

# The Knapsack

Raleigh Civil War Round Table

The same rain falls on both friend and foe.

August 9<sup>th</sup>, 2021  
Our 246<sup>th</sup> Issue



Volume 21  
Number 8

<http://www.raleighcwrt.org>

## August 9<sup>th</sup>, 2021 Event Features Charles Knight, M.A., Presenting a Restored NC State Flag and Speaking on the Subject of His Book *From Arlington to Appomattox: Robert E. Lee's Civil War, Day by Day, 1861–1865*

Our upcoming meeting will be on Monday, August 9<sup>th</sup>, 2021. **For the first time since March 2020, we will be meeting in person at the NC Museum of History in Raleigh. We encourage those attending who are not yet fully vaccinated for the Covid-19 virus to wear a mask.** For those unable to attend in person, a Zoom session will also be recorded live simultaneously.

Raleigh CWRT President, Josie Walker, will email an invitation to you, including instructions and a link for joining online if you are unable to attend in person. **Please contact Josie at [RaleighCWRT@Yahoo.com](mailto:RaleighCWRT@Yahoo.com) if you do not receive this invitation by August 2<sup>nd</sup>.**



Charlie Knight, M.A.

August's meeting will feature a presentation by Charles Knight, M.A., speaking on the subject of his recently published book *From Arlington to Appomattox: Robert E. Lee's Civil War, Day by Day, 1861–1865* (Savas Beatie, 2021).

Prior to his talk, Charlie will present the conserved NC state flag which belonged to the NC 30<sup>th</sup> Infantry Regiment. The restoration effort was a project sponsored and funded by the Raleigh CWRT.

Charlie Knight is Curator of Military History at the North Carolina Museum of History in Raleigh. He has over 20 years of experience in the museum field, having previously worked as a Historical Interpreter at New Market Battlefield Park in New Market, VA; Curator of the Douglas MacArthur Memorial in Norfolk, VA; and Director of the Arizona Capitol Museum in Phoenix, AZ. He joined the NC Museum of History staff in 2017.

Charlie is a native of Richmond, VA, where he developed a love of history at an early age. He is a graduate of Bridgewater College and American Military University, with degrees in U.S. History and Military History (M.A.).

He has written numerous articles and book reviews for a variety of magazines, including *Blue & Gray*, *Classic*

*Trains*, *Hallowed Ground*, and *Shenandoah at War* among others, and has given historical presentations to audiences across the country.

In addition to *From Arlington to Appomattox...*, Charlie is the author of *Valley Thunder: The Battle of New Market* (Savas Beatie, 2010). He was a historical advisor on the 2014 film *Field of Lost Shoes*, about the Battle of New Market. He is a past member of the Scottsdale (AZ) Civil War Round Table and current member of the Raleigh CWRT and of the Leonidas Polk Camp of the Sons of Confederate Veterans.

Knight is currently working on a biography of Confederate general and railroad magnate William Mahone and resides in Holly Springs, NC with his wife and two children.

### Restored NC State Flag Background

The notion of having the RCWRT provide the funds for conserving a Civil War NC state flag belonging to the NC 30<sup>th</sup> Infantry Regiment was originated by Andrew Ballard, editor emeritus of the RCWRT's Knapsack newsletter. To this end, Andrew produced a documentary film covering the end of the Civil War in North Carolina. For details, see the article *Member-Produced Civil War Documentary Film Available* on the front page of the Raleigh CWRT's web-site, <http://www.raleighcwrt.org/>. Donations



for receiving this video have provided a significant portion of the funds needed for the conservation project.

A second significant source of funding was obtained through donations obtained from a number of presentations made by Dr. Ted Kunstling to the local community in 2018 and 2019 on the topic *Raleigh Occupied 1865*. This concerned the occupation of Raleigh



Dr. Ted Kunstling

by Gen. William Tecumseh Sherman and his army in mid-April 1865. Dr. Kunstling also led follow-up bus tours through Raleigh as he pointed out the structures mentioned earlier in his talks.

Finally, generous donations from the RCWRT's Board of Directors and others, plus raffle proceeds, made up the bulk of the remaining funding. It should also be noted that the achieved goal of \$8,000 for this project does not end the RCWRT's fund-raising activities for future educational and preservation activities related to North Carolina and the Civil War.

The physical work in restoring the flag took an entire year and was completed a year ago. The pandemic has delayed the presentation ceremony until now, August 2021, our first in-person monthly meeting of the Raleigh CWRT in seventeen months.

Finally, there is an interesting bit of trivia concerning this particular NC state flag that makes it unique. Like the famous "Inverted Jenny" U.S. stamp in which the bi-plane is inverted on its background, the horizontal blue and white color bars on this flag are reversed as compared to the officially designated description. North Carolina legislative records show that a "state flag" was not established or recognized until 1861. The constitutional convention of 1861, which passed the ordinance of secession, adopted a state flag. On May 20, 1861, the day the secession resolution was adopted, Col. John D. Whitford, a member of the convention from Craven County, introduced an ordinance. The law as it appears in the ordinance and resolutions passed by the convention is as follows:



*Restored NC state flag belonging to the NC 30<sup>th</sup> Infantry Regiment*

Like the famous "Inverted Jenny" U.S. stamp in which the bi-plane is inverted on its background, the horizontal blue and white color bars on this flag are reversed as compared to the officially designated description. North Carolina legislative records show that a "state flag" was not established or recognized until 1861. The constitutional convention of 1861, which passed the ordinance of secession, adopted a state flag. On May 20, 1861, the day the secession resolution was adopted, Col. John D. Whitford, a member of the convention from Craven County, introduced an ordinance. The law as it appears in the ordinance and resolutions passed by the convention is as follows:

#### AN ORDINANCE IN RELATION TO A STATE FLAG

Be it ordained by this Convention, and it is hereby ordained by the authority of the same, That the flag of North Carolina shall consist of a red field with a white star in the center, and with the inscription, above the star, in a semi-circular form, of "May 20th, 1775," and below the star, in a semi-circular form, of "May 20th, 1861." That there shall be two bars of equal width, and the length of the field shall be equal to the bar, the width of the field being equal to both bars: **the first bar shall be blue, and second shall be white:** and the length of the flag shall be one-third more than its width. [Ratified the 22nd day of June, 1861.]

This state flag, adopted in 1861, is said to have been issued to North Carolina regiments of state troops during the summer of 1861 and borne by them throughout the war. It was the only flag, except the national and Confederate colors, used by North Carolina troops during the Civil War. This flag existed until 1885, when the Legislature adopted a new model.

~ o ~

## **From Arlington to Appomattox: Robert E. Lee's Civil War, Day by Day, 1861-1865**

The following description of Charles Knight's new book, *From Arlington to Appomattox: Robert E. Lee's Civil War, Day by Day, 1861-1865*, is taken from Amazon.com:

### **From Arlington to Appomattox**

Robert E. Lee's Civil War, Day by Day, 1861-1865



CHARLES R. KNIGHT  
Author of *Valley Thunder: The Battle of New Market and the Opening of the Shenandoah Valley Campaign, May 1864*

Author Charles Knight does for Lee and students of the war what E. B. Long's *Civil War Day by Day* did for our ability to understand the conflict as a whole. This is not another Lee biography, but it is every bit as valuable as one, and perhaps more so.

Lost in all of the military histories of the war, and even in most of the Lee biographies, is what the general was doing when he was out of history's "public" eye. . . . Where was Lee and what was he

doing when the spotlight of history failed to illuminate him?

Focusing on where he was, who he was with, and what he was doing day by day offers an entirely different appreciation for Lee. Readers will come away with a fresh sense of his struggles, both personal and professional, and discover many things about Lee for the first time using his own correspondence and papers from his family, his staff, his lieutenants, and the men of his army.

General Lee intended to write a history of the Army of Northern Virginia but died before he could complete his work. Based on hundreds of first-person accounts, *From Arlington to Appomattox* recreates, as far as such a thing is now possible, a Lee-centric study of what the man experienced on a daily basis. It is a tremendous contribution to the literature of the Civil War.

#### **Reviews**

"Knight's study will become the standard reference work on Lee's daily wartime experiences."

— R. E. L. Krick, author of *Staff Officers in Gray*

"Charlie Knight's *From Arlington to Appomattox: Robert E. Lee's Civil War Day by Day* is a pleasure to read, and I learned many things from just perusing it. I think the whole project is brilliant. . . . I got lost in all of the minute details (which I love)."

— Michael C. Hardy, award-winning author of *General Lee's Immortals*

Publisher: Savas Beatie (June 4, 2021) (hardcover)  
ISBN-10: 1611215021; ISBN-13: 978-1611215021

This book is available at Quail Ridge Books in Raleigh, NC, as well as other book stores and online at Amazon.com.

# Twelve Notable Instances of Rail Transportation During the Civil War

A Twelve-Part Series by Bob Graesser, Editor

## Introduction

This is part four of a twelve-part series (listed below) in which I examine in chronological order some of the most notable instances of how rail transportation played a critical role in the Civil War. Part four examines railroad theft/sabotage, specifically how the Union attempted to block reinforcements/supply by rail from Atlanta, Georgia while a simultaneous attack was being made on the Confederate rail hub in Chattanooga, Tennessee.

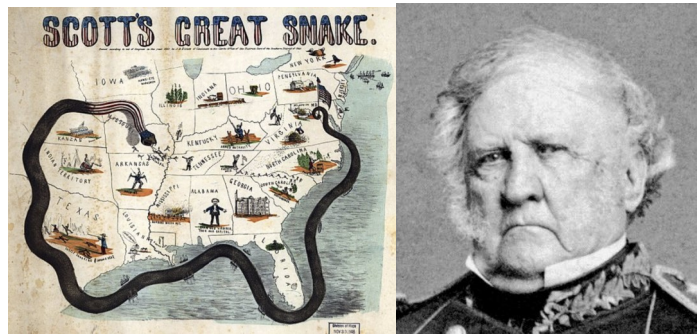
## Part 4 Sources

- [\*The Great Locomotive Chase: The Andrews Raid 1862\*](#) by Gordon L. Rottman (author), Mariusz Kozik (Illustrator), Brian Delf (Illustrator); Osprey Publishing; 1st edition (September 20, 2012)
- [\*Capturing a Locomotive: A History of Secret Service in the Late War\*](#) by William Pittenger; Good Press (December 3, 2019)
- [\*Lloyd's American Railroad Map, Showing the Whole Seat of War, 1861\*](#). The only correct map of the Southern States. This map was the work of James T. Lloyd in 1861 and depicts all railroads in operation at that time. It is housed in the Library of Congress.

## Prologue

The Western Theater of the Civil War consisted of an area bounded by the north-south Mississippi River on the west, the east-west Ohio River on the north, the north-south Blue Ridge Mountains on the east, and the east-west Gulf of Mexico on the south. (Louisiana, Arkansas, and Texas made up the Trans-Mississippi Theater.)

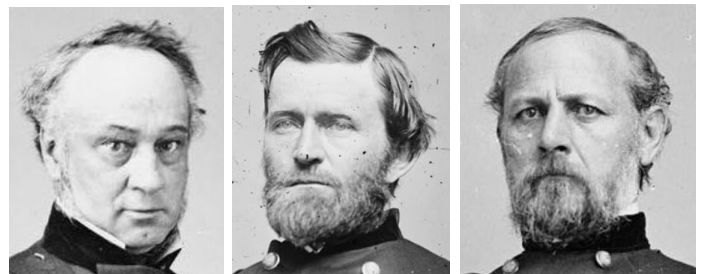
At the start of the Civil War in 1861, Winfield Scott, General-in-Chief of the U.S. Army, formulated the Anaconda



Winfield Scott's Anaconda Plan

Gen. Winfield Scott

Plan to hasten the end of the conflict by preventing the South from receiving or sending supplies, armaments, and troops in and out of Southern ports. This plan required a Union blockade of the South's Atlantic and Gulf of Mexico ports as well as Union control of the Mississippi River.



Henry Halleck

Ulysses S. Grant

Don Carlos Buell

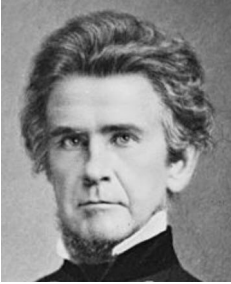
Union Maj. Gen. Henry Halleck was in charge of the Western Theater during 1861-1862. He coordinated the efforts of Brigadier Generals Ulysses S. Grant and Don Carlos Buell in invading the agricultural heartland of the South via the major rivers in Tennessee, i.e., the Mississippi, Tennessee, and Cumberland Rivers.

In February 1862, Grant, commanding the Army of the Tennessee, captured Fort Henry on the Tennessee River and Fort Donelson on the Cumberland River. During this same month, Buell, commanding the Army of the Ohio, captured Nashville, also on the Cumberland River, in central Tennessee. Nashville was both the first Confederate state capital to be captured as well as the first large city to fall to the Union. It remained in Union hands throughout the rest of the war.

- 
- Part 1: Lincoln's Whistle-Stop Inaugural Journey from Springfield, IL to Washington City, Feb. 11<sup>th</sup>-23<sup>rd</sup>, 1861
  - Part 2: Jefferson Davis's Inaugural Journey from His MS Plantation, Brierfield, to Montgomery, AL, Feb. 11<sup>th</sup>-17<sup>th</sup>, 1861
  - Part 3: Reinforcement Via Rail Enables the Confederates to Win the Battle of Bull Run, July 18<sup>th</sup>-21<sup>st</sup>, 1861
  - Part 4: The Great Locomotive Chase, a.k.a. Andrews' Raid, April 12<sup>th</sup>, 1862**
  - Part 5: Greatest Troop Movement by Rail: Rebel Troops from Tupelo, MS to Chattanooga, TN, July 1862
  - Part 6: Supplying the Union Troops by Rail During the Gettysburg Campaign, June 11<sup>th</sup>-July 7<sup>th</sup>, 1863
  - Part 7: Longstreet's Reinforcement of Bragg by Rail to Win the Battle of Chickamauga, Sept. 9<sup>th</sup>-19<sup>th</sup>, 1863
  - Part 8: Union XI and XII Army Corps Reinforce and Rescue Rosecrans by Rail in Chattanooga, Sept. 25<sup>th</sup>-Oct. 6<sup>th</sup>, 1863
  - Part 9: Supplying Sherman's Atlanta Campaign via Rail, May 1<sup>st</sup>-Sept. 5<sup>th</sup>, 1864
  - Part 10: Supplying the Union Troops During the Siege of Petersburg, June 15<sup>th</sup>, 1864-April 2<sup>nd</sup>, 1865
  - Part 11: Supplying the Confederate Troops During the Appomattox Campaign, April 2<sup>nd</sup>-11<sup>th</sup>, 1865
  - Part 12: Lincoln's Whistle-Stop Funereal Journey from Washington City to Springfield, IL, April 21<sup>st</sup>-May 4<sup>th</sup>, 1865

As a result of their victories, both Grant and Buell were promoted to the rank of Major General in March 1862.

Once Buell had taken Nashville, he was ordered by Halleck to take Chattanooga, a critical Confederate rail hub in the southeast corner of Tennessee. Buell, in turn, delegated this task to Brigadier General Ormsby Mitchel and his 10,000-man 3rd Division of the 1<sup>st</sup> Corps of Buell's army.



*Ormsby Mitchel*

As an aside, Mitchel, who grew up in Lebanon, Ohio, had graduated from West Point as a classmate of Robert E. Lee and Joseph E. Johnston. A brilliant man whom some considered foolish and egotistical, Mitchel had been an assistant professor of mathematics at West Point upon his graduation. After that, he became a lawyer and the Chief Engineer of the Little Miami (Ohio) Railroad, then being constructed. (So Mitchel knew a thing or two about railroads!) He was also a renowned astronomer and had constructed a new observatory on Mt. Adams in Cincinnati housing the second largest refracting telescope in the world. As a military man, Mitchel had ambitions and was determined to establish his reputation by capturing Chattanooga.

### Proof of Concept



*William Carter*

At this point, we need to backtrack a bit to pick up a major thread to this story. In November 1861, a Tennessee Unionist Presbyterian minister and well-to-do farmer named William Carter proposed a plan to Union Brig. Gen. George Thomas, commanding an independent force in eastern Kentucky.

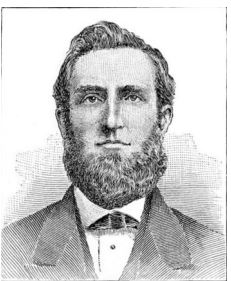
There was a group of civilian volunteers willing to launch a railroad bridge-burning raid into eastern Tennessee.

Given the blessing of both President Lincoln and Thomas, Carter and his volunteer saboteurs struck the night of November 8-9. They managed to burn nine bridges in northeast Alabama, northwest Georgia, and southeast Tennessee. This had the effect of disrupting Confederate rail traffic for weeks. Unfortunately, the Federal Government didn't follow through with a hoped-for military occupation and many of the pro-Union conspirators were imprisoned, banished or hung.



*George Thomas*

### Introducing James Andrews



*James Andrews*

One person who took note that the two bridges burned on the Western & Atlantic RR between Chattanooga and Atlanta had prevented any trains from arriving in Chattanooga for nearly a week was the Kentuckian and Union civilian protagonist of this story, James Andrews.

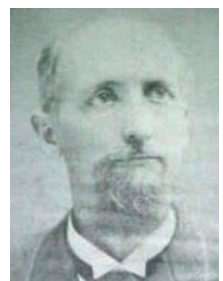
During 1861, James Andrews had smuggled contraband quinine into the south for military and civilian use in countering malaria. He also supplied scarce notions such as buttons, thread, needles, etc. to women in the South. These were simply covers, as Andrews was actually a Union secret agent and scout. As such, he became well acquainted with persons, places, and transportation routes in the South, and had cultivated a number of southern contacts during his forays. He also paid particular attention to Southern newspapers which, much to the dismay of Confederate military authorities, often provided important information best left unstated.

Each time Andrews crossed back into Union lines, he would report his findings on Confederate activities, troop dispositions, etc. to the Union forces, particularly General Buell. Thus, Andrews had developed a reputation as a reliable spy for the North.

At some point after the November 1861 bridge-burning raid, having traveled a number of times up and down the single track railroad linking Chattanooga with Atlanta, it dawned on Andrews as to how vulnerable this transportation route was. He began to take notes surreptitiously on railroad time table schedules, depots, water and cordwood caches, switch yards, telegraph offices, and the habits of train conductors and engineers. He even found a train engineer in Atlanta who was willing to commit treason against the Confederacy by helping Andrews commandeer a train and drive it north, burning bridges, severing telegraph lines, and tearing up as many train rails as possible between Atlanta and Chattanooga.

In mid-March 1862, Andrews proposed his plan to Buell. After some thought, Buell approved the plan and turned Andrews over to his subordinate, Mitchel, for the attempt. Mitchel, in turn, assigned eight volunteer soldiers of the 2<sup>nd</sup> Ohio Infantry Regiment to assist Andrews and the raid was initiated in late March. Since neither Mitchel nor Andrews survived 1862, much less the rest of the war, neither had time to write a memoir, leaving no record (except for one exception) of who these men were, their route, or what level of support was provided by Buell.

The exception was Private Frank Miller, a relative of Corporal William Pittenger, who accompanied Andrews on a subsequent raid. As told to Pittenger, Miller described how they wore civilian cloths, took four days to walk to Chattanooga, boarded a Western & Atlantic train to Atlanta, and spent three days there staying in different hotels. The plan failed when the aforementioned turncoat Confederate engineer never showed up.



*William Pittenger*

It so happened that the engineer had been transferred to another railroad company. Andrews had not thought to bring along a backup engineer. Not only that, but heavy rain also commenced, further hampering their efforts. The plan had failed and all they could do was to retrace their steps and return home. This "dry run" turned out to be a blessing, however, because it had pointed out the weak spots in their plan. For one thing, Andrews real-

ized that he would need more men to have an effective raiding force. For another, it was clear that he would need a few men with railroading experience so as to have several spares, if needed.

Undeterred, Andrews stayed in Georgia for several additional weeks, traveling up and down the Western & Atlantic RR, absorbing details for a more ambitious plan.

### Mitchel Makes His Move

While this was going on, Buell had instructed Mitchel to undertake an indirect approach to Chattanooga by first capturing Huntsville, AL and then following the Memphis & Charleston RR line to Chattanooga. Striking out of Nashville, Mitchel followed the Nashville and Chatta- →

nooga RR line and first occupied the important transportation city of Murfreesboro on March 21, 1862. Murfreesboro was near the Stones River as well as being a main stop on the aforementioned Railroad.

Continuing southward, Mitchel marched his Division first to Shelbyville, Tennessee on March 27<sup>th</sup>. It was here that Andrews, having returned from Georgia, caught up with Mitchel and reported on his failed mission. The date was April 6<sup>th</sup> and unknown to either Mitchel or Andrews, it was the night of the Battle of Shiloh. Having heard Andrews's proposals for a second attempt at causing havoc on the Western & Atlantic RR line, Mitchel agreed but stipulated that this second attempt would be tied in to Mitchel's push to take Chattanooga on April 11<sup>th</sup>. There wasn't a moment to spare since that was only 5 days hence. And it had started to rain again.



The above map is from *The Great Locomotive Chase: The Andrews Raid 1862* by Gordon L. Rottman (author), Mariusz Kozik (Illustrator), Brian Delf (Illustrator); Osprey Publishing; 1st edition (September 20, 2012)

### Andrews' Second Raid Attempt

As to the second raiding force, none of the original eight volunteered a second time. As one of them said, "I felt I had a noose around my neck the entire time in Georgia!" Instead, twenty-two other soldiers, recommended by their commanders, volunteered, as did one civilian, William Campbell. Counting Andrews, the crew numbered two dozen. This time Andrews, to allow for casualties, made sure that three of the men were experienced engineers.

Andrews had his raiders break up into groups of two to four men each. All of them were given the same cover story that they were Kentuckians looking to join a Kentucky unit fighting for the South. They set out to repeat the same steps taken in the first attempted raid by traveling by road to Chattanooga, then riding the Western & Atlantic railroad south.

It was here that fate intervened for the first time. Un- →

*The Knapsack*

beknownst to them, the rain that had started on April 6<sup>th</sup> would continue unabated for ten days.

By the time they all met up in Chattanooga, Andrews realized that there was no way that they could keep to the agreed-upon schedule. So he pushed the capture of the northbound train off by one day from April 11<sup>th</sup> to the 12<sup>th</sup>. As a civilian, he didn't realize that the military treated schedules seriously and that Mitchel would force-march his men to Chattanooga to stay on schedule.

Instead of terminating in Atlanta, the raiders boarded the southbound train out of Chattanooga but went only as far as Marietta, located 20 miles north of Atlanta. Andrews had decided it would be safer to spend the night in a smaller town. The hotel they selected, the *Fletcher*, was next to the railroad. They didn't get much sleep as the northbound train coming out of Atlanta, the *General*, was scheduled to arrive at 5:00 am. It was April 12, 1862, exactly one year since the firing on Fort Sumter!



*The Fletcher Hotel in Marietta, Georgia where James Andrews and his raiders spent the night of April 11, 1861*



*The **General** locomotive as it appears on display at the Southern Museum of Civil War and Locomotive History in Kennesaw, Georgia. This has been its permanent home since April 12, 1972, exactly 110 years after its theft.*

It was a good thing that Andrews had brought along extra engineers because four of the raiders overslept and failed to board the train on the morning of April 12<sup>th</sup>. As bad luck would have it, two of them were engineers, including the most experienced one.

Leaving Marietta at 5:05 a.m., the next stop was eight miles further north at a place called Big Shanty. (It would be renamed Kennesaw in 1887.) There was only one building, the Western & Atlantic-built **Lacy Hotel**. It served as the railway station, post office, and restaurant.

Since there were no dining cars in that era, this is where everyone, crew and passengers alike, disembarked the train for a 20 minute breakfast. All, that is, except for Andrews and his men. For it was here that they stole the **General**, its tender, and three boxcars. The passenger cars were uncoupled and left behind. In a matter of minutes they were underway -- it was 110 rail miles to Chattanooga.

Meanwhile the **General's** crew was busy wolfing down their breakfast. They included Conductor William Fuller, fireman Andrew "Andy" Anderson, and the Western & Atlantic foreman of Machinery and motive power, Anthony Murphy. It was Murphy who shouted to Fuller, "Someone is running off with your train!"



*William Fuller*



*Anthony Murphy*



*Lemuel Kendrick*

At this point fate intervened again, and not in a good way for the raiders. As was subsequently demonstrated, no man ever lived who could have been more highly agitated at the theft of his train, or more hugely determined and imbued with bulldog tenacity to get his train back than William Fuller.

Running outside, Fuller and Murphy knew they had to pursue the train, but with what? There were no other locomotives nearby. At this point, Lemuel Kendrick appeared. He was another conductor, the local postmaster, and the owner of the Lacy Hotel. Wasting no time, Kendrick grabbed a horse and headed off to Marietta, the nearest telegraph station, to alert the Western & Atlantic headquarters in Atlanta. By the time he was able to fire off his message south to Atlanta, the raiders had already cut the telegraph wire north of Big Shanty.

Not even bothering to find horses, Fuller and Murphy took off on a dead run after the receding train! The entire chase, step-by-step, is summarized in the table on the next two pages (7-8).

#### Western & Atlantic Stations and Related Sites

| Station/Site                                      | Mile       |
|---|------------|
| Atlanta   | 0          |
| Vinings   | 8          |
| <b>Marietta (spent night, then boarded train)</b> | <b>20</b>  |
| <b>Big Shanty (stole train during breakfast)</b>  | <b>28</b>  |
| Moon's Station                                    | 30         |
| Acworth   | 35         |
| Allatoona   | 40         |
| Etowah River                                      | 44         |
| Etowah  | 45         |
| Cartersville                                      | 47         |
| Cass Station                                      | 52         |
| Kingston  | 59         |
| Adairsville                                       | 69         |
| Calhoun   | 79         |
| Oostanaula River                                  | 83         |
| Resaca  | 84         |
| Tilton  | 90         |
| Dalton  | 99         |
| Tunnel Hill                                       | 107        |
| Ringgold  | 115        |
| <b>Chase ends</b>                                 | <b>116</b> |
| Graysville  | 121        |
| Tennessee state line                              | 125        |
| Chickamauga                                       | 126        |
| Chattanooga                                       | 138        |

## The Great Locomotive Chase Broken Down Step-by-Step

The Great Locomotive Chase is described below step-by-step on parallel columns, the Union Raiders on the left and the Confederate Pursuers on the right.

| Action #   | Actions of the Union Raiders   | Action Letter | Actions of the Confederates Pursuers   |
|--|--|---------------|--|
| <b>THE CHASE BEGINS: 5.00 A.M. TO 10.00 A.M., APRIL 12, 1862</b> |  |               |  |
| 0  |  | A             | The Atlanta-Chattanooga train, the <b>General</b> , departs from Atlanta at 4:00 a.m.  |
| 1  | The <b>General</b> arrives at Big Shanty at 5:20 a.m. The raiders steal the train.   | B             | Fuller and Murphy pursue the <b>General</b> on foot. Kendrick is dispatched to Marietta to telegraph Atlanta with the news.  |
| 2  | The raiders borrow a claw bar from a section gang working at Moon's Station.   | C             | Fuller and Murphy reach Moon's Station and continue the pursuit on a pole-driven handcar.  |
| 3  | The raiders cut the telegraph wire and erect a barricade.  | D             | The pursuers arm themselves in Acworth.  |
| 4  | The raiders dismount from the <b>General</b> , lift a rail and cut the telegraph wire outside of Allatoona.                | E             | The pursuer's handcar is derailed outside of Allatoona. They continue the pursuit on foot again.   |
| 5  | The <b>General</b> crosses the Etowa River at 8:00 a.m. and spots the <b>Yonah</b> locomotive on the Etowah Railroad       | F             | The pursuers commandeer the <b>Yonah</b> locomotive at Etowah and continue the pursuit.  |
| 6  | The raiders cut the telegraph wire outside of Cartersville and erect two barricades.                                       |               |  |
| 7  | The raiders collect wood and water for the <b>General</b> at Cass Station.   |               |  |
| 8  | The <b>General</b> is delayed for over one hour at Kingston by three southbound trains. It eventually departs at 9:35 a.m. | G             | Fuller commandeers the <b>William R. Smith</b> locomotive at Kingston.   |
| 9  | The raiders erect a barricade and cut the telegraph wire just north of Kingston.   |               |  |
| 10   | A rail is lifted further outside of Kingston.  | H             | The <b>William R. Smith</b> is halted outside of Kingston by a lifted rail. Fuller and Murphy continue to Adairsville on foot. The engineer for the <b>William R. Smith</b> replaces the rail and continues. |
| <b>THE CHASE ENDS, 10.00 A.M. TO 1.30 P.M., APRIL 12, 1862</b>   |  |               |  |
| 1  | The <b>General</b> bypasses the <b>Texas</b> locomotive at Adairsville.  | A             | Two miles south of Adairsville, Fuller commandeers the <b>Texas</b> locomotive.  |
| 2  | The <b>General</b> bypasses the <b>Catoosa</b> locomotive at Calhoun.  | B             | The cars of the <b>Texas</b> are backed onto the siding in Adairsville, and they continue the pursuit.   |
| 3  | The raiders cut the telegraph wire and loosen a rail outside Calhoun. They also detach the boxcar.                         | C             | The <b>Texas</b> picks up a telegraph operator from Dalton. The <b>Catoosa</b> follows with 11 soldiers on board.  |

*The information above is from **The Great Locomotive Chase: The Andrews Raid 1862** by Gordon L. Rottman (author), Mariusz Kozik (Illustrator), Brian Delf (Illustrator); Osprey Publishing; 1st edition (September 20, 2012)*

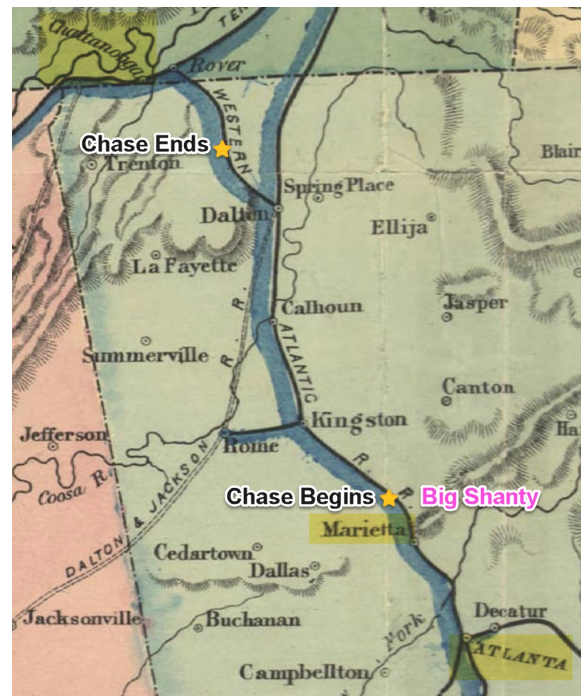
## The Great Locomotive Chase Broken Down Step-by-Step (Continued)

| Action # | Actions of the Union Raiders  | Action Letter | Actions of the Confederates Pursuers  |
|----------|---|---------------|---|
| 4        | The raiders begin tossing ties on the track and detach a second boxcar. They are unable to burn the Oostanaula River bridge.  | D             | Fuller spots his stolen train for the first time. The <b>Texas</b> creeps across the loose rail and couples onto a boxcar.  |
| 5        | The raiders collect more wood and water for the <b>General</b> at Green's Wood Yard and Tilton  | E             | The <b>Texas</b> couples onto a second boxcar.  |
| 6        | The <b>General</b> continues toward Chattanooga.  | F             | The <b>Texas</b> detaches two boxcars at Rasaca.  |
| 7        | The <b>General</b> is almost out of fuel and is rapidly losing steam.   | G             | The telegraph operator dropped off at Dalton succeeds in getting a message through to Chattanooga.  |
| 8        | The <b>General</b> loses power, and the raiders are forced to abandon it. They scatter into the forest at 1:00 p.m.   | H             | The <b>Texas</b> slows as it approaches the abandoned <b>General</b> . The <b>Catoosa</b> arrives. The <b>Texas</b> pulls the <b>General</b> back home at 1:30 p.m. |
| 9        | The raiders stand little chance. They have not eaten since the evening before, are unprovisioned, unequipped, and have no idea where they were. With the locals having been alerted, every raider is captured within two weeks. | I             | A company of Confederate soldiers from Chattanooga establishes an ambush outside of Chickamauga. The locals are alerted.  |

The information above is from [The Great Locomotive Chase: The Andrews Raid 1862](#) by Gordon L. Rottman (author), Mariusz Kozik (Illustrator), Brian Delf (Illustrator); Osprey Publishing; 1st edition (September 20, 2012)



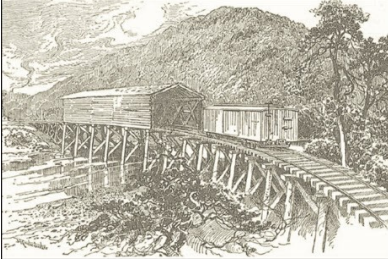
Map of Georgia showing the location of Big Shanty, renamed Kennesaw in 1887



Map showing the start and end points of the Great Locomotive Chase on the Western & Atlantic Railroad (from [Lloyd's American Railroad Map, Showing the Whole Seat of War, 1861](#))



# The Fate of the Andrews' Raiders



One of the seventeen bridges on the Western & Atlantic line, Andrews' primary targets

As mentioned, all two dozen raiders were apprehended within two weeks of their attempted theft of the *General* and failed attempt to destroy bridges, etc. Of these, eight were convicted as being spies and executed by hanging. This included the two civilians, James Andrews, the leader, and William Campbell. Six were imprisoned but exchanged on March 25<sup>th</sup>, 1863. These were the very first recipients of the newly-created Congressional Medal of Honor. Cpl. Jacob Parrott had the distinction of being the first to receive this medal.

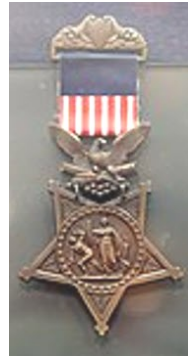
Ten raiders accomplished a mass escape from prison. Of these, eight made it back to friendly lines in a short time. Two escapees were seized and impressed to serve in the Confederate Army. Both deserted and made it back to friendly lines. This accounts for the fate of all two dozen raiders (as shown in the table below).

Out of the twenty-two eligible soldiers, Andrews and Campbell being ineligible as civilians, nineteen were awarded the Congressional Medal of Honor. The accompanying citation was the same for all twenty-two:

*"One of the 19 of 22 men (including 2 civilians) →*

*who, by direction of Gen. Mitchell (or Buell) penetrated nearly 200 miles south into enemy territory and cap-tured a railroad train at Big Shanty, Ga., in an attempt to destroy the bridges and tracks between Chattanooga and Atlanta."*

*[Ed. Note: Mitchel is misspelled as "Mitchell" and the phrase "including 2 civilians" is confusing as the two civilians were not part of the 22 men but rather were in addition to the 22 men who were soldiers.]*



*Actual Medal of Honor Awarded Posthumously to Raider John Scott in 1866*

As stated, the Congressional Medal of Honor, so called because it is awarded by the President of the United States, in the name of the U.S. Congress, was established during the Civil War. In that conflict, the Medal was awarded 1,523 times (33 posthumously) for acts of bravery and gallantry in combat.

The fact that three of the four Andrews' Raiders who overslept and didn't even participate in the Great Locomotive Chase were awarded the Medal of Honor is an indication of the relative lax definition of "acts of bravery and gallantry in combat" at that time. In comparison, during U.S. combat operations in Viet Nam, which lasted 2.5 times longer than the Civil War, a total of only 260 Congressional Medals of Honor were awarded.

| Andrews' Raiders   | Rank      | Parent Unit          | Birth-Death | Fate      | Medal of Honor    |
|--|-----------|----------------------|-------------|-----------|-------------------|
| James J. Andrews   | N.A.      | Civilian of Kentucky | 1829-1862   | Hanged    | Ineligible        |
| William Bensinger  | Pvt.      | Co. G, 21st Ohio     | 1840-1918   | Exchanged | March 25th, 1863  |
| Wilson W. Brown  | Pvt.      | Co. F, 21st Ohio     | 1837-1916   | Escaped   | Sept. 17, 1863    |
| Robert Buffum  | Pvt.      | Co. H, 21st Ohio     | 1828-1871   | Exchanged | March 25th, 1863  |
| William H. Campbell  | N.A.      | Civilian of Ohio     | 1839-1862   | Hanged    | Ineligible        |
| Daniel A. Dorsey   | Cpl.      | Co. H, 33rd Ohio     | 1838-1918   | Escaped   | Sept. 17, 1863    |
| William J. Knight  | Pvt.      | Co. E, 21st Ohio     | 1837-1916   | Escaped   | Sept. 17, 1863    |
| Elihu H. Mason   | Sgt.      | Co. K, 21st Ohio     | 1831-1896   | Exchanged | March 25th, 1863  |
| Jacob Parrott  | Cpl.      | Co. K, 33rd Ohio     | 1843-1908   | Exchanged | March 25th, 1863* |
| William C. Pittenger   | Cpl.      | Co. G, 21st Ohio     | 1840-1904   | Exchanged | March 25th, 1863  |
| Cpl. William H.H. Reddick  | Cpl.      | Co. B, 33rd Ohio     | 1840-1903   | Exchanged | March 25th, 1863  |
| Samuel Robertson   | Pvt.      | Co. G, 33rd Ohio     | 1842-1862   | Hanged    | Sept. 17, 1863    |
| Marion A. Ross   | Sgt. Maj. | Staff, 2nd Ohio      | 1832-1862   | Hanged    | Sept. 17, 1863    |
| John M. Scott  | Sgt.      | Co. F, 21st Ohio     | 1839-1862   | Hanged    | Aug. 4, 1866      |
| Charles P. Shadrach  | Pvt.      | Co. K, 2nd Ohio      | 1840-1862   | Hanged    | No award          |
| Samuel Slavens   | Pvt.      | Co. E, 33rd Ohio     | 1831-1862   | Hanged    | July 28, 1883     |
| George D. Wilson   | Pvt.      | Co. B, 2nd Ohio      | 1830-1862   | Hanged    | No award          |
| John Alfred Wilson   | Pvt.      | Co. C, 21st Ohio     | 1832-1904   | Escaped   | Sept. 17, 1863    |
| John Wollam  | Pvt.      | Co. C, 33rd Ohio     | 1840-1890   | Escaped   | July 20, 1864     |
| Mark Wood  | Cpl.      | Co. C, 21st Ohio     | 1839-1866   | Escaped   | Sept. 17, 1863    |
| <b>Raiders who did not participate in the chase:</b>                           |           |                      |             |           |                   |
| Martin J. Hawkins  | Cpl.      | Co. A, 22nd Ohio     | 1830-1886   | Escaped   | Sept. 17, 1863    |
| Samuel Llewellyn   | Cpl.      | Co. I, 33rd Ohio     | 1841-1915   | #         | No award          |
| John R. Porter   | Pvt.      | Co. G, 21st Ohio     | 1838-1923   | Escaped   | Sept. 17, 1863    |
| James O.W. Smith   | Pvt.      | Co. I, 2nd Ohio      | 1844-1868   | #         | July 6, 1864      |
| * = First-ever recipient of the newly established Congressional Medal of Honor |           |                      |             |           |                   |
| # = Impressed into Confederate Service and Deserted                            |           |                      |             |           |                   |

## History of the *General* Locomotive

Western & Atlantic Railroad #3, better known as the *General*, is a 4-4-0 "American" type steam locomotive built in 1855 by the Rogers, Ketchum & Grosvenor Locomotive and Machine Works, a 19th-century manufacturer of railroad steam locomotives based in Paterson, New Jersey. Rogers Locomotive built more than six thousand steam locomotives for railroads around the world.

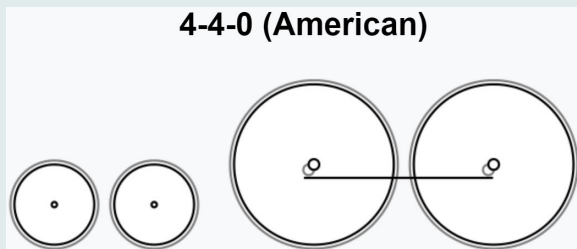


*The General*, a 4-4-0 "American" type steam locomotive

Most 19th-century U.S. railroads owned at least one locomotive built by Rogers. The *General* was its most famous product owing to its involvement in The Great Locomotive Chase during the Civil War when Union spies stole this engine in an attempt to cripple the Confederate rail network during the American Civil War.

Let's "side-track" for a brief discussion of locomotive wheel terminology. For those unfamiliar with the locomotive type designation "4-4-0", this is a classification that uses the so-called Whyte notation to describe steam locomotives by wheel arrangement. "4-4-0" represents the arrangement of four leading wheels on two axles (usually in a "leading bogie"), four powered and coupled driving wheels on two axles, and a lack of trailing wheels.

The term "leading bogie" refers to one or more leading unpowered wheels or axles located on a base in front of the driving wheels and separate from the locomotive frame. Leading wheels are used to help the locomotive negotiate curves and to support the front portion of the boiler. The figure below shows the layout of one side (one half) of a "4-4-0" locomotive (with the front of the locomotive to the left).

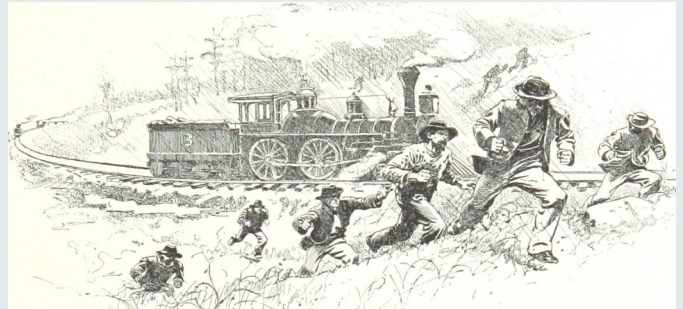


So many locomotives of this wheel arrangement were produced and used in the U.S. during the 19th century that the "4-4-0" is most commonly known as the "American" type. Prior to 1872, this wheel arrangement was known as a "standard" or "eight-wheeler."

The *General* provided freight and passenger service between Atlanta, Georgia, and Chattanooga, Tennessee on a single track railway owned by the Western and Atlantic Railroad Company.

During the Civil War on April 12, 1862, the *General* was stolen by Northerners led by James Andrews at Big Shanty (now Kennesaw, Georgia). It was pursued by William Fuller, erstwhile conductor of the *General*, who commandeered the *Texas* locomotive to give chase.

The *General* eventually ran out of water and wood, causing it to lose steam pressure and speed and come to a halt two miles north of Ringgold. Here Andrews and his raiders abandoned the locomotive and tried to flee. This futile attempt on the part of the Union became known as The Great Locomotive Chase.



*James Andrews and his raiders abandon the General two miles north of Ringgold, Georgia and head for the hills*

In 1864, the Battle of Atlanta had forced the withdrawal of General John Bell Hood's forces from the city. Hood ordered the ordnance depot destroyed as he left Atlanta on September 1, 1864. In an attempt to render the *General* unusable for the approaching Union forces, Hood had the engine run into boxcars of ammunition and the *Missouri* locomotive. This caused the *General* to be severely damaged.

Some speculate that after the *General* had been damaged, the invading Union army would have restored the engine and operated it. However, most historians believe that the engine was left untouched for the remainder of the war. The Union army's railroad repair shops were based in Nashville. There is no evidence that the engine was moved there. The United States Military Railroad Service had many new or nearly new engines, so they had no need to restore captured ones such as the *General*. Its records list the *General* as "captured and returned." After the war ended, the *General* was repaired and continued to serve on the Western and Atlantic Railroad.

The *General* was originally built to the southern states standard rail gauge of 5 ft. After a change to the northern states gauge was mandated by June 1, 1886, the *General* was converted to be compatible with the U.S. Standard Gauge of 4 ft 8.5 in. Retired from service in 1891, the *General* was restored and exhibited at the World's Columbian Exposition in Chicago which ran from May through October, 1893. It also made appearances at the Baltimore and Ohio Railroad's "Fair of the Iron Horse" in 1927, the Chicago's "Century of Progress" Exhibition in 1933, the New York World's Fair in 1939,

and finally, the Chicago Railroad Fair in 1948.

In 1959, the *General* was restored once again in preparation to operate during the American Civil War Centennial. It was given modern air brakes, a modern coupler on the tender, and was converted to burn oil. Throughout the 1960s, the engine, pulling a nicely-restored bright yellow combination baggage and passenger car, traveled to various places under its own power across the eastern U.S., including the 1964 New York World's Fair.



*The General on its way to the 1964 World's Fair in New York*

On April 12, 1972, the Big Shanty Museum (later known as the Southern Museum of Civil War and Locomotive History) opened in Kennesaw, Georgia as the final resting place of the *General*, which has remained on display there ever since. The Museum is listed on the National Register of Historic Places.

## The General in Popular Culture

The *General* has figured four times in American cinema and once on TV:

- A 1911 silent short film, name unknown, with a very simple version of the military raid with trains chasing in piney woods; the raiders abandon their locomotive and are captured or shot. This is a truncated version with Blackhawk Films logos and can be found on YouTube. Location filming is likely to have been in New York or New Jersey.
- A 1915 reworked version of the silent short film of 1911 from the same company, this film is described as having five additional minutes bookending the previous version with an elderly one-armed railroad flagman telling how he lost his arm during the Civil War.
- *The General*, a 1926 silent comedy film by Buster Keaton, released by United Artists.
- *The Great Locomotive Chase*, a 1956 film by Walt Disney Productions.
- *Behind Enemy Lines*, a 2019 episode of TV's Comedy Central show Drunk History (which can currently be viewed on YouTube).

### The General

The *General*, starring Buster Keaton, who also co-directed the production, is based on the true Civil War story known as the Great Locomotive Chase. The film was adapted from a memoir by Rev. William Pittenger

(1840-1904), one of the Union spies who survived the failed theft attempt. Pittenger actually published variations of the same account under four different titles: *Daring and Suffering* in 1863; *Capturing A Locomotive* in 1882, 1897 & 1905; *A History of The Andrews Railroad Raid* in 1887; and *The Great Locomotive Chase* in 1889, Jones & Stanley 1893, 1910, Penn Publishing 1917, 1922 & 1929. Pittenger's book was a major success and was widely praised. In the 1880s, one newspaper would claim it "was in half the old soldier households in the country."

When initially released, *The General* was not well received by critics and audiences, making about half a million dollars domestically, and approximately one million dollars worldwide. Since its then-huge budget of \$750,000 was not offset significantly by the \$1.5 million profit, Buster Keaton lost his independence as a filmmaker and was forced into a tightly structured deal with MGM.



*Buster Keaton Riding the General's Cowcatcher*

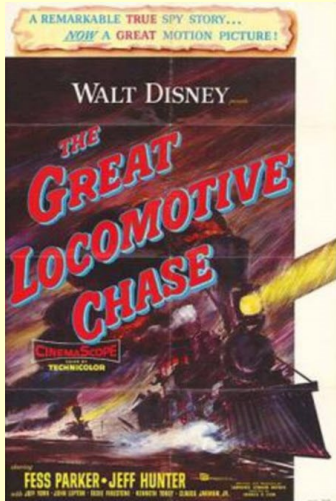
In 1954 the film entered the public domain in the United States because its copyright registration, for whatever reason, was not renewed. *The General* has since been reevaluated, and is now often ranked among the greatest American films ever made. In 1963, Keaton said that "I was more proud of that picture than any I ever made. Because I took an actual happening out of the...history books, and I told the story in detail too".

In 1989, *The General* was selected by the Library of Congress to be included in the first class of films for preservation in the National Film Registry for being "culturally, historically, or aesthetically significant". Showing the esteem accorded to *The General*, also in this first class of films worthy of preservation were *The Best Years of Our Lives*, *Casablanca*, *Citizen Kane*, *Gone with the Wind*, *Singin' in the Rain*, *Snow White and the Seven Dwarfs*, *Star Wars*, *Sunset Boulevard*, and *The Wizard of Oz*. Finally, *The General* was the first silent film released on Blu-ray in the U.S. (2009).

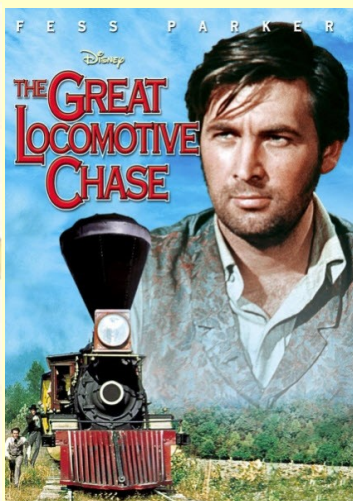
### The Great Locomotive Chase

*The Great Locomotive Chase* is a 1956 American adventure film produced by Walt Disney Productions and based on the real Great Locomotive Chase that occurred in 1862 during the American Civil War. Filmed in CinemaScope and in color, the film stars Fess Parker as James Andrews, the leader of a group of Union soldiers from various Ohio regiments who volunteered to go be-

## The General in Popular Culture (Continued)



Movie Poster



VHS Movie Cover Art

hind Confederate lines in civilian clothes, steal a Confederate train, the *General*, north of Atlanta, and drive it back to Union lines in Tennessee, tearing up railroad tracks and destroying bridges and telegraph lines along the way.

The 85-minute full-color film also features Jeffrey Hunter as William Fuller, conductor of the Confederate train, Jeff York as William Campbell, Union civilian volunteer, and Slim Pickens for comic relief. Filmed in Georgia and North Carolina, along the now abandoned Tallulah Falls Railway, it was released in U.S. theaters by Buena Vista Distribution Company in 1956.

It capitalized on Parker's growing fame as an actor due to his portrayal of Davy Crockett in TV's first miniseries, consisting of five one-hour episodes on ABC from 1954–1955. The film reteamed him with Jeff York, who had portrayed Mike Fink in the 1954–1955 Davy Crockett miniseries.

By the 1950s, the Western & Atlantic Railroad tracks where the Chase took place in 1862 were a modernized main line of the Nashville, Chattanooga & St. Louis Railway (now CSX), and unsuitable as background for a Civil War era film. The Disney studios looked about fifty miles east to the Tallulah Falls Railway, a scenic short line with photogenic curves and several wooden trestles. The film was shot at various points along the 35 miles between Franklin, North Carolina and Cornelia, Georgia.

The film received mixed reviews upon its release. Although most critics gave it acceptable reviews, the film was not as successful as Walt Disney had hoped it would be. After the excitement of the chase, the film ends anticlimactically when the Union spies are captured, jailed, and attempt to escape. The film was also felt to be rather depressing since the main characters fail in their mission and are executed.

~ o ~

## Current Status of the Coronavirus Pandemic

As of 07-04-2021, there was a U.S. total of 33,717,458 reported cases and 605,526 reported deaths. As of 08-06-2021, one month later, these figures have increased to 35,541,106 cases (an increase of 5.4% vs 1.2% in June, an alarming rate increase of 450%) and 615,816 U.S. deaths (an increase of 1.7% vs. 1.5% in June, likewise, an alarming rate increase of 13.3%).

June saw **decreases** in the rates of both reported cases and deaths by over 50% each. July's increases can be attributed to several causes:

- the easing of mask restrictions, especially during all the travel and get togethers over the Fourth of July three-day holiday weekend as well as during outdoor events since then
- the introduction and rapid rise of the more virulent and more transmissible delta variant of the Covid-19 virus

This combination has reopened Pandora's Box.

98% of unvaccinated cases of Covid-19 are now due to the delta variant. Even fully vaccinated individuals are showing "breakthrough" reinfections with Covid-19. However, this represents only 0.098% (1 in 10,000) of those fully vaccinated. In fact, the vaccines were never touted as being 100% effective, but rather in the mid-90s. These breakthroughs are relatively mild for those fully vaccinated. It remains to be seen if booster shots are required.

Compared to the current world-wide reported totals of 201,430,552 cases and 4,274,316 deaths, the U.S. has 16.7% of all reported cases, a drop of 1.7 percentage points from June, and 14.2% of all reported deaths, a drop of 1.0 percentage points from June.

The U.S. death rate stands at 1.8% of U.S. cases, unchanged from April, May, and June. This is significantly better than the global death rate which stands at 2.1% of global cases, down 0.1 percentage point from June.

Because of the introduction of a number of different variants of the Covid-19 virus, including the extremely virulent and transmissible delta variant, it remains especially important for all groups age 12 and over to continue to follow medical and governmental guidelines of social distancing, washing hands frequently, wearing a mask, and getting vaccinated.

## Epilogue to The Great Locomotive Chase

As to Union Brig. Gen. Mitchel, his attempt to take Chattanooga failed. Even so, he was promoted to major general in recognition of his successes. His division was dispersed to occupying towns around Chattanooga and guarding the rail line. No reinforcements were forthcoming as Buell had his own objectives. As to the failed raid he had sanctioned, Mitchel made no mention of it in his dispatches to Buell, although he had learned of the raiders' fate from smuggled Atlanta newspapers.

That Andrews failed to disrupt the rail line connecting Atlanta to Chattanooga, not once but twice, supports the point of German field marshal Helmuth von Moltke (1800–1891), who said: "No plan of operations extends with certainty beyond the first encounter with the enemy's main strength." Winston Churchill and Dwight D. Eisenhower each expressed this principle in a similar manner during World War II. Churchill said, "Plans are of little importance, but planning is essential," while Eisenhower said, "Plans are worthless, but planning is everything." Or as noted modern pugilist Mike Tyson remarked: "Everyone has a plan until they get punched in the mouth."

# News of the RCWRT



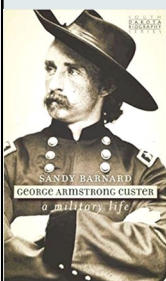
## Upcoming 2021 RCWRT Meetings

For the first time in seventeen months, our August 2021 monthly RCWRT meeting will be held in person. Those unable to attend in person can join in remotely via Zoom software. In person attendees should wear masks to comply with the Governor's new guidelines, brought about by the delta variant of the Covid-19 virus.

| Date                          | Speaker                                   | Topic  |
|-------------------------------|---|--|
| Aug. 9 <sup>th</sup> , 2021   | Charlie Knight, M.A.                      | Ceremony Presenting the Conserved NC State Flag Belonging to the 30th NC Infantry Regiment; Robert E. Lee: From Arlington to Appomattox (meet in person) |
| Sept. 13 <sup>th</sup> , 2021 | Dave Bright, Lt. Commander, USN (Retired) | Locomotives Up the Turnpike  |
| Oct.-Nov., 2021               | TBD                                       | TBD (meet in person)   |
| Dec, 2021                     | Holiday Break                             | No Meeting   |

### Author Sandy Barnard Announces A New Biography on George Armstrong Custer

Author Sandy Barnard last spoke to our Round Table in Sept. 2020 via zoom on the topic of his book *An Aide to Custer: The Civil War Letters of Edward G. Granger*.



Sandy's latest book, *George Armstrong Custer, A Military Life*, was released on June 8, 2021 by its publisher, South Dakota Press, the publishing arm of the South Dakota Historical Society. Sandy was recently out West where he spoke about Custer and signed his book at a series of meetings. The book is a biography that covers Custer throughout his life and military career, from the Civil War to the Little Big Horn. It is Sandy's 17<sup>th</sup> book overall.

*George Armstrong Custer, A Military Life* can be ordered as a paperback book through [Amazon.com](https://www.amazon.com) or from Sandy's own web site, [Indianwarsbooks.com](http://www.Indianwarsbooks.com). Books ordered from his site can be signed or inscribed for the buyer. The cost is \$14.95 plus shipping.

Sandy Barnard  
AST Press  
1325 Marbank St.  
Wake Forest, NC 27587  
B: 919-453-0577; H: 919-453-2944; Cell: 919-274-9263  
Web Site: <http://www.Indianwarsbooks.com>  
Email: [sandyb1@aol.com](mailto:sandyb1@aol.com)



## The Knapsack

is the official newsletter of the RCWRT and is published around the 1st of each month.

(July 2021 Circulation: 415)

### Staff

Bob Graesser, Editor

### Contributors

Griff Bartlett

Readers are encouraged to submit photos, events, & articles for publication to Bob Graesser, Editor  
([RaleighCWRT@yahoo.com](mailto:RaleighCWRT@yahoo.com); 919-244-9041)

## RCWRT Board of Directors (2020-22)

| Name           | Position                           |
|----------------|------------------------------------|
| Josie Walker   | President / Program Committee      |
| Ted Kunstling  | Past President                     |
| Johnny Wood    | Vice President / Program Committee |
| Griff Bartlett | Secretary / Treasurer              |
| Pattie Smith   | Program Committee                  |
| Bob Graesser   | Knapsack Editor / Webmaster        |
| Wayne Shore    | Member                             |
| Lloyd Townsend | Member                             |

Paying Memberships / Total Members: 124 / 156

No New Members Joined During July 2021

**Please note:** Our speaker for September, Dave Bright, Lt. Commander, USN (Retired), curates a website at [www.csa-railroads.com](http://www.csa-railroads.com) devoted to Confederate Railroads. His site has 22,000 pages of pictures, maps, essays, and period documents (transcribed). This information will also be added to the Links page of the Raleigh CWRT website.

The Raleigh Civil War Round Table was formed on March 12, 2001 and is a 501(c)(3) "tax exempt organization."

We meet on the second Monday of each month. Beginning in our August 2021 meeting, we will once again be meeting in person at the History Museum, starting at 6:30 p.m. to allow 30 min. for mingling.

Annual membership dues are \$30 (individual and family) and \$10 for teachers. Student membership is free. Half-year memberships are available March through May for \$20. Dues should be submitted to Griff Bartlett, Treasurer, 908 Kinsdale Drive, Raleigh, NC 27615-1117 by **Sept. 15<sup>th</sup>** each year.

**THIS PAGE LEFT INTENTIONALLY BLANK**