



The Signal Flag



BRANDYWINE VALLEY CIVIL WAR ROUND TABLE

Campaign # 23

Skirmish # 1

September 2009

From the Rear Ranks:

The **Medal of Honor** is the highest military decoration awarded by the United States government. It is bestowed on a member of the United States armed forces who distinguishes him- or herself "conspicuously by gallantry and intrepidity at the risk of his [or her] life above and beyond the call of duty while engaged in an action against an enemy of the United States." Because of the nature of its criteria, the medal is often awarded posthumously.

Members of all branches of the U.S. military are eligible to receive the medal, and each service has a unique design with the exception of the Marine Corps and Coast Guard, which both use the Navy's medal. The Medal of Honor is often presented personally to the recipient or, in the case of posthumous awards, to next of kin, by the President of the United States. Due to its honored status, the medal is afforded special protection under U.S. law.¹

The Medal of Honor is one of two military neck order awards issued by the United States Armed Forces, but is the sole neck order awarded to its members. The other is the Commander's Degree of the Legion of Merit, which is only authorized for issue to foreign dignitaries

The medal is frequently called the *Congressional* Medal of Honor, stemming from its award by the Department of Defense "in the name of Congress" though the official and correct title is Medal of Honor. The first formal system for rewarding acts of individual gallantry by American soldiers was established by George Washington on August 7, 1782, when he created the Badge of Military Merit, designed to recognize "any singularly meritorious action." This decoration is America's first combat award and the second oldest American military decoration of any type, after the Fidelity Medallion. Although the Badge of Military Merit fell into disuse after the American Revolutionary War, the concept of a military award for individual gallantry by members of the U.S. armed forces had been established. In 1847, after the outbreak of the Mexican-American War, a Certificate of Merit was established for soldiers who distinguished themselves in action. The certificate was later granted medal status as the Certificate of Merit Medal.¹

Early in the Civil War, a medal for individual valor was proposed by Iowa Senator James W. Grimes to Winfield Scott, the Commanding General of the United States Army. Scott did not approve the proposal, but the medal did come into use in the Navy. Public Resolution 82, containing a provision for a Navy Medal of Valor, was signed into law by President Abraham Lincoln on December 21, 1861. The medal was "to be bestowed upon such petty officers, seamen, landsmen, and Marines as shall most distinguish themselves by their gallantry and other seamanlike qualities during the present war." Secretary of the Navy Gideon Welles directed the Philadelphia Mint to design the new decoration. Shortly afterward, a resolution of similar wording was introduced on behalf of the Army and was signed into law on July 12, 1862. This measure provided for awarding a Medal of Honor, as the Navy version also came to be called: "to such noncommissioned officers and privates as shall most distinguish themselves by their gallantry in action, and other soldier-like qualities, during the present insurrection." *Information from Wikipedia*

1862-1912



1913-1942





~ *Officers* ~

President: John Walls
Vice President: Chip Crowe
Secretary: Ted Pawlik
Treasurer: Dave Walter

~ *Committee Members* ~

Preservation: Bob Sprague, John Walls
Nominating Committee:

Vince Carosella

Speakers: Roger Arthur

Trips: Greg Buss

Credentials: Vacant

Greeter:

Publicity: Bill Stiman

Historians: Bill Stiman and Bob Sprague

Social Dir: Flo Williams

~ *Members at Large* ~

David Hoffritz, James Lawler, Lynne Fulton

~ *Official Sutler* ~

Bob Sprague: Books / Periodicals
610-644-0353

~ *Annual Membership* ~

Individual \$25.00; Family \$40.00; Student \$15.00
(Full time student up to age 23)

? Questions ? Contact:

John Walls
1109 Debra's Way,
West Chester, Pa 19382
610-692-0435

JohnFWalls@verizon.com

BVCWRT Web Site:

<http://bvcwrt.home.comcast.net>

Webmaster: Jim Lawler

dtownjim@comcast.net

Signal Flag Editor:

Lynne Fulton
610-647-1039

mailto:fultonlm1949@aol.com

Unsolicited articles from our members are welcome.
Please contact Lynne!

**We are wheelchair assessable*



What is the BVCWRT all about???

We were founded in 1987. According to our by-laws, "the purpose of the Brandywine Valley Civil War Round Table shall be to provide a congenial medium through which persons having a common interest in the events of the American Civil War - its causes and effects, engagements, personages, units, armaments and other things pertaining thereto - may satisfy their interest and broaden individual knowledge through discussion, lectures, field trips and the exchange of books, paper and other data. The purposed is also to consider the preservation and protection of the battlefields, sites, landmarks, relics and collection of the period."

In plain English, we are an organization of diverse people brought together by our common interest in the American Civil War. This interest can range from the casual to the obsessive. We intend to tailor our activities and presentations to appeal to all our members, novice or expert.

Welcome New Members & Reenlistments

The Round Table welcomes our new members since our last meeting. Please welcome them and share your Civil War enthusiasm.

New Members:

Welcome Back!! Hope you had a wonderful summer and are prepared to travel back in time to the 1860's when time was so unsettled. We have an excellent program again scheduled for this year. Looking forward to seeing all of you in September.





*Brandywine Valley Civil War Round Table
Come to our next meeting
May 6, 2009*

Speaker: Jim Lawler
Topic: "The Story of a Survivor"
Time: 7:00 PM
Place: West Chester Borough Hall, Gay Street

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Our speaker this month will be Jim Lawler, a long time member of the Round Table and our current webmaster. This is Jim's first presentation to the group. His topic is "The Story of a Survivor". It's about Jim's great-grandfather, Pvt. Michael Dougherty of the 13th Pennsylvania Cavalry. Pvt. Dougherty survived nearly 2 full years as a prisoner of war in places like Libby, Belle Isle, and Andersonville. He also survived the Sultana disaster, and on top of all that, Dougherty was a Medal of Honor recipient. Dougherty's citation reads: "At the head of a detachment of his company, dashed across an open field exposed to a deadly fire from the enemy and succeeded in dislodging them from an unoccupied house, which he and his comrades defended for several hours against repeated attacks, thus preventing the enemy from flanking the position of the Union forces."

In addition to the Brandywine Valley Civil War Round Table, Jim is an active member, and current Junior Vice Commander of the Bradbury Camp, Sons of Union Veterans of the Civil War. Jim and his wife are long time residents of Chester County, and the proud parents of one adult son. Jim is a graduate of Drexel University with a Bachelor of Science degree in Mathematics and he has enjoyed a long career in the area as a Software Engineer.

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"Assassins on the Run"

Welcome to the membership. I hope you had a nice summer and are in good spirits and anxious for the fall campaign to begin. This fall I am offering a trip, on Oct 17th through the Chester County Night School. It is called "Assassins on the Run." It offers a tour of the newly renovated Ford's Theater, the Petersen House, the Surratt Tavern, Dr. Mudd's House and dinner at Capt. Billy's near Dents Meadow where Booth and Herold crossed into VA. Below please find a brief outline of the places and events to be covered. If any of you would like to join us we will be happy to accommodate you. This is the same trip that was taken last year by our Round Table. Everyone enjoyed this trip immensely. If you missed the trip and would like to join us registration can be made through the Chester County Night School online at their web site.

<http://www.chestercountynightschool.org/>. Registrations must be made no later that **September 15th, 2009**. Cost **\$85**. per person.

"Assassin's on the Run"



6:00 AM – Meet @ Charles F. Patton Middle School and board a luxury coach bus for Washington, D. C.



9:00 AM – Arrive @ Ford's Theater site of Abraham Lincoln's murder. Ranger talk, museum, bookstore.



10:00 AM – Visit Petersen House & the room where Abraham Lincoln died.

11:30 AM – Visit Surratt Tavern for tour & lunch (assassins' first stop after the murder)



2:00 PM – Visit Dr. Mudd's House tour of house and museum (assassins' second stop to set Booth's broken leg)

4:30 PM* – Final stop for dinner near the site where assassins escaped into Virginia

6:00 PM* – Leave for PA

9:00 PM* – Arrive at CFP Middle School

*** times approximate**

Executive Board Minutes

August 12, 2009

Attendees: Roger Arthur Greg Buss Vince Carosella Chip Crowe
Lynne Fulton Jim Lawler Ted Pawlik John Walls

2009/2010 Campaign

1. The speaker line up for the upcoming campaign is as follows:

Sept 2: J. Lawler Survival – Andersonville & Sultana
Oct 7 : R. Arthur Importance of John Brown (tentative)
Nov 4 : M. Borowick Fitz-John Porter’s Court Martial
Dec 2 : Round Table Discussion and Christmas Social
Jan 6 : D. Kelly TBA
Feb 3 : M. Leepson Battle of Monocacy
Mar 3 : J. Booz Antietam
Apr 7 : G. Eckelbarger 2nd Manassas (tentative)
May 5 : C. Crowe Hunter McGuire

2. Tentative date for the annual banquet is May 25, 2010. The guest speaker will be Elizabeth Brown Pryor who will talk on “Lee’s Views After the War”.
3. The spring field trip will be to 2nd Manassas. Greg Buss will bring up with the membership at the September meeting whether to make this a one-day bus trip or an overnight trip.
4. Bob Sprague has confirmed with the Borough of West Chester that the Round Table has the room reserved for meetings.
5. In order to boost membership, Ted Pawlik will mail an announcement to all active and inactive members information about the 2009/2010 campaign. That announcement will go out the week of August 17, 2009. Roger Arthur will contact students who have taken his night school classes encouraging them to join.
6. Roger Arthur announced he is presenting two new programs at the Chester County Night School. One will be an advanced discussion course on the civil war. The other will be a one-day field trip titled the Assassins Tour. Those interested can contact the Chester County Night School.
7. It was recommended that at each banquet a picture be taken of the guest speaker and the president of the Round Table. This can be used for our website and publicity purposes.

Respectively Submitted:
Ted Pawlik
Secretary

Andersonville Civil War Prison Historical Background



Birdseye view of Andersonville prison from southeast corner Eye witness drawing [93.6K]

In November of 1863, Confederate Captain W. Sidney Winder was sent to the village of Andersonville in Sumter County, Georgia, to assess the potential of building a prison for captured Union soldiers. The deep south location, the availability of fresh water, and its proximity to the Southwestern Railroad, made Andersonville a favorable prison location. In addition, Andersonville had a population of less than 20 persons, and was, therefore, politically unable to resist the building of such an unpopular facility. So Andersonville was chosen as the site for a prison that would later become infamous in the North for the thousands of prisoners that would die there before the war ended.

After the prison site was selected, Captain Richard B. Winder was sent to Andersonville to construct a prison. Arriving in late December of 1863, Captain Winder adopted a prison design that encompassed roughly 16.5 acres which he felt was large enough to hold 10,000 prisoners. The prison was to be rectangular in shape with a small creek flowing roughly through the center of the compound. The prison was given the name Camp Sumter.

In January of 1864, slaves from local farms were impressed to fell trees and dig ditches for construction of the prison stockade. The stockade enclosure was approximately 1010 feet long and 780 feet wide. The walls of the stockade were constructed of pine logs cut on site, hewn square, and set vertically in a wall trench dug roughly five feet deep. According to historical accounts, the poles were hewn to a thickness of eight to 12 inches and "matched so well on the inner line of the palisades as to give no glimpse of the outer world" (Hamlin 1866:48-49). A light fence known as the deadline was erected approximately 19-25 feet inside the stockade wall to demarcate a no-man's land keeping the prisoners away from the stockade wall. Anyone crossing this line was immediately shot by sentries posted at intervals around the stockade wall.

Included in the construction of the stockade were two gates positioned along the west stockade line. The gates were described in historic accounts as "small stockade pens, about 30 feet square, built of massive timbers, with heavy doors, opening into the prison on one side and the outside on the other" (Bearss 1970:25). Each gate contained wickets (door-sized entryways).

Prisoners began arriving at the prison in late February of 1864 and by early June the prison population had climbed to 20,000. Consequently, it was decided that a larger prison was necessary, and by mid-June work was begun to enlarge the prison. The prison's walls were extended 610 feet to the north, encompassing an area of roughly 10 acres, bringing the total prison area to 26.5 acres. The extension was built by a crew of Union prisoners consisting of 100 whites and 30 African Americans in about 14 days. On July 1, the northern extension was opened to the prisoners who subsequently tore down the original north stockade wall, then used the timbers for fuel and building

materials. By August, over 33,000 Union prisoners were held in the 26.5 acre prison.

Due to the threat of Union raids (Sherman's troops were marching on Atlanta), General Winder ordered the building of defensive earthworks and a middle and outer stockade around the prison. Construction of the earthworks began July 20th. These earthworks consisted of Star Fort located southwest of the prison, a redoubt located northwest of the north gate, and six redans.

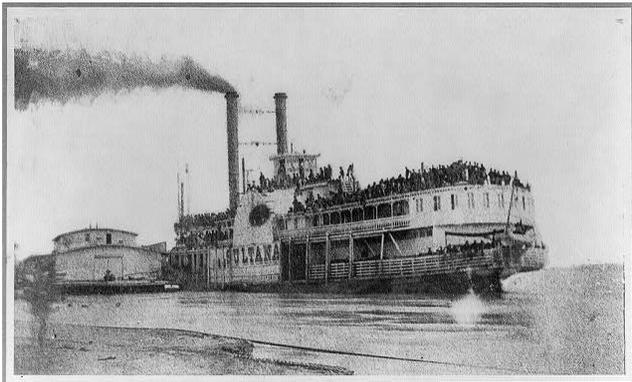
The middle and outer stockades were hastily constructed of un-hewn pine logs set vertically in wall trenches that were about four feet deep. The middle stockade posts projected roughly 12 feet above the ground surface and encircled the inner prison stockade as well as the corner redans. The outer stockade, which was never completed, was meant to encompass the entire complex of earthworks and stockades. The posts of the outer stockade extended about five feet above the ground surface.

By early September, Sherman's troops had occupied Atlanta and the threat of Union raids on Andersonville prompted the transfer of most of the Union prisoners to other camps in Georgia and South Carolina. By mid-November, all but about 1500 prisoners had been shipped out of Andersonville, and only a few guards remained to police them. Transfers to Andersonville in late December increased the numbers of prisoners once again, but even then the prison population totaled only about 5000 persons. The number of prisoners at the prison would remain this low until the war ended in April of 1865. During the 15 months during which Andersonville was operated, almost 13,000 Union prisoners died there of malnutrition, exposure, and disease; Andersonville became synonymous with the atrocities which both North and South soldiers experienced as prisoners of war.

After the war ended, the plot of ground near the prison where nearly 13,000 Union soldiers had been buried was administered by the United States government as a National Cemetery. The prison reverted to private hands and was planted in cotton and other crops until the land was acquired by the Grand Army of the Republic of George in 1891. During their administration, stone monuments were constructed to mark various portions of the prison including the four corners of the inner stockade and the North and South Gates.

- Further reading on American Civil War prisoner-of-war policy and conditions:
 - ***Andersonville: The Last Depot***, by William Marvel, University of North Carolina Press, Chapel Hill, North Carolina, 1994.
 - ***Captives Immortal: The Story of Six Hundred Confederate Officers and the United States Prisoner of War Policy***, by Mauriel Phillips Joslyn, White Mane Publishing Co., Inc., Shippensburg, Pennsylvania, 1996. [[View image of prisoners burying dead comrad at Fort Pulaski, 1864-1865.](#)]

Information obtained from: www.nps.gov



The steamboat ***Sultana*** was a Mississippi River paddle wheeler destroyed in an explosion on 27 April 1865. This resulted in the greatest maritime disaster in United States history. An estimated 1,800 of the 2,400 passengers were killed when one of the ship's four boilers exploded and the *Sultana* sank not far from Memphis, Tennessee.^[1] This disaster received somewhat diminished attention as it took place soon after the assassination of President Abraham Lincoln and during the closing weeks of the Civil War.

The Sultana - The wooden steamship was constructed in 1863 by the John Lithoberry Shipyard on Front Street in Cincinnati, Ohio, and intended for the lower Mississippi cotton trade. Weighing 1,719 tons, the steamer normally carried a crew of 85. For two years, the *Sultana* ran a regular route between St. Louis and New Orleans. The steamship was frequently commissioned by the War Department to carry troops.

The Tragedy

The *Sultana* on fire, from *Harpers Weekly*

Under the command of Captain J.C. Mason of St. Louis, the *Sultana* left New Orleans on April 21, 1865, with 75 to 100 cabin passengers, deck passengers, and numerous heads of livestock bound for market in St. Louis. At Vicksburg, Mississippi, the steamship stopped for a series of hasty repairs to the boilers and to take on more passengers. Rather than have a bad boiler replaced, a small patch weld job was done to reinforce a leaking area. A section of bulged boiler plate was removed, and a patch of less thickness than the parent plate was riveted in its place.^[2] This repair only took about a day, whereas to replace the boiler completely would have taken about three days. Captain Mason was itching to be on his way and had the patch job done because it was faster. During the *Sultana's* time in port, men tried to muscle, bribe, and threaten their way on board, until the ship was bursting at the seams with soldiers. More than two thousand men crowded aboard.



Most of the new passengers were Union soldiers, chiefly from Ohio and just released from Confederate prison camps such as [Cahawba](#) and [Andersonville](#). The US government had contracted with the *Sultana* to transport these former prisoners of war back to their homes. With a legal capacity of only 376, the *Sultana* was severely overcrowded. Many of *Sultana's* passengers had been weakened by their incarceration and associated illnesses. Passengers were packed into every available berth, and the overflow was so severe that the decks were completely packed.

The cause of the explosion was a leaky and poorly repaired steam boiler. There was reason to believe allowable working steam pressure was exceeded attempting to overcome the spring river current.^[2] The boiler (or "boilers") gave way when the steamer was about 7 to 9 miles north of Memphis at 2:00 A.M.^[3] There was a terrific explosion that sent some of the passengers on deck into the water while destroying a good portion of the ship. Hot coals scattered by the explosion soon turned the remaining superstructure into an inferno, the glare of which could be seen in Memphis.^[4]

The first boat on the scene at about 3:00 A.M. (an hour after the explosion) was the southbound steamer *Bostonia II*^[5] which overtook the burning wreck and rescued scores of survivors. The hulk drifted to the west bank and sank about dawn off the tiny settlement of Mound City, Arkansas. Other vessels joined the rescue, including the steamer *Arkansas*, the *Jenny Lind*, the *Essex*, and the Navy sidewheel gunboat USS *Tyler*, manned by volunteers. The ship's regular crew had been discharged days before.^[6]

Passengers who survived the initial explosion had to risk their lives in the icy spring runoff of the Mississippi or burn with the ship.^[2] Many died of drowning or hypothermia. Some survivors were plucked from trees along the Arkansas shore. Bodies of victims continued to be found downriver for months, some as far as Vicksburg. Many bodies were never recovered. The *Sultana's* officers, including Captain Mason, were among those who perished.^[7]

About 500 survivors, many with horrible burns, were transported to hospitals in Memphis. Up to 300 of them died later from burns or exposure. Newspaper accounts indicate that the people of Memphis had sympathy for the victims despite the fact that they had recently been enemies. The Chicago Opera Troupe staged a benefit, the crew of the *Essex* raised \$1,000, and the mayor took in three survivors.^[8]

Monuments and historical markers to the *Sultana* and its victims have been erected at Memphis, Tennessee; Muncie, Indiana; Marion, Arkansas; Vicksburg, Mississippi; Cincinnati, Ohio; Knoxville, Tennessee; Hillsdale, Michigan; and Mansfield, Ohio.

Casualties -No exact death toll is known. Estimates range from 1,300 to 1,900. The official count by the United States Customs Service was 1,547. Modern historians tend to concur on a figure of "up to 1,800". Final estimates of survivors were between 700-800. Many of the dead were interred at the Memphis National Cemetery.

Cause - The official cause of the *Sultana* disaster was determined to be mismanagement of water levels in the boiler, exacerbated by "careening." The *Sultana* was severely overcrowded and top heavy. As the steamship made its way north following the twists and turns of the river, the *Sultana* listed severely to one side then the other. The *Sultana*'s four boilers were interconnected and mounted side-by-side, so that if the ship tipped sideways, water would tend to run out of the highest boiler. With the fires still going against the empty boiler, this created hot spots. When the ship tipped the other way, water rushing back into the empty boiler would hit the hot spots and flash instantly to steam, creating a sudden surge in pressure. This effect of careening could have been minimized by maintaining high water levels in the boilers. The official inquiry found that *Sultana*'s boilers exploded due to the combined effects of careening, low water level, and a faulty repair to a leaky boiler made a few days earlier.

In 1888, a St. Louis resident named William Streetor claimed that his former business partner, Robert Loudon, made a deathbed confession of having sabotaged the *Sultana* by a coal torpedo. Loudon was a former Confederate agent and saboteur who operated in and around St. Louis. Loudon had the opportunity and motive to attack the *Sultana*. He may have had access to the means. (Thomas Edgeworth Courtenay, the inventor of the coal torpedo, was a former resident of St. Louis and was involved in similar acts of sabotage against Union shipping interests.) Supporting Loudon's claim are eyewitness reports that a piece of artillery shell was observed in the wreckage. Loudon's claim is controversial, however, and most scholars support the official explanation.^{[9][10]}

References

1. [^] Berryman, H.E.; Potter, J.O. & Oliver, S. (1988): The ill-fated passenger steamer *Sultana*: an inland maritime mass disaster of unparalleled magnitude. *Journal of Forensic Sciences* 33(3): 842-850.
2. [^] ^a ^b ^c Bennett, Robert Frank, CDR USCG "A Case of Calculated Mischief" *United States Naval Institute Proceedings* March 1976 pp.77-83
3. [^] Remembering *Sultana*
4. [^] Harvey, Hank, retired staffer, *The Blade*, Toledo, Ohio, Sunday, October 27, 1996, Section C, Pages 3,6.
5. [^] *Sultana*: A Tragic Postscript to the Civil War
6. [^] Harvey, Hank, retired staffer, *The Blade*, Toledo, Ohio, Sunday, October 27, 1996, Section C, Pages 3,6.
7. [^] Harvey, Hank, retired staffer, *The Blade*, Toledo, Ohio, Sunday, October 27, 1996, Section C, Pages 3,6.
8. [^] Harvey, Hank, retired staffer, *The Blade*, Toledo, Ohio, Sunday, October 27, 1996, Section C, Pages 3,6.
9. [^] William A. Tidwell, *April '65*. Kent, Ohio: The Kent State University Press, 1995, pg. 52.
10. [^] G.E. and Deb Rule, "The *Sultana*: A case for sabotage," in *North and South Magazine*, Vol. 5, issue 1, December 2001.
11. [^] Harvey, Hank, retired staffer, *The Blade*, Toledo, Ohio, Sunday, October 27, 1996, Section C, Pages 3,6.
12. [^] Harvey, Hank, retired staffer, *The Blade*, Toledo, Ohio, Sunday, October 27, 1996, Section C, Pages 3,6.

Information obtained from Wikipedia

A CRY FROM ANDERSONVILLE PRISON

by [William Comfort](#)

*When our country called for men we came from forge and hill,
From workshop, farm and factory the broken ranks to fill,
We left our quiet happy home and those we loved so well,
To vanquish all our Union foes or fall where others fell.
But now in prison drear we languish and 'tis our constant cry,
Oh ye who yet can save us . . . will you leave us here to die?*

*Did the voice of slander tell ye that our hearts were weak with fear?
That all, or nearly all, of us were captured in the rear?
But the scars upon our bodies from the musket ball and shell,
The missing legs and shattered arms a truer tale will tell;
We have tried to do our duty in the sight of God on high,
And ye who can yet save us now leave us here to die.*

*There are hearts with hope still beating in our "Northern Homes"
Watching, waiting for the footsteps that will never come.
In "Southern prisons" pining, meager, tattered, pale and gaunt,
Growing weaker, weaker daily from pinching cold and want --
Are husbands, sons and brothers who hopeless captives lie,
And ye who yet can save us -- Will you leave us here to die?*

*From out our prison gate there's a graveyard close at hand,
Where lay fourteen thousand Union men beneath a Southern sand,
And scores are laid beside them as day succeeds each day,
And thus it shall be until we all shall pass away;
And the last can say while dying with upturned glazing eye,
Both faith and love are dead at home and they've left us here to die.*



Scheduled Speakers for 2009 - 2010:

Sep 2, 2009: James Lawler – “Survival – Andersonville and Sultana”
Oct 7, 2009: Roger Arthur – “Importance of John Brown” (Tentative)
Nov 4, 2009: M. Borowick – “Fitz-John Porter’s Court Marital
Dec 2, 2009: BVCWRT Members - Discussion of selected topics, plus our Christmas Social
Jan 6, 2010: Dennis Kelly – TBA
Feb 3, 2010: M. Leepson – “Battle of Monocacy”
Mar 3, 2010: J Booz – “Antietam”
Apr 7, 2010: Gary Eckelbarger – “2nd Manassas” (Tentative)
Apr ?, 2010: Field Trip: 2nd Manassas (More information to come from Greg Buss)
May 5, 2010: ChipCrowe – “Hunter McGuire”
May 25, 2010: (Annual Banquet): **Speaker will be Elizabeth Brown Pryor**, who is an American diplomat and historian. In 2008, Pryor was awarded the Lincoln Prize for *Reading the Man: A Portrait of Robert E. Lee through his Private Letters*. She shared the honor with James Oakes, who won for *The Radical and the Republican: Frederick Douglass, Abraham Lincoln, and the Triumph of Antislavery Politics*. Pryor's book is notable for using hundreds of Lee's previously unpublished private letters to create a fresh biography of the Confederate general.

Brandywine Valley Civil War Round Table Membership Application

Application Type: New _____ Renewal _____

Last Name: _____ First Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone Number : _____

E-mail Address: _____

Note: Monthly newsletters are distributed by E-mail only.

Membership Type: Individual (\$25) _____ Family (\$40): _____ Student (\$15): _____

If family membership, please list other names: _____

Bring the completed form and a check payable to BVCWRT to a meeting or mail it to:
Dave Walter, Treasurer, 937 Thorne Drive, West Chester, PA 19382