³³ Bell, J. Snowden, Early Motive Power of the Baltimore and Ohio Railroad, © 1912, Angus Sinclair Co. Publishers, New York, NY. "THATCHER PERKINS, who succeeded Henry Tyson, commenced his second term as Master of Machinery, December 1, 1859, having previously held that office from June 1, 1847, until February 12, 1851. His mechanical skill and abilities were of a high order, and it is to be regretted that the information as to his life and work, which has been developed by a careful enquiry, is so limited that only a brief and imperfect record can be here presented. Born in the State of Maine, about 1810, he was left an orphan at an early age, and through his natural abilities, energy, and industry, attained prominence as a mechanic, while yet a comparatively young man. No record of his life has been found prior to his appointment as Master of Machinery in 1847. He occupied this position until 1851, when he resigned to go into the manufacture of locomotives, as a member of the firm of Smith & Perkins, at the Virginia Locomotive Works, Alexandria, Va. His retirement from the Machinery Department is noted in the Twenty-fifth Annual Report, 1851, with the statement that he "for several years conducted it with much ability." Smith & Perkins built two locomotives for the

Baltimore & Ohio Railroad, two for the Allegheny Portage, Pa., fifteen for the Pennsylvania Railroad, and others for Southern roads, but while their work was good, their business was not a profitable one, and they discontinued it in 1858. Mr. Perkins returned to the service of the Baltimore & Ohio Railroad, as Master of Machinery, December 1, 1859, and held that position until May 10, 1865, when he resigned, having accepted the position of Engineer and Superintendent of the Pittsburgh Locomotive and Car Works, the erection of the plant of which was commenced in that year under his supervision. He continued in charge of this establishment until 1869, when he resigned to take charge of the Machinery Department of the Louisville & Nashville Railroad, in which position he remained until about 1879. He died in Baltimore in 1882. Mr. Perkins' administrations of the Machinery Department were characterized by many improvements, both in detail and general design, which he made in the motive power, these including improved features introduced in the rebuilding of the camel and other old engines, and the ten-wheel and eight-wheel-connected engines which have been previously described. His designs were always thoroughly practical, and when he considered them desirable, he adopted such details as he found to have been approved in the practice of others. The experience of the writer while serving under him was to the effect that among other sound and useful applications of his mechanical skill and ability, he realized and acted upon the great importance of providing strong and substantial locomotive frames, and any errors which he made as to strength of materials were always on the side of safety. He early applied, and it is believed originally designed, the so-called solid ended side rod, and substituted cast for wrought iron in rockers, links, and other parts, with a reduction in cost, without impairment of efficiency. He is also to be credited with, or be held responsible for, accordingly as the reader may consider most fitting, the introduction of the extended smoke-box on the Baltimore & Ohio Railroad, having fitted one of his ten-wheel engines with it as early as 1864, long before the outbreak of the epidemic of its application which spread over the country in the early eighties, and which the railroads have not even yet entirely recovered from. In all other respects, however, the correctness of his judgment and the value of the results which he accomplished do not appear to have been doubted or questioned.

³⁴ Richards Carson Smith (1814-1897). Son of Hugh Smith (1769-1856) and Elizabeth Watson (1773-1854); (American Railroad Journal, V. XII, No. 2, p. 32, January 12, 1856, J.H. Schultz & Co., NY.)

³⁵ Baltimore Sun, November 14, 1851, p. 4, c.

³⁶ Evening Star, March 21, 1855, p. 4, c. 6.

³⁷ American Railroad Journal, V. 11, No. 60, December 15, 1855.

³⁸ Baltimore Sun, May 29, 1857, p. 4, c. 1.

³⁹ Governor's Message and Annual Report of the Public Officers of the State of the Board of Directors, Visitors, Superintendents and Other Agents of Public Institutions or Interests of Virginia, © 1852, William F. Ritchie, Richmond, Virginia.

⁴⁰ The States, June 9, 1857, p. 2, c. 4.

⁴¹ Most likely John Andrew Graham, President of both the Mount Savage Iron Works and Cumberland & Pennsylvania Railroad.

⁴² Shepherdstown Register, July 13, 1878, p. 2, c. 1.

⁴³ Brown, Jr. Stuart E., Annals of Clarke County, Virginia, v. 1, © 1983, Virginia Book Company, Berryville, VA.

⁴⁴ Spirit of Jefferson, May 25, 1880, p. 3, c. 2.

50 Years Ago continued

thing might be needed to desegregate apartments," he explained.

The fortunes of the Minor family have been connected with land. His grandfather worked on a dairy farm in Vienna and purchased 12 acres of it from the owner. With the shifting development pattern of Vienna, the farmland suddenly found itself facing Main Street and the Minors gained a dependable income.

Although he criticizes the current black power movement, Minor decided to enter politics because of militant Negro leader H. Rap Brown.

"When Brown was in jail in Alexandria some of the Negro children in Fairfax threw stones at police cars and some of the city officials really became worried. . . . I decided that if I ran, communications between city hall and Negro residents might improve," he explained.

Minor said he favored the black power movement when it began but added that it has now become "warped with militants who just want to rebel.

"Just the fact that I ran for office, I think, has given Negro residents of Fairfax more of a feeling of kinship with the community.

"Now that I'm elected—well—that's what black power really is: the power of getting enough votes to win," Minor said.

Evening Star, June 12, 1968, p. B-4, c. 1.

Henry Andrew Minor (1930-2016) served one term on the Fairfax City Council. Henry was born in Vienna, VA in 1930. He retired from the U.S. Navy in 1977 and moved to Henderson, Nevada. He wrote "Little Town in Virginia: It All Started in Vienna," which was published in 2001.

100 Years Ago

FAIRFAX COURT HOUSE, VA.

The executive board of the Fairfax Chapter of the Red Cross met Easter Sunday at the home of the president, R. Walton Moore. Six of the eight branches of the county were represented. Col. Rose of the ordnance department, who had recently returned from France, gave valuable information about the needs of the organization "over there." Resin Farr of Baltimore was an Easter guest of his mother Mrs. R. R. Farr. Senator and Mrs. R. E. Thornton, who have spent the winter in Washington, were recent visitors at their summer home here. Senator and Mrs. Lucian Keith and Miss Kate Keith of Warrenton, were week end guests of Mr. and Mrs. Thomas R. Keith. Mrs. Norman J. Gaynor and children, who have been guests at the rectory, have returned to their home in Brooklyn, N. Y. Senator and Mrs. Myers and daughter of Montana were Sunday guests of Mrs. W. P. Moncure. Mrs. U. B. McCandlish of Piedmont, W. Va., was a recent guest of relatives here. Miss Dorothy Ford is home for the Easter holidays.

Evening Star, April 7, 1918, p. 50.

TO CALL ONLY COLORED MEN.

Secretary of Fairfax County Board Gets Notice of Next Camp Lee Need.

FAIRFAX, Va., April 10.—F. W. Richardson, secretary of the local exemption board for Fairfax county, has been notified by the military authorities that on the next call for men to be sent to Camp Lee only colored are wanted. Instructions call for nine men to be ordered to report and the call for them will be sent out somewhere between April 26 and May 1.

These men will be credited to the second call. Fairfax county completed its quota under the first call last November.

Colored men employed consistently in agricultural work will be excused.

Evening Star, April 10, 1918, p. 23.

100 Years Ago

REV. DR. FRANK PAGE DIES WHEN OPERATION FAILS

**Fairfax Pastor Succumbs in Emergency Hospital After Relapse.
Of Prominent Family.**

Rev. Dr. Frank Page, rector of Zion Episcopal parish, Fairfax, Va., died yesterday in Emergency Hospital after an illness of several weeks. Funeral services are to be held tomorrow in the church at Fairfax and interment is to be in the cemetery there at 11 o'clock tomorrow morning.

Rev. Dr. Page was taken ill about two months ago with what was diagnosed as pneumonia. After passing the critical stage of the illness, however, he failed to gain strength, and about two weeks ago he was removed to Emergency Hospital to be operated upon. For a few days after the operation it was thought he was on the road to recovery, but during the first part of this week a relapse occurred resulting in his death yesterday.

Rev. Dr. Page was a brother of Thomas Nelson Page, American ambassador to Italy, and of Roswell Page, second auditor of Virginia. He was a son of Maj. John Page of Hanover county, Va., and was a direct descendant of Govs. Page and Nelson, two of Virginia's chief executives.

He was educated for the ministry at Virginia Theological Seminary, his first charge after assuming orders being at Fairfax. Later he had charge of parishes at Waco, Tex., and in Brooklyn, returning to Fairfax a few years ago.

Rev. Dr. Page was twice married. His first wife was Miss Lettie Morris of Hanover county. Three children survive that union, John Page of Birmingham, Ala.; Mrs. Norman J. Gaynor of New York and Mrs. J. Packard Laird of Philadelphia. His second wife was Miss Willie Schooler of Fredericksburg, Va., who survives him.

Evening Star, April 19, 1918, p. 11.

Rev. Frank Page (1849-1918) was Rector of Truro Episcopal Church from 1879-1889 and again from 1911 until his death. Page Avenue in the City of Fairfax is named in his honor. The author and Rev. Frank Page are 4th cousins 3x's removed (see *Cousins* explanation on pg. 4).

150 Years Ago

ARREST OF A HORSE THIEF.—Several horses have been stolen in Fairfax county of late, and among them one from Mr. J. J. Newcombe, near Fairfax station. Mr. N. went to Washington, and, on Tuesday, while prosecuting inquiries for his horse at the Bazaar, he recognized a man he had seen near his house the day his horse was stolen, and arrested him on his own responsibility. While engaged in doing so, Mr. Amos Fox, of Fairfax, who was looking for a horse that had been stolen from Mrs. Kidwell, approached, and recognized the horse, in one the man was even then trying to sell. Mr. Wm. Steele, who was also in Washington, was sent for, and identified the man arrested by Newcombe, as William Payne, a notorious horse thief, and who recently broke jail at Fairfax Court House, where he was confined on the very same charge. He is undoubtedly one (and an active one) of a very dangerous gang of horse thieves, and it will doubtless go very hard with him when he is brought to trial.

Alexandria Gazette, April 2, 1868, p. 3.

GRAPE AND HOPS IN FAIRFAX.—It is estimated that there will be planted the present season in Fairfax county one hundred acres in grapes. In addition to this, a farmer of experience and capital will commence the raising of hops, and is quite sanguine of success.

Richmond Whig, April 17, 1868, p. 4.

150 Years Ago

J. RANDOLPH TUCKER addressed the people at Fairfax C. H., on Monday, in a most able and eloquent speech, in opposition to the monstrosity, called the proposed Constitution of Virginia. The speech had a fine effect, and we trust will aid in bringing out a full vote of the Conservatives.

Alexandria Gazette, May 20, 1868, p. 3.

DR. ALBERT C. FOX, having located at Fairfax C. H., respectfully offers his professional services to the people of that vicinity. Fairfax C. H., ap 29—2aw4w

Alexandria Gazette, May 28, 1868, p. 2.

NEW STAGE LINE.—Arrangements are on foot for establishing a line of stages between Fairfax Court House and Vienna Station, on the Alexandria, Loudoun and Hampshire Railroad, connecting with the morning and evening trains now running on that road. It is said that the convenience to be afforded by such a line as the one proposed will insure it patronage sufficient to keep it in operation.

Alexandria Gazette, June 6, 1868, p. 4.

200 Years Ago

SPENCER H. CONE will by appointment perform divine service on Wednesday next at twelve o'clock at Fairfax Court House.

Alexandria Herald, April 3, 1818, p. 3

Spencer Houghton Cone (1785-1855) was a Baptist Minister and Chaplain of the United States House of Representatives from 1815-1816.

200 Years Ago

Sully for Sale.

THIS Estate, situated in the county of Fairfax, twenty two miles from Alexandria, and the same distance from Georgetown, contains about seven hundred and fifty acres. Little River Turnpike passes through it half a mile from the dwelling house. The situation is handsome, and remarkably healthy; the water is good and abundant. The soil which was originally excellent, has for some years past had the advantage of improving husbandry, Plaister of Paris acting with powerful and immediate effect on all grasses and grains. The fields present a good surface for cultivation, and those now untilld are covered with red clover. The orchards are very large and thrifty; the collection of table fruit is choice and various. The mansion is spacious and well constructed: the out-houses are conveniently situated, and the whole have been lately thoroughly repaired and painted. The farm houses, which are all nearly new, are expensive and excellent in their kind.

For a gentleman of leisure this would be a delightful residence; and a profitable estate for an active farmer. The title is indisputable, and perfectly unincumbered.

A number of well taught orderly young men, with good stocks and farming utensils of all kinds and the crops of the present year if desired, will be at the command of the purchaser.

Application may be made to the subscriber, living on the premises, next the post-office at Pleasant Valley, in Fairfax.

FRANCIS LIGHTFOOT LEE.

September 19 tuft

Alexandria Gazette, April 18, 1818, p. 4.

In the Next Issue...

Fairfax Herald & Hawhurst's Store. These two longtime Fairfax businesses occupied Lot #12 in the original plan of the Town of Providence (now Fairfax). They were located on the s.e. corner of Main Street and Chain Bridge Road.



HISTORIC FAIRFAX CITY, INC.
ANNUAL MEETING
WWW.HISTORICFAIRFAX.ORG

**WHO WAS MAYOR JOHN WOOD? WHAT IS
THE HISTORY OF GEORGE MASON
UNIVERSITY? WHY HERE?**

MAY 2, 2018
7:00PM - 8:30PM

ALL WELCOME

**OLD TOWN HALL UPSTAIRS
3999 UNIVERSITY DR. FAIRFAX, VA**



60TH
ANNIVERSARY
GEORGE MASON
UNIVERSITY
TOWN 'N GOWN
LAND TRANSFER
OF 1958

SPEAKERS

DR. ÁNGEL CABRERA
MASON PRESIDENT

PAGE JOHNSON
COMMISSIONER OF
THE REVENUE
CITY OF FAIRFAX

ROBERT VAY
MASON DIGITAL
COLLECTIONS AND
EXHIBITIONS
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"Preserving the Past. Protecting the Future."

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Fairfax, VA 22030



The Newsletter of Historic Fairfax City, Inc.

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