

Glendale National Cemetery  
8301 Willis Church Road  
Richmond, Virginia 23231

## Description

The Glendale National Cemetery, established in 1866, is located on Virginia State Highway No. 156, 3.7 miles from the junction of State Highways 5 and 156, about 14 miles southeast of the city of Richmond. Originally, there was a central cast-iron double gate and two small side gates at the entrance, from which emanated a crosswalk leading to a flagpole in the center of the grounds and, crossing at right angles, a similar crosswalk extending to the north and south walls. The enclosing rubble stone wall, 1,184.8 feet in length, was constructed between June 1, 1875, and September 30, 1875. In 1950, the Corps of Engineers removed the original gates, widened the entry to accommodate modern cars and equipment, and added a vehicular entry gate and one pedestrian gate at the side. These gates are marked by limestone posts. Graves are marked with upright marble headstones.



The original design of the cemetery was the work of Lt. Colonel John Moore of the Union Army. The cemetery was designed in the shape of a wagon wheel with the flagpole in the center. Originally the walkways formed four spokes in the wheel; however, as more burial space was required, the spokes of the wheel were removed.

The lodge, located east of the main entrance, was constructed in 1874 from a design by Quartermaster General Montgomery C. Meigs, and is Second Empire in style. It is an L-shaped brick and frame structure with a stone foundation about 30 inches above grade and capped by a concrete water table. The mansard roof has octagonal slate shingles with lighter-colored slate forming rosettes. The west (front) facade of the roof has lighter-colored slate forming the letters U. S. The main portion is one and one-half stories, with dormer windows projecting from the mansard roof. The first floor contains an entry porch (which has been screened), living room, dining room, kitchen, and office. A kitchen wing, 13 feet by 15 feet, was added in 1928 and is also brick. The upper level contains two bedrooms and a bath. The windows on the first story are double-hung with six-over-six sash, and the dormer windows are double-hung with three-over-one sash. There is a total of 1,620 square feet of living space, excluding the office.



Construction of a brick and concrete utility building containing a garage, a tool house, and a comfort station (33 feet, 4 inches by 22 feet, 3 inches) was completed on June 15, 1936. Its gable roof is clad with asphalt shingles.

A brick and concrete gasoline storage building, eight feet, five inches by eight feet, was constructed in 1936. The roof is asphalt shingles.

## Noted Burials

One Medal of Honor recipient is buried in the Glendale National Cemetery (Corporal Michael F. Folland, U. S. Army). His grave is marked with a special marker inscribed with an enlarged gold-leafed replica of the medal of the United States Army and the words "MEDAL OF HONOR." He is buried in Section H, Grave 146.

## Significant Monuments/Memorials

There is a monument, seven feet, six inches in height, made of an original cast-iron sea-coast artillery tube, secured by a concrete base. The inscription on the cast-bronze plaque affixed to the monument reads as follows:

UNITED STATES  
NATIONAL MILITARY CEMETERY  
GLENDALE  
ESTABLISHED JULY 14TH, 1866  
INTERMENTS 1192  
KNOWN 234  
UNKNOWN 958

## Civil War Activity in Area

The cemetery is located within the area of battle-field interments of the many casualties incident to the final period of the Seven Days' Campaign of 1862. On June 30, 1862, the sixth day of the famous Seven Days' fight on the retreat of the Army of the Potomac, the Battle of Frayser's Farm (or Glendale) occurred in the immediate vicinity of the cemetery. On July 1, 1862, the Battle of Malvern Hill was fought within two miles of the cemetery.



On June 29, 1862, General Robert E. Lee ordered Major General John B. Magruder to follow Generals James C. Longstreet and Ambrose P. Hill down the Darbytown Road. The next day, June 30, Longstreet and Hill came upon the Union troops of Brigadier General George A. McCall and Brigadier General Philip Kearney across the Long Bridge Road about a mile west of the Charles City Road intersection at Glendale. Brigadier General Joseph Hooker held the left or south flank, with Brigadier General Henry W. Slocum on the right guarding the Charles City Road approach. Brigadier General John Sedgwick was in the rear in reserve. Longstreet and Hill halted and waited for Major General Thomas J. "Stonewall" Jackson, supposedly coming on the Federal rear from White Oak Swamp. Meanwhile, Confederate Major General Theophilus H. Holmes had come from the south side of the James River with part of his division. Brigadier General Henry A. Wise's brigade, was sent by Lee down the New Market Road, in an attempt to get between Major General George B. McClellan and the James River. Lee ordered Major General John B. Magruder to the Darbytown Road to reinforce him, but Magruder's forces did not get there in time to help. Huger did not get to Glendale in time to participate either, because of his attempt to clear the road of obstructions, mostly felled trees. The fighting was particularly

vicious, with many pockets of hand-to-hand combat. Longstreet could not break the Union lines in time to inflict any serious damage or to interrupt the withdrawal. Gone was Lee's chance to cut McClellan's army in two. By nightfall, McClellan had drawn his lines in around Malvern Hill, where the finale would occur the following day. On July 1, Lee ordered the attack, hoping to destroy the Federals who were holding Malvern Hill. His artillery proved no match for the Union artillery and several frontal attacks failed. Largely disjointed due to poor coordination, his attacks were cut to pieces by the Federal gunners and riflemen. Confederate casualties were very heavy, totaling 5,000 killed and wounded.