



Confederate War Journal

November 2012

Military Order of the Stars & Bars

Volume 4

*A Special Tribute to the
Railroads Contribution
to the War Between the
States*



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The members of the MOS&B are descendants of the Confederate Officer Corps and elected government officials. We are dedicated to the preservation and education of the memory of our ancestors and the traditional values of our Southern Heritage.

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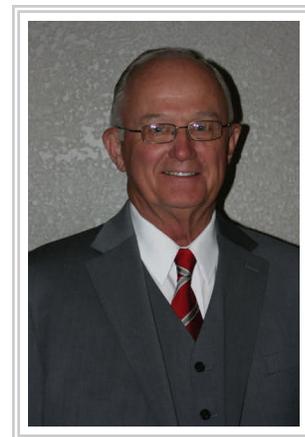
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Commander General's Report

*Fall GEC Meeting
Richmond Virginia
October 13, 2012*



Computerization of the Order's Membership Records

The last joint convention of the MOS&B and the SCV occurred in Nashville, Tennessee, in 2005. In 2006 the two organizations formally separated and sixty-nine years of MOS&B paper records were shipped to the Order's new headquarters in Daphne, Alabama. Two men took it upon themselves to computerize the membership records of the Order. These were PCG Max Waldrop and I. Six years of grueling inventorying and typing, involving many 60-80 hour weeks for each of us, were invested. The effort literally wore the letters off of the keyboard of a new computer. So much inertia in front of computers had serious health consequences for both of us. This past January I threw a blood clot and doctors feared that I would die. PCG Waldrop has his own health stories that he could share. I am happy to report that the inventorying process is now complete.

Parallel to the computerization of the membership records, 6000 member records were checked against the Social Security Death Index and nearly 5800 ancestors against online databases to verify service eligibility to be cited as Confederate relations for membership in the Order. These processes helped determine those inactive members who are likely still alive, and removed from the halls of honor some who were claimed to be Confederate dead. In the last instance three Union officers and a Union public official used for membership in the Order have been removed, in addition to a number of other ineligible and those not yet confirmed. To date over 5100 of our eligible Confederate dead have been vetted.

The Order is now positioned to re-invite well over 3500 living, inactive members back into our fellowship. Letters were sent the first part of November. Having once shown an interest in the Order, it is hoped that the spark for re-joining us can be rekindled within these men. Akin to this effort, LCG Howard Jones is pursuing a recruiting initiative within the ranks of the SCV. There are currently 1564 active members in the Order. A goal has been set to achieve 2000 active members in 2013.

Digitization Status

With the computerization of the Order's membership records, we are now positioned to be able to proceed with the digitization of the Order's records – previously authorized by the GEC and the Jacksonville Convention. Digitization will extend beyond the membership records to include all of the records of the Order. Digitization is now occurring in Independence, Missouri, at no cost to the Order other than the transport of our paper files.

75th Anniversary Book

The Order's birthday was August 30, 1938. The San Antonio Convention celebrated the 75th Anniversary of that initial Convention. During 2013 we will mark seventy-five years of the Order's existence. Accordingly, a decision has been reached to issue a 75th Anniversary Book in lieu of the usual *Officer's Call* in February. Historian General Ben Willingham, in collaboration with the Communications General Gary M. Loudermilk and MOS&B Editor Jeffrey Sizemore, is coordinating that effort. Instead of the past practice of listing the membership of the Order, those pages will be devoted to an enumeration of our accepted Confederates. These are currently listed on the Order's website. The membership is encouraged to check the online record to ensure that their Confederate is correctly recorded. Any adjustments must be made by the end of December.

Colorado Society

After several years as a Provisional Society, Colorado has now achieved the requisite membership strength to be constituted as a regular Society of the Order. Congratulations are extended to Society Commander Wayne Snodgrass in Denver, Colorado, and the men of Colorado for achieving this status. The formalities of constituting a full Society are going forward with a formal swearing in to occur at the Springdale Convention.



Adjutant General's Report



The Military Order of the Stars and Bars membership continues to face declining numbers, having 1,509 active members. This is 148 members less than in June of 2009 and 40 less than July of last year. The current median member age has also increased by one year from 2010 to the age of 65 years young. Our youngest member is 13 and our oldest 100.

The MOS&B is the only Confederate heritage society that is actually founded by Confederate officers. On August 30, 1938, in Columbia, South Carolina a group of surviving Confederate officers felt a duty to recognize, acknowledge and preserve the contribution of the Confederate leadership and thus formed the "Order of the Stars & Bars." The realization that the memory of their sacrifice to a worthy cause was about to be lost through the passing of their comrades and the written distortions of the history books these dedicated men established our distinguished organization. As the ranks diminished it was placed upon the sons and grandsons of the organization to preserve their memory so as death and sacrifice was not futile.

We are now on the verge of another Presidential election that is 152 years from the Presidential election that ignited a war and the culture of understanding this period of history has been greatly altered. We must educate the masses and recruit to preserve our heritage. Many of our compatriots have made a full commitment to our cause by becoming life members. Life memberships have increased over the past year by thirty-five, although our new members have decreased by eighteen in the same span to 84 in 2012.

We now have MOS&B members in 42 states, to include the District of Columbia and seven states with memberships of 100 or more. Texas having the furthestmost of 224. We also have compatriots in seven foreign countries, although our active chapters have declined to 82, two less than in 2011. Our listserv has continued to improve over the last four years from 785 in 2009 to 912 in 2012; this is 61% of our membership. Overall, the numbers are declining slightly and the median age of 65 is of concern for the longevity of our organization. We are confronted with seeking opportunities for recruiting the next generation of great-grandsons to fill our ranks.

It is with immense honor that I serve the descendents of the Confederate Officers Corps and I look forward to strengthening our Southern heritage and the Bonds of the South.

William L. Caynor Sr.

Adjutant General
Military Order of the Stars and Bars



Lt. Commander General's Message

The Constitution of Confederate States of America

The members of our General Executive Council recently met at the Museum of the Confederacy in Richmond, Virginia. After the meeting we experienced a rare treat - a behind the scenes tour of both the Museum and the Confederate White House. Treasurer General Conway

Moncure was our guide for both events.



The highlight of the tour was a visit to the Museum's Library where we were able to examine the original copies of several historic documents. Principal among these documents was the original copy of the provisional Constitution of the Confederate States of America. This document was signed on February 8, 1861 by representatives from the states of South Carolina, Mississippi, Florida, Alabama, Georgia, and Louisiana. Three weeks later, Texas became the seventh state to sign the document. On March 11, 1861 the Constitution was formally adopted by all seven states. The Provisional Constitution is in scroll form and it was a real thrill to actually view it.

The Constitutions of the Confederate States of America and the United States of America are virtually identical. However, there are significant similarities and differences between the two documents.

The CSA Constitution retained the 3/5ths clause for the purpose of counting slaves to determine representation in congress. The original figure – as contained in the U.S. Constitution - was undoubtedly a compromise figure between Northern politicians and those of the South. Most historians believe that the same figure was maintained because it was deemed to be a good compromise figure between those States with high slave populations and those with lower slave numbers. Like the U.S. Constitution (after 1808), the CSA Constitution forbade the reopening of the international slave trade. It also contained a *Necessary and Proper Clause* that expanded the powers of congress.

The differences between the two documents are quite interesting. The CSA constitution called for a single six year term for its President and Vice President. It also gave the President line item veto powers with respect to Bills created by Congress. It prohibited protective tariffs for the benefit of manufacturers within the Confederacy. It also protected slavery in both the states and in any future territories.

The content of Confederate Constitution tells us much about the attitudes of our ancestors. Southerners did not want a revolution to create a new society – they merely wanted to preserve the status quo. The Confederate Constitution is a measure of exactly how much of the United States of America Southerners wished to retain. At the same time, it clearly defines those items that were deemed necessary to protect a Southern Society.

It was a real pleasure to tour the Museum of the Confederacy and the Confederate White House. We really appreciated the efforts of Conway Moncure and the other members of the Museum's staff. It was a great tour and another opportunity to learn more about our heritage. *Deo Vindice.*

Sincerely,

Wm. Howard Jones

Lt. Commander General



Chaplain General's Message

The Spiritual Railroads

The development of railroads at the beginning of the War Between the States was in its infancy. It is estimated that the North had approximately 22,500 miles of railroad track and the South had only about 9,500 miles of railroad track. This difference in number of miles of tract between the North and South, relates to the availability of resources and each side of this conflict to conduct the war and to overcome their foe.



Each of us has a spiritual railroad. God placed these spiritual tracks within our individual souls. One of the difficulties the South's railroad system had was one of different track gages or width. It was not until after the civil war that the widths of the tracks were standardized. What are our individual standards we adhere to in our relationship with a loving God? By this I ask, what is each of us allowing or letting to come into our understanding of what God wants for each of us? I am going to use a number of metaphors. Train engines represent the church. The different cars being pulled, represent different ministries of the church. People inside the train are people in the church. The tracks the trains runs on represent the way forward.

Each one of us makes a decision regarding our relationship with God. I have decided to invoke the imagery of the spiritual railroad. What train are we going to board or not to board at all? In John 14:6, Jesus stated to Thomas (doubting Thomas), "I am the way, the truth, and the life, no man cometh to the Father, but by me." The railroad tracks represent the way God wants His church to go forward.

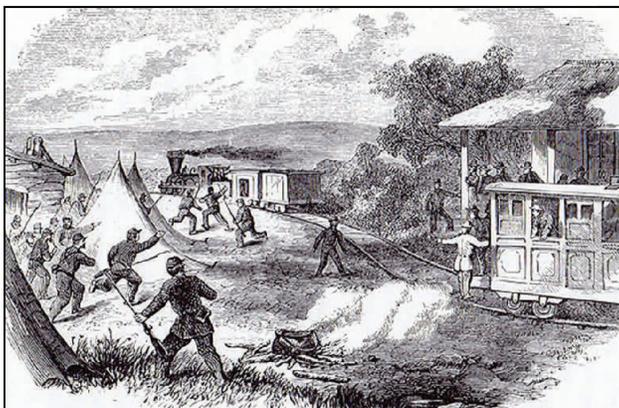
I strongly believe in maintaining the basics of our lives. In the 12th chapter of the book Roman, the apostle Paul writes an excellent chapter on the maintained Christian Life. The better maintained the rails and the engine, the more sure steady progress which can be made in each of our walks with God. The lack of maintenance of our relationship with God and His church can bring one closer to a train wreck in our lives. An essential part of maintaining the rails, are the ties which keep the rails together and properly separated. These are represented by church member titles to the church. The rails represent God's law.

These metaphors about the spiritual railroad involving trains and tracks can only be applied just so far. The lack of an adequate rail system in the South as compared to the North also informs each of us in our relationship with a loving God. The time each of us spends in prayer is in direct relationship to the maintenance of our own spiritual railroad and the way forward for each of us.

Respectfully,

Raymond Holder

Chaplain General



Andrews' Raiders leaving Big Shanty with the General

April 12, 1862 - The Great Locomotive Chase

By Andy Turner

Boys love trains. Boys love soldiers and war. There are many things that draw people to the Civil War, but I would bet there are a great many enthusiasts who were first intrigued by the war because of the Great Locomotive Chase.

I realize there are many girls and women who have a great interest in and knowledge of the war as well, I myself got my love of history from my mom, but it is a field generally populated by males. It seems to be an inborn thing that comes with having a y chromosome. There's a reason why boys play soldier and not accountant. The story of Andrews' Raiders and their attempt to steal a

locomotive and destroy a rail line has it all for kids: war, soldiers, adventure, spies, a chase, and did I mention trains. Boys love trains.

It was 150 years ago today that James J. Andrews and his group of raiders boarded the train pulled by the locomotive *General* and set in motion their daring plan. It wasn't Andrews' first attempt.

In March of 1862 Andrews, a civilian spy, traveled south with a plan to cut the Memphis & Charleston and Western & Atlantic Railroads. When he arrived, he was unable to find the engineer who had agreed to help him. Andrews and his party of eight men returned north. But he wasn't discouraged. With a new plan in which he would bring more men and his own engineers, Andrews convinced Brig. Gen. Ormsby Mitchel to send him south again.

Early on the morning of the 12th, Andrews and nineteen men boarded the train being pulled by the *General* at Marietta, Georgia. Andrews originally had four more men with him, but two of them never made it to Marietta, having to enlist in the Confederate army as they traveled south to avoid suspicion of being Northerners. Two more forgot to pay the fee to have someone wake them at the hotel that morning and overslept, missing the train.

Once aboard, the Raiders rode the train for an hour until it made a breakfast stop at 6:00 in Big Shanty. While the train's crew and most of the passengers left the train to eat, Andrews and his men moved forward. Directly behind the tender were three empty boxcars. This was ideal for Andrews as his men could hide in the cars. Their cover story if they were stopped along the way was that they were taking an emergency load of ammunition to General Beauregard at Corinth, Mississippi. The empty cars fit in perfectly with their story. The Raiders released the coupling behind the third boxcar and climbed inside.

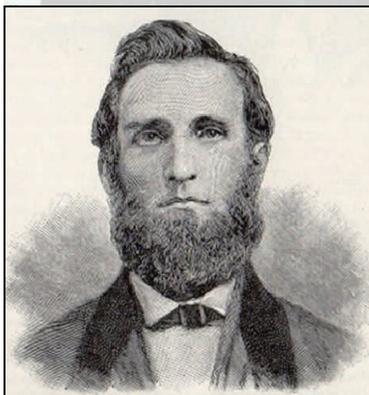
William J. Knight, a Raider and engineer, climbed into the cab of the *General* and pulled the throttle. At that moment, nothing happened. Knight had pulled too hard on

the throttle, making the locomotive's drive wheels spin on the tracks. Soon, though, the wheels got traction and the train moved up the tracks.

Inside the Lacy Hotel, just forty feet from the tracks, the *General's* conductor, William A. Fuller, ate his breakfast with Jeff Cain the engineer and Anthony Murphy, foreman of locomotive power for the W&A RR. Looking out the window, Fuller saw smoke pouring from his train's stack as the locomotive began moving up the tracks. He jumped up from the table and ran out the door, Cain and Murphy at his heels.

The raid got off to a shaky start as Knight had to stop the train shortly after leaving Big Shanty. They were losing power. A damper wasn't in the correct position and the engine was running out of steam. It only took a few minutes to fix the problem and build steam to get under way. During that time Fuller, Cain, and Murphy pursued the train on foot. When they reached Moon's Station, Fuller borrowed a platform car from a work crew and the three men propelled the flat car along the tracks by kicking the railroad ties and pushing with poles.

Ahead of them Andrews stopped to cut the telegraph line along the tracks and pull up a piece of rail. Things seemed to be going well until they crossed the Etowah River and came to a spur that led to Cooper's Iron Works. Sitting on the spur, with smoke coming from the stack, ready to go, stood the locomotive *Yonah*. Though leaving an able locomotive right behind them wasn't good, Andrews decided to leave the bridge and *Yonah* unharmed, to avoid giving away



James J. Andrews



Platform car leaves the tracks at the missing rail.

their true mission. They continued northward in a light rain, heading for Kingston. There, they expected to pass through with little or no delay.

Meanwhile, Fuller, Cain, and Murphy continued their pursuit on the platform car. When they came upon the missing rail that Andrews' men had taken up, they didn't see it in time and crashed off the tracks. None of them were hurt, though, and in a short time they had the car back on the rails. When they got to the Etowah River, the *Yonah* was still there. The three railroad men seized the locomotive and raced north under full steam.

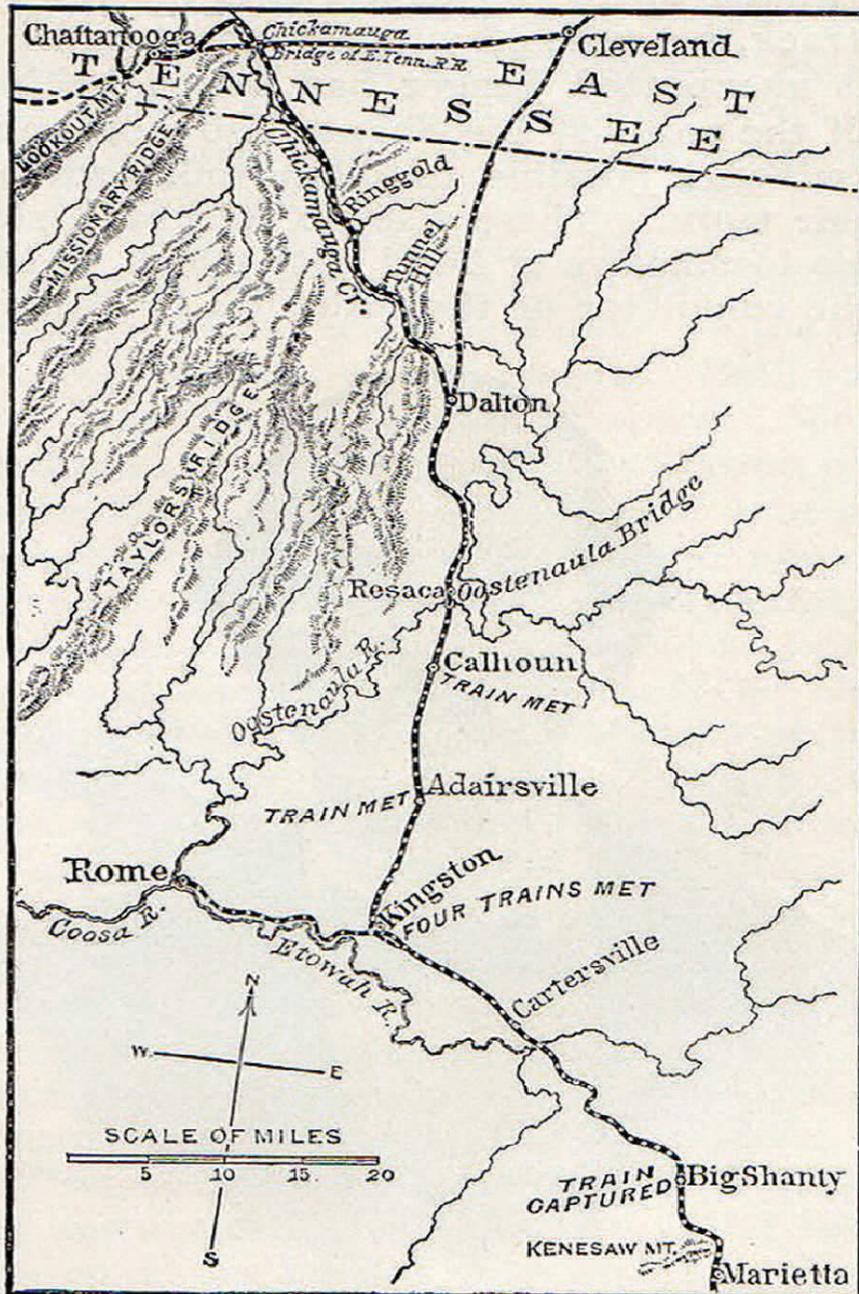
While things were working out for Fuller, it wasn't going so well for Andrews at Kingston. A junction point where the Rome Railroad joined the W&A, Kingston was a busy place. The hoped for short delay turned into a little more than an hour wait. The Raiders had to sit and wait while three southbound trains passed before they could use the main line. After they finally pulled out of Kingston in a heavier rain to continue north, it was only four minutes before the *Yonah* arrived. Fuller was getting close.

Worried by the delay and the potential of pursuit from Kingston, the Raiders stopped to pull up another piece of track and load ties and other wood for burning bridges further north. Up the tracks at Adairsville was a siding where they expected to pass a southbound freight train. It was there when they arrived. As they passed, they noticed the name of the locomotive was *Texas*.

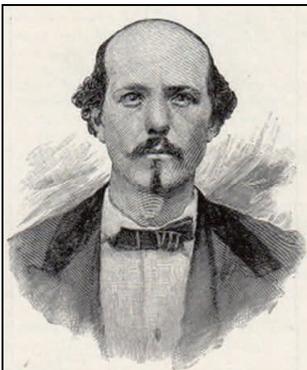
Not giving up in the pursuit of his train, Fuller and company boarded a new train, the *William R. Smith*, at Kingston. Worried about more track obstructions, Fuller rode as pilot and watched for trouble. He spotted the missing piece of track the raiders pulled up in time and had the engine stopped. Once again, they set off on foot. Cain soon gave out and returned to the *William R. Smith*.

A few miles up the track Fuller and Murphy came upon the southbound *Texas*. The engineer, recognizing Fuller, stopped for them. Fuller explained the situation and the *Texas* was put in reverse. Along the way the *Texas* stopped to unload its cars on a siding and proceeded north, unhindered by the extra weight.

Andrews decided to stop again to obstruct the tracks. The men were attempting to pry loose a rail when they heard a whistle behind them. They abandoned their work and climbed back on



Map of the General's travels



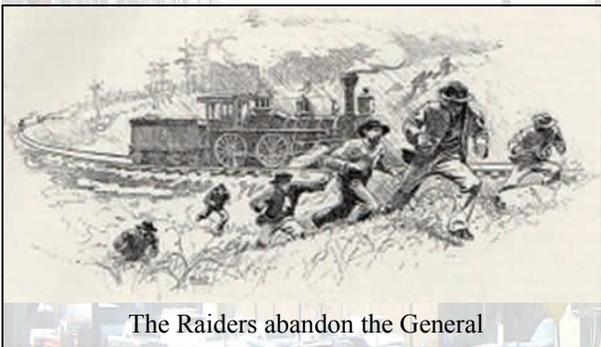
William A. Fuller

the train. Trying to delay the pursuit any way he could, Andrews had the rear boxcar detached from the train, reversed the *General*, and pushed it towards the pursuers. Unfortunately for Andrews, the track at that point was relatively flat and the lone boxcar could not gather any speed. When they spotted the car, the *Texas* was able to stop and drive south in order to catch the loose car. They were soon able to resume their chase north.

South of Resaca, the *General* came to the wooden covered bridge that crossed the Oostanaula River. Their plan was to set the rear boxcar on fire and leave it on the bridge to ignite that structure. The rain, however, had soaked the wood enough that they couldn't get a good fire going even with coals from the *General's* firebox. They left the smoldering car on the bridge, but watched as the *Texas* pushed the car through the bridge. Fuller was then able to leave the two boxcars left in his path on a siding at Resaca and steam after the *General* at full speed.

North of Resaca the raiders tried to block the rails by dumping ties on the track, but they were moving fast enough that the ties simply bounced off the tracks. They soon stopped to take on more wood for the firebox and water, but didn't have time to get all they needed. Fuller was too close.

North of Dalton, Andrews stopped to cut the telegraph wire and pull up another piece of rail. Before they could get the rail up, the *Texas* came into view and they had to leave. The *General* raced onward with the *Texas* in sight. As they got to Tunnel Hill, the raiders didn't have time to stop and try to block the tunnel. Two miles north of Ringgold, the *General* began to lose power as the fuel and water were running low. Andrews knew they were at the end and told the men to abandon the train. It was every man for himself.

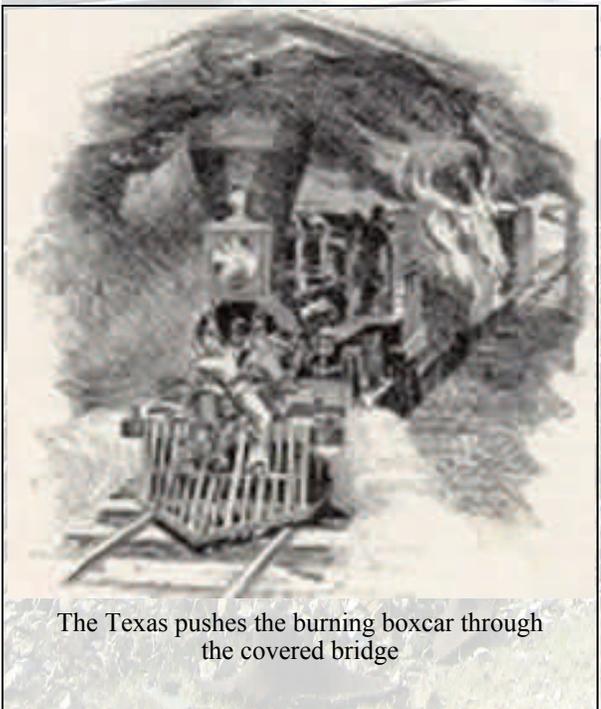


The Raiders abandon the General

Luck was not on the side of the raiders. April 12th happened to be muster day at Ringgold and there were hundreds of mounted and armed men there. After word spread of the Northerners on the loose, it only took a couple of days before all of them were caught.

One of the great adventures of the war had ended in failure. The Raiders had only been able to do minor damage to the tracks and hadn't burned a single bridge. Charged with being spies, Andrews and seven others were hanged. Eight of the Raiders managed to escape and six others were exchanged.

On a side note, the army had recently approved the Medal of Honor for gallantry in action with the enemy. In looking for heroes worthy of the new award, Secretary of War Edwin M. Stanton decided the six exchanged Raiders were what he wanted. On March 23, 1863, the six men, William Bensinger, Robert Buffman, Elihu H. Mason, Jacob Parrott, William Pittenger, and William H. Reddick received the first Medals of Honor awarded by the army.



The Texas pushes the burning boxcar through the covered bridge

About Andy Turner

Andy Turner is a lifelong student of the Civil War. For fifteen years he has been editor of *The Gettysburg Magazine*, and owner and publisher for the last five. When he added book publishing to the Magazine business, Gatehouse Press was born. A former 8th grade history teacher, Turner has expanded Gatehouse which now publishes the Magazine, Morningside books, and the new online magazine.

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ROBERT E. LEE AND TRAVELLER

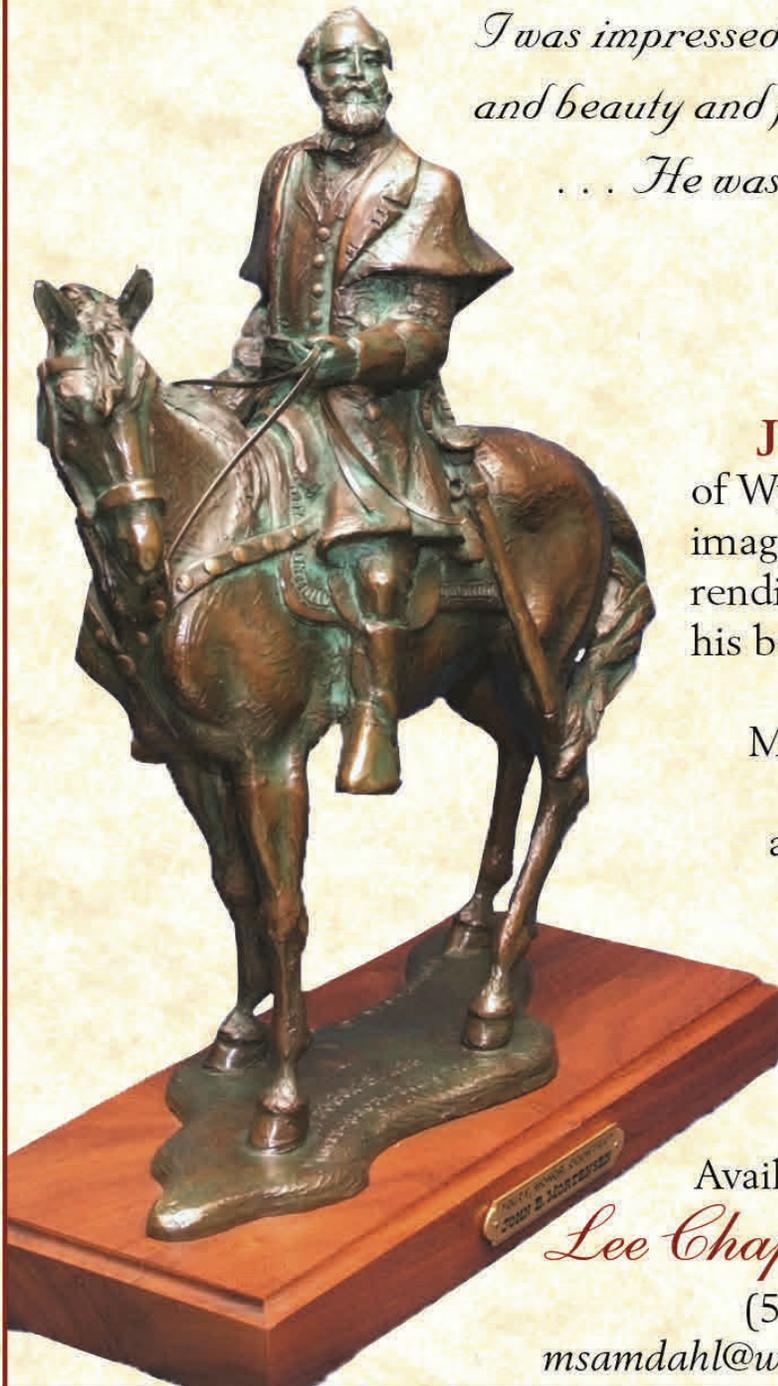
“Traveller moved as if proud of the burden he bore . . .

The horse was beautiful and majestic . . .

*I was impressed with the greatness
and beauty and power . . . of the man*

. . . He was every inch a king.”

Written by a student at
General Lee’s College in 1869.



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CIVIL WAR RAILROADS

Museum of the Confederacy - Appomattox, Virginia

By G. Howard Gregory (March 9, 2011)

Railroad history begins in the 1820s, but came into practical use only by the late 1840s – 1850s. By 1860 – just over 150 years ago – they had become a relatively dependable means of transportation compared to animal powered wagons over muddy, unpaved roads. The bloody conflict that swept the United States in 1861 has been known by many names, including the War of the Rebellion, the War Between the States, the Late Unpleasantness, and the generally accepted Civil War. Due to the vital part played by the railroads of both the North and the South, it could also be called the Great Railroad War. The final result was greatly influenced by

the role played by the railroads.

Coincidentally, this month's issue of *Trains* magazine features an excellent article on "Civil War Railroads" and contains an excellent map of the rail system in 1861.

The Civil War was the first major military action in which railroads played a critically important role and often the commanders were slow to comprehend the potential uses of this comparatively new mode of transportation. Regarding military history, it has been said that "amateurs study tactics, while the professionals study logistics!"

When progressive leaders realized this potential and began to utilize the rails for transporting troops, supplies, the wounded and weaponry, railroads became prime targets for military action. Battles were often decided as a result of the railroads ability to rush reinforcement troops, ammunition, and rations to the scene. Offensives that ignored or made poor use of railroads failed; campaigns that made effective use of railroads usually succeeded.

In 1861 the North had approximately 21,300 miles of railroad while the South had only approximately 9,000 miles of rail. During the War, the North added about 4,000 more miles of rail while the South added only about 400 additional miles. (The rails were not nearly as heavy as those we see today – this is a section of U. S. Military Railroad track given to me by Chris Calkins.) [Pass rail to group and point out section of today's rail.] Some "rails" were only strips of iron laid on top of wooden stringers.

Often railroads did not connect with one another so both passengers and freight had to de-train and walk or travel by wagon to a connecting railroad. Even the five railroads serving Richmond and Petersburg did not connect with one another! In 1861 and throughout the War, railroads were not the seamless coast-to-coast ribbon of rail that we know today. [Construction of the first transcontinental railroad was authorized on July 1, 1862, when President Lincoln signed Pacific Railway Act.]

Track gauges – the distance between the rails – were not standardized to the 4'8 1/2" that we know today. There were also 5', 5'4", 5'6" and even 6' gauge railroads. There were also a few three rail gauges – the standard 4'8 1/2" and 6'!

Also, the North had numerous metal working furnaces, mills and factories to produce the equipment and supplies needed for railroad construction, maintenance and operation. The South had few such facilities except for the Tredegar Iron Works in Richmond and smaller mills at Nashville, Tennessee, and Atlanta, Augusta and Centerville, Georgia. The Federal naval blockade stressed supplies for the South's railroads even further. Consequently the only additional locomotives added to the rosters in the South came from those few captured on the Baltimore & Ohio RR. Throughout the War, the locomotives in the South remained wood burners while the North rapidly expanded the use of the more efficient coal-burning locomotives. Despite all these negatives, the railroads of the Confederacy exceeded all reasonable expectations due to the railroaders courage, tenacity and ingenuity.

At the same time, the North had about 45,000 miles of telegraph wire, while the South had only about 5,000 miles of telegraph wire. As was stated by Bert Dunkerley here last month, railroads and the accompanying telegraph lines were the "internet" of the 1860s.

When War erupted, the Northern railroads were in much better shape – both as to the condition of the tracks as well as the rolling equipment. One author, Slason Thompson, opined in his "*Short History of American Railways*": "So far as breaking up the Union by force of arms was concerned, the attempt came fully a decade too late. It is not impossible, not wholly improbable, that [the South] might have succeeded in 1850, when over 40 percent of the Nation's inhabitants formed a truly 'solid South' and the opposing 60 percent was scattered from Maine to Mississippi with no completed means of transportation at either end. By 1860 the gaps in the North were bridged with steel . . ."

Four railroad companies – the Pennsylvania, New York Central, Erie, and Baltimore & Ohio – controlled most railroads in the North. The fact that about 100 smaller companies comprised the rail system in the South created its own problems of communication and coordination for the War effort. Among the causes for the defeat of the Confederacy was the lack of a concentrated authority to seize and operate the railroads in the South, like the North did with the United States Military Railroad which seized and operated 2,105 miles of track. Similar attempts in the South to unite the railroads for the War effort were thwarted by the concept of “State’s Rights” along with a strong sense of individualism and a lack of imagination among rail executives and politicians.

Failing to comprehend the potential that the railroads offered, military officers often conflicted with the officials running the railroads. To remedy this situation for the Union in 1862, the Secretary of War issued a famous order directing that: “No officer, whatever may be his rank, will interfere with the running of cars [i.e. trains], as directed by the superintendent of the road, under penalty of being dismissed.” We can wonder “what part of NO did they not understand!”

Operations:

Considering the impact of railroads on the Civil War, we must recall Abraham Lincoln’s inaugural trip from Springfield to Washington and the plot to assassinate him in Baltimore. Had he not detoured through Philadelphia, thus avoiding the assassination attempt, we can only speculate what the outcome would have been on the War and even on us today.

In June 1861, Colonel Thomas J. Jackson (aka “Stonewall” later), who had moved to Harpers Ferry in May, confiscated 13 locomotives from the B&O RR and moved them using 40-horse teams over 38 miles of road to Strasburg on the Manassas Gap Railroad. Jackson confiscated, burned or disabled 67 locomotives and 386 cars in the Harpers Ferry/Martinsburg area. Although he severely crippled the railroad and the Northern war effort, his actions also alienated many Marylanders who had previously held Southern sympathies.

As we know, the first significant clash of arms occurred on July 21, 1861, at First Manassas. Trains on the Manassas Gap Railroad were used by General Joseph E. Johnston to transport his troops from the Shenandoah Valley to reinforce General P. G. T. Beauregard just in the nick of time. This was the first instance, but not the last, of a railroad being used to transport troops directly to the scene of a battle.

In the spring of 1862, the Union planned to quickly end the War by moving “on to Richmond” in a two-prong attack. General George McClellan would move up the Peninsula while General McDowell marched south on the RF&P Railroad, which would serve as his supply line. A significant handicap to this plan was the destruction of much of the railroad by the retreating Confederates. Colonel Herman Haupt was assigned the task to repair the damage and had the line open and running within three weeks. Lincoln was duly impressed at this work, especially the Potomac Creek Bridge -- 100 feet high and 400 feet long that was built in nine days. He commented that it was built of nothing but “bean poles and corn stalks!” A captured Confederate is reported to have said: “The Yankees can build bridges faster than the Rebels can burn them down!” A subsequent change of plans held McDowell back to defend Washington and provide reinforcements for the Valley.

Throughout the War, rail lines were vulnerable and a prime military target of both sides. Raids were made to burn bridges, destroy telegraph lines, tear up rails and bend them in fires fueled by ties to render them unusable. Engines and cars were destroyed by derailment, fire, and explosion. Usually Federal forces, especially in the West, attempted to capture rail lines in tact and convert them to their own use, while the Confederates routinely destroyed railroads and telegraph lines to deprive the Union of their use. Especially in Northern Virginia where the contesting armies marched back and forth, exposed sections of track and bridges were built and re-built many times. While Confederate raiders, such as Colonel John S. Mosby, “The Gray Ghost,” wrought great destruction on railroads possessed by the Union, the Federals had materials and manpower for quick replacement, while the South did not.

One of the most famous raids was conducted on the Western & Atlantic Railroad by twenty-two Federal volunteers under the command of James J. Andrews. On April 12, 1862, Andrews and his raiders stole the locomotive, “The General,” along with three freight cars when the passenger train stopped for breakfast at Big Shanty, Georgia. The conductor, Captain William A. Fuller, along with his engineer and a shop foreman, immediately pursued the fleeing locomotive and raiders on foot until they could commandeer a hand car and later a locomotive to continue the pursuit. In their flight the Andrews raiders destroyed telegraph lines and as much of the railroad as they could. After a pursuit of 90 miles, Captain Fuller with the aid of railroaders and Confederate troops captured the raiders north of Ringgold, GA. Eight raiders, including Andrews, were executed in Atlanta in June 1862. Eight escaped from prison in Atlanta and the remaining six were paroled in March 1863. Their escapade known as “The Great Locomotive Chase” resulted in the

awarding of the first Metals of Honor to the raiders or their survivors. This incident was immortalized in several books and a silent film starring Buster Keaton in 1914. (Commemorating the 100th Anniversary of this event, *The General* visited Appomattox on May 28, 1963.)

In July 1862 CSA General Braxton Bragg moved about 31,000 soldiers by rail over a circuitous 800 mile route from Mississippi to Chattanooga in just over two weeks. The trips averaged less than 60 miles per day, but that was three times faster than the troops could have marched and they were in better shape to fight upon arrival!

General James Longstreet transported 12,000 soldiers from Northern Virginia to Chickamauga, Georgia, to aid Bragg's victory there on September 18-19, 1863. In a similar manner, the Union moved 25,000 troops 1200 miles from Northern Virginia to Chattanooga for the battles of Lookout Mountain and Missionary Ridge which broke the Confederate siege of Chattanooga.

Shortly after beginning the siege of Petersburg in June 1864, Grant ordered the U. S. Military Railroad Construction Corps to repair the tracks leading from City Point to near Petersburg. This line was open for use by July and new track was laid behind the Federal lines stretching south and west of the city. By the end of the siege, this line was 21 miles long with depots and field hospitals along the route. Soldiers, fresh food, ammunition, supplies, etc. were transported to the Union front while the wounded were evacuated to the rear. Reportedly, bread cooked in the ovens at City Point was still warm when it reached the front!

The United States Military Railroad originated two very useful and important pieces of equipment. The first was a mounted cannon or mortar on an armored car that was pushed ahead of the locomotive. A sea coast mortar, nicknamed "The Dictator" was used in the siege of Petersburg. The second was a hospital car used to transport the wounded.

The South Side Railroad between Petersburg (2nd largest city in VA) and Lynchburg connected with the Richmond & Danville Railroad at Burkeville (both railroads now the Norfolk Southern which passes right out side here) provided the final rail link to the Confederate interior for both Petersburg and Richmond. As the siege of Petersburg approached ten months and Union lines stretched ever westward, Lee ordered Major General George E. Pickett to "hold Five Forks at all hazards!" knowing that a breach of his lines there would result in the severing of the South Side Railroad. The death knell of the Confederacy came on April 1, 1865, when Confederate lines there collapsed and the Federals gained access to the Southside Railroad on April 2, thus cutting Petersburg's and Richmond's last rail link to the South.

Lee's only choice was to evacuate Richmond and Petersburg and move west and south hoping to meet supply trains at Amelia and Farmville and here at Appomattox Depot. As we know, those plans failed to materialize. We all know the result on April 9, 1865, just about three miles from here!

Simultaneous to Lee's Retreat, President Jefferson Davis evacuated Richmond and moved the Confederate government to Danville via the Richmond & Danville Railroad. Since then there have been many rumors about the "lost Confederate gold!" Today we are fortunate to have the foremost authority on Danville and that "lost gold" and a true Southern gentleman with us – Lawrence McFall. You may have seen Lawrence recently on the History Channel's documentary on the "Lost Gold." His book on "Danville in the War" is available downstairs.

The value of railroads and lessons learned during the Civil War were implemented during World Wars I and II and even today. I submit to you that without the railroads, Union victory would have been doubtful and without that victory, our Nation as we know it would not exist today.

- Submittal provided & followed up on by Gray Chandler

PHUNNY PHELLOW



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South Alabama Railroads and the War

By Bert D. Blackmon

The State of Alabama was among the first to embrace the new technology of railroading. As early as 1834, the steam whistles were sounding along the tracks of the *Courtland and Decatur Railroad*.

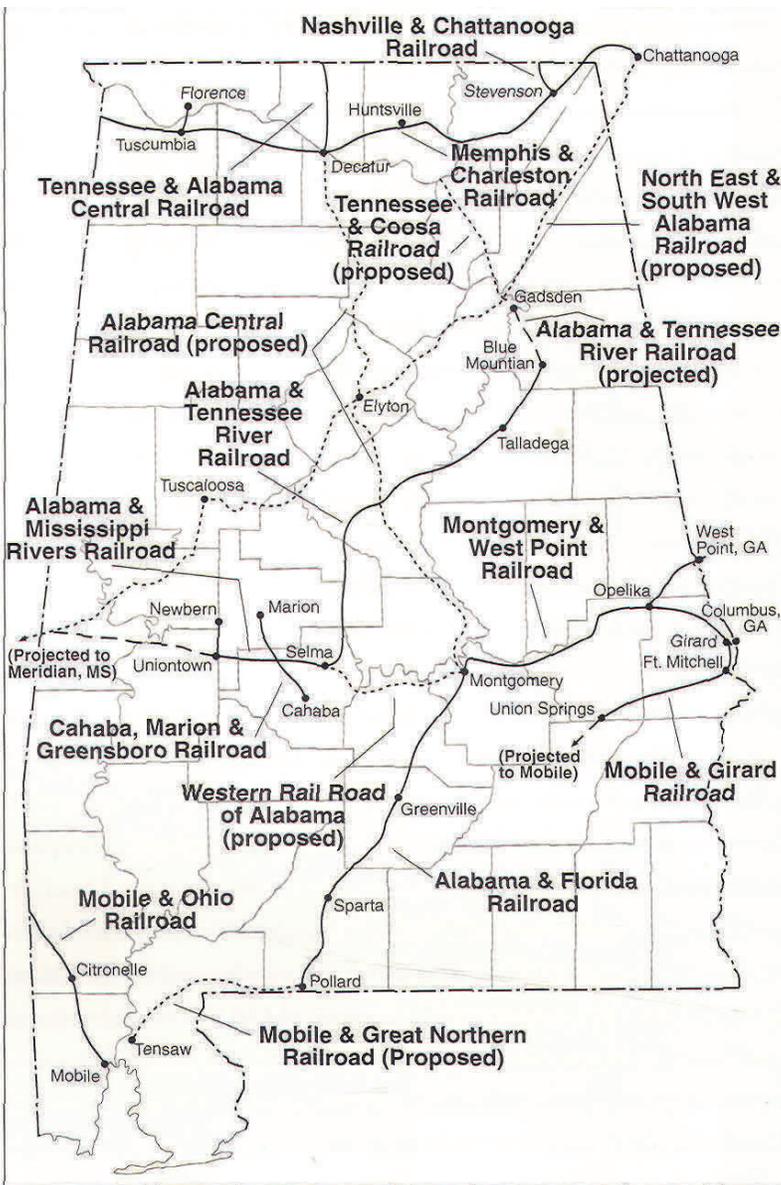
It was almost universally recognized that great economic benefit could be achieved by connecting the rich farm lands of central Alabama with a Gulf Coast port. Due to the Panic of 1837 and the Second Creek War, these plans were postponed. Once these problems were resolved, interest was renewed in extending railroads in all four cardinal directions from Montgomery.

The Southern line was to link the City of Montgomery and points East, West and North with the Gulf Coast to the South. The Company was chartered as *The Alabama and Florida Railroad Company* and, under the leadership of Charles Pollard, Samuel Jones, John T. Milner and Thomas J. Judge, became the main line of commerce for seaborne freight and international trade from Alabama.

The ideal terminus would be Mobile but, due to Alabama's massive river system, this would be a lengthy and expensive endeavor. The most practical solution was to direct the line straight south to the Port of Pensacola, Florida and complete the Mobile branch later.

This plan was adopted but, since the States took their rights seriously in those days, an Alabama railroad could not operate in Florida; therefore, a Corporation of the same name was incorporated in Florida. That Company constructed track northward from Pensacola toward Alabama.

On January 11, 1861, the State of Alabama



seceded from the United States and the State's Railroad system took on even greater importance. The first test of this importance came with the attempt of the State of Florida to take possession of the Federal Installations in the City of Pensacola. The Federal troops, under leadership of Lt. Swimmer, refused to peacefully cede United States installations to the Confederate Government.

The State of Florida lacked troops to secure the city, therefore, Governor A. B. Moore of Alabama ordered Alabama troops to Pensacola. Among these was the 1st Alabama Infantry from Conecuh County.

While the new railroad made the deployment much faster, there were still gaps in the line that caused delays. To provide a remedy for these delays, the State made emergency appropriations to the A&F(Alabama) to finish the line.

The two lines met on May 3, 1861 in Alabama at a point that, at that time, was in Baldwin County but is now in Escambia County. It was the practice in those days to establish a small town at important rail junctions and, since this was to be a very important junction, one was established at that point. It was named Pollard in honor of Charles Pollard. Work began immediately on the extension from Pollard to Mobile but due to the great capital outlay on the main line, the work was slow and irregular.

A New railroad was chartered to complete a line from Pollard to the Tensaw River at Tensaw Landing. At that point, passengers and cargo would be ferried across the river system to Mobile. It was envisioned that, in the future, a system of bridges would be constructed across the rivers.



Charles T. Pollard

This line was given the somewhat grandiose name of *The Mobile and Great Northern Railroad* and was to span a distance of 22 miles. Track work began on March 28, 1861 and was expected to be complete by the fall of 1861. However, due to financial problems, the line was less than half finished by the early fall of 1861. An emergency loan from the State of Alabama got the rails out of the warehouse in Mobile and tax breaks from the State of Alabama and the Confederate Government freed up sufficient Capital to get the work going again. On November 15th the line was complete and the travel time from Montgomery to Tensaw Landing had been cut to 14 hours.

General Braxton Bragg, the Commander of the Gulf District, was so enamored of rail travel that he stated that this one link was equal to 3000 additional soldiers on each end of the trip.

When much of General Bragg's command was stripped from him to reinforce Confederate Forces in Tennessee, He realized that he could no longer defend both Mobile and Pensacola. He decided that he would defend Mobile and abandon Pensacola. On February 18, 1862, General Bragg ordered the evacuation of all Confederate Troops from Pensacola. Colonel Samuel Jones was left in charge of the withdrawal and was ordered to:

Make all dispositions at the earliest moment, working day and night, to abandon Pensacola. I desire that you particularly leave nothing the enemy can use; burn all from Fort McCree to the (rail) junction of the Mobile road. Save the guns, and if necessary destroy your gunboats and all other boats. Destroy all machinery, public and private, which could be useful to the enemy; especially disable the saw mills in and around the Bay, and burn the lumber. Break up the railroad at the Junction, carrying the iron up to a safe place.

As a result of Bragg's orders all the newly finished track from Pollard in Alabama to Cantonment, just north of Pensacola was torn up and all the rolling stock of the A&F(Florida) was taken North. Careful records of all the removed equipment and materials was kept so that, after the war, it could be paid for or returned. The rails and ties were used to extend *The Selma and Montgomery Railroad* and as sidings and repair sections for the A&F (Alabama) and the M&GB (Mobile and Grand Bay). In 1863, more A&F (Florida) track was removed to repair and extend various Alabama lines.

As a side note to the evacuation of Pensacola, the citizens of the town met and the majority decided that they did not wish to live under the United States and they would evacuated with the Confederate Army. Everything that could be quickly carried out was and all public records were carefully removed or hidden and almost the entire population of Escambia Co. Florida moved to Alabama for the duration of the war. Most of them spent the war in or near Greenville, Alabama where they were allowed to govern themselves as a Florida City and County. At the end of the war, most of them returned to Florida.

The War Between the States was the first war to make extensive use of railroads and they proved their worth over and over again. General Bragg, whatever one may think of his command abilities, saw the advantage of railroads early on and was somewhat of a pioneer in using them for military purposes.

Alabama's railroads, due to their central position in the Confederacy, were of extreme importance and took a tremendous beating due to enemy action and overuse with inadequate maintenance. Perhaps the worst source of trouble for the Alabama Railroads was the constant interference from the military. In 1865, Daniel H. Cram, Engineer and Superintendent of the *Montgomery and West Point Railroad*, stated the following:

Every year that passes but intensifies my idea, that a manager of railway transportation should be, so far as the discharge of his duties are concerned, the most absolute of autocrats. The very service itself seems to me to necessitate such a course of action, at least, it is to my mind the only principle of Management that can save the railroads from destruction, when they are, as now, so constantly in contact with military authorities, whose agents, generally ignorant of railway management, frequently interfere with and obstruct transportation. Over and often have I been called on to do impossible things, at impossible hours. Well do I remember when a Second Lieutenant threatened to report me because I would not transport by passenger train a carload of spittoons, under his charge, not worth the transportation, but preferred to carry a car load of buckshot cartridges, which I knew General John H. Morgan was waiting for; and my memory passing over many similar instances recalls another case in which a Brigadier General, of no mean repute, threatened to arrest me because I refused to move out a train of his troops, when there was an actual certainty that his train would come in collision with a downward passenger train.

As the war progressed, Union raiders cut the rail lines and destroyed equipment with more and more impunity and, by the wars end the lines were in need of a total rebuild. The M&GN, thanks to intelligent leadership and it's relatively short mainline, suffered less than the other lines. Much of its rolling stock had been sent to quiet areas in Mississippi and survived the war.

The A&F (Alabama) suffered greatly as it was cut constantly by Union Raiders and from loss of rails and cross-ties. In addition, all but four of its engines were destroyed and the four remaining were totally worn out. Much of its rolling stock was destroyed or worn out by wars end.

The A&F (Florida) was essentially no longer in existence at the end of the war and had to be completely rebuilt. The Alabama railroads were among the most modern in the Country in 1861 but they lay in ruins in 1865. The occupying Union Troops, seeing the need for railroads, made their reconstruction a priority. Money flowed from Northern investors and incessant regulations flowed from the Union Occupiers. Every Union Officer that could made a nuisance of himself did so and the Federal Government constantly instituted new rules and taxes, but the railroads were rebuilt and left largely under management of the same people who had managed them before and during the war.

The A&F (Florida and Alabama) and the M&GN survived and, through a series of mergers over the years are now parts of the CSX System.

The Town of Pollard never reached the level of importance it once envisioned and exists today as one of the smallest incorporated towns in Alabama. The railroad still runs through it but the junction is now to the north in the Town of Flomaton.

Perhaps the greatest service the Alabama railroads served during the war was to demonstrate their importance in moving large numbers of troops and large quantities of material quickly over long distances.

The vision of the founders of the A&F and the M&GN has come to pass beyond their wildest imaginings as the constant daily procession of freight trains longer, heavier and faster than they could have believed possible roar down their line. From the desk at which I am now seated I can hear every train that passes over their line and can testify that their vision has indeed been fulfilled.

Source: Bert Blackmon, Bay Minette Alabama



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To join: All members will need a Confederate Officer uniform to wear in the Color Guard. There will be no specific Officer uniform as members can wear any Officer uniform of their own choosing, including that of their own ancestor. All members shall also wear white dress gloves (they can be purchased at any formal wear store). I will have flags and flag carriers for members to use. I will also as Commander of the Color Guard train each member the Hardee's tactics that will be used. Together we will form the MOS&B Color Guard to provide historic presentation of the Confederate Officer Corps. Please contact Commander Ray Rooks to join by email at mrgnaphill@aol.com or by phone at 410-258-2223. Forward with the Colors!

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Sesquicentennial Series Article #26

The Battle of Prairie Grove Arkansas

December 7-8, 1862

By Alan Thompson,
Park Ranger at Prairie Grove State Park

Following the Confederate defeat at the Battle of Pea Ridge in March 1862, the citizens of Arkansas were in an uproar. Confederate General Earl Van Dorn took his battered army to Mississippi leaving behind a few cavalry and irregular outfits. He also took with him all of the weapons, ammunition, supplies, and machinery to make new weapons, etc. Arkansas' abandonment

led to a public outcry and Governor Henry M. Rector threatened that Arkansas and the other states west of the Mississippi might secede from the Confederacy if something wasn't done.

To appease Rector and the Arkansawyers, Major General Thomas C. Hindman was ordered to Arkansas. Hindman, born in Tennessee and reared in Mississippi, moved to Arkansas following his return from the war with Mexico. Hindman had aspirations for political office and with the stage in Mississippi being rather crowded, decided on a change of scenery and moved to the river town of Helena.

Back in his adopted state, Hindman put into action a number of measures that revived Confederate efforts in the state. He instituted martial law and conscription to the fullest extent of the law and then some. He stopped troops passing through Arkansas on their way east of the Mississippi. Wounded men from Pea Ridge who were trying to catch up with their units were placed in new units staying in Arkansas. By the end of the summer of 1862 Hindman had raised, armed and equipped an army of nearly 20,000 men from scratch...a truly remarkable feat. His unpopular policies though, which also included price fixing, led to his replacement as commander of the Trans-Mississippi Department by Lieutenant General Theophilus H. Holmes. Hindman, however, remained in command of the army in the field.

To counter this new threat the Federal Army put together the Army of the Frontier under the command of Brigadier General John M. Schofield. Schofield would miss the coming battle while recovering from an illness in St. Louis. The Army of the Frontier, 10,000 strong, was essentially divided into two equal wings, the "Missouri Divisions," a reference to where they were stationed rather than where the units originated, under Brigadier General Francis J. Herron and the "Kansas Division" under Brigadier General James G. Blunt.

During the fall and summer of 1862 Hindman's new army fought in several small engagements with Federal troops in northwest Arkansas and Southwest Missouri, regaining much of the ground that had been lost after Pea Ridge. As winter approached though, Hindman's command was back in the Arkansas River Valley near Fort Smith. The Kansas Division would go into camp around modern Siloam Springs in northwest Arkansas while Herron's Midwesterners marched back and forth across southern Missouri before settling down near the Wilson's Creek battlefield.

While at Fort Smith much needed equipment and clothing in the form of 7,000 uniforms and 5,000 firearms, including Enfield Rifles, arrived for the 11,500 men with Hindman. Food was a different story. Due to a drought and swine cholera epidemic Hindman's men had a hard time finding food and forage in the Arkansas River Valley. He ordered his cavalry, under the command of Brigadier General John S. Marmaduke, to move north to the area around Cane Hill to take advantage of the bountiful harvest and functioning gristmills in that area. When Blunt learned of Marmaduke's presence at Cane Hill, he immediately set out to attack Marmaduke's 3,000 horsemen. Blunt struck Marmaduke at Cane Hill on November 28. The battle was a twelve mile running fight that resulted in about 100 casualties between the two sides. Marmaduke withdrew towards the river valley while Blunt occupied Cane Hill to feed his own army.

On November 29 Marmaduke urged Hindman to move with his entire force and attack Blunt who was isolated deep in Arkansas...his closest support was Herron's men 120 miles away. On December 3 Hindman's army began the march north and on the evening of December 6 reached the John Morrow Farm southeast of Cane Hill. As Hindman and his division commanders discussed their plans that evening for their attack on Blunt, a messenger arrived with the information that General Herron's Missouri divisions were in Fayetteville. Upon learning of the Confederate advance on his position, Blunt sent Herron a request for help and Herron's men responded by marching 120 miles in three days - one of the great forced marches of the Civil War. Hindman then changed his plans. He left 400 men behind as a diversion to keep Blunt occupied at Cane Hill while the rest of his force moved to intercept Herron. At dawn on the morning of December 7 Confederate cavalry surprised and routed their Union counterparts in advance of Herron's main column near Prairie Grove Church while Confederate infantry and artillery occupied a high ridge overlooking the Illinois River. An

artillery duel was followed by Federal infantry assaults which were each repulsed with 50% casualties. Each time Confederates counterattacked and were also driven back with heavy loss. At about 3:00pm Blunt arrived on the battlefield and immediately assaulted the Confederate position but he too was forced to withdraw. At 5:00pm the Confederates launched one last attack to try and win the day but they were stopped in their tracks. Darkness ended the slugfest and at 10:00pm the commanders agreed to a truce of twelve hours to care for the wounded. At midnight, low on ammunition, the Confederates began retreating back to Fort Smith. Five hours of desperate fighting had resulted in about 2,700 casualties between the two sides.

With the exception of a few mounted raids, the Confederates in Arkansas never went on the offensive north of the Arkansas River the remainder of the war. When the Federal troops pulled out of northwest Arkansas several weeks later, a power vacuum followed that left much of the region embroiled in a savage guerrilla conflict that raged for the remainder of the war.

Gen. John Bell Hood and the Battle of Franklin: A Reply to C. L. Gray's Article "Let Us Die Like Men"

By Stephen M. "Sam" Hood

In recent decades, Confederate General John Bell Hood has been one of the most unfairly maligned characters in Civil War history. Often a victim of errors of both fact and omission, the May 2012 issue of *Officer's Call* featured an article titled "Let Us Die Like Men: Five Confederate Generals Perish at Franklin" that innocently repeated many of the erroneous and unfounded assertions about Hood that have permeated Civil War literature in recent decades. Although the author provided source citations, unfortunately, her references were themselves of deficient quality, as pertaining to Hood.

Regarding Jefferson Davis's decision on who should replace Joseph Johnston as commander of the Army of Tennessee, the author stated that Davis consulted with Robert E. Lee, and that Lee "cast his vote for Hardee." This is wrong. Providing readers only a portion of one sentence of Lee's lengthy reply to Davis's query, the author omitted important statements by Lee.

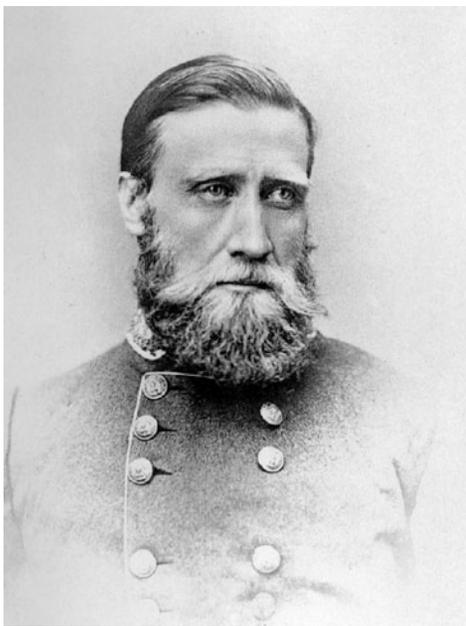
On July 12, 1864, Davis sent a telegram to Lee, apprising him of the command situation with regard to the Army of Tennessee and asked his opinion of Hood. Lee sent two replies the same day, the first a short telegram, the second a longer letter written that same evening. (1)

The complete text of Lee's responses to Davis's request for his opinion on the replacement of Joseph Johnston yields a much different tone and interpretation than what the author characterizes. Lee's prompt and brief initial reply from his headquarters near Petersburg read,

Telegram of today received. I regret the fact stated. It is a bad time to release the commander of an army situated as that of Tennessee. We may lose Atlanta and the army too. Hood is a bold fighter. I am doubtful as to other qualities necessary.(2)

At 9:30 p.m. on the same day, Lee sent a longer, more detailed letter to Davis. Among other, unrelated matters, Lee resumed his consideration of the replacement of Johnston as commander of the Army of Tennessee. Lee wrote:

I am distressed at the intelligence conveyed in your telegram of today. It is a grievous thing to change commander of an army situated as is that of the Tennessee. Still if necessary it ought to be done. I know nothing of the necessity. I had hoped that Johnston was strong enough to bring battle. We must risk much to save Alabama, Mobile and communication with the Trans Mississippi. It would be better to concentrate the cavalry in Mississippi and Tennessee on Sherman's communications. If Johnston abandons Atlanta I suppose he will fall back on Augusta. This loses us Mississippi and communications with Trans Mississippi. We had better therefore hazard that communication to retain the country. Hood is a good fighter, very industrious on the battle field, careless off, and I have had no opportunity of judging his action, when the whole responsibility rested upon him. I have a very high opinion of his gallantry, earnestness and zeal. General Hardee has more experience in managing an army. May God give you wisdom to decide in this momentous matter. (3)



In the morning, Lee had rejected not Hood but the act of changing commanders of the Army of Tennessee. However, later the same day, after considering the broad political and military consequences of losing Atlanta, Lee agreed that a change in commanders was necessary. Lee, upon further thought, seemed to endorse Hood, making five positive comments and one negative about his former subordinate. Lee—referring to Hardee’s temporary command of the Army of Tennessee for three inactive months during the winter of 1863-64—noted only Hardee’s previous army management experience but had nothing else to say about Hardee.

Later in the *Officer’s Call* article the author states that after the fall of Atlanta, Hood placed the blame “on his corps commanders.” This is not true. Hood criticized only Hardee, not S.D. Lee, nor A.P. Stewart. In fact Hardee criticized his own troops for their defeat at Jonesboro, writing, “It is true that the attack could scarcely have been called a vigorous one,” but blamed Hood, attributing his corps’ lackluster effort to exhaustion from previous “dear-bought and fruitless victories” ordered by Hood. (4)

The author also asserts, without a source, that after the fall of Atlanta, Jefferson Davis ordered Hood “to follow Sherman,” and that under no circumstances “was the Union army to be left in Georgia unopposed.” This is also untrue. Davis had long advocated an invasion of Tennessee and Kentucky by the Army of Tennessee,

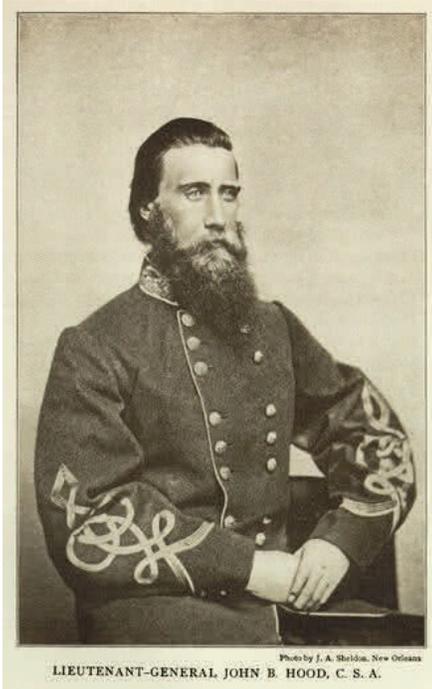
and publicly declared on multiple occasions that the soldiers would soon be “treading Tennessee soil.” (5)

The author further states that P.G.T. Beauregard “was sent west to assume command of the Department of Mississippi,” and “to keep an eye on Hood.” In reality, Beauregard was appointed commander of a newly created administrative entity, the Military Division of the West, encompassing Richard Taylor’s Department of Alabama, Mississippi, and East Louisiana and Hood’s department, which comprised Tennessee and northwest Georgia. Beauregard clearly was not ordered to keep close tabs on Hood because after a series of meetings regarding the Tennessee invasion, Beauregard was so confident in Hood that he departed Tusculum, Alabama on November 16 and did not personally rejoin the Army of Tennessee for two full months, returning to the army in Tupelo, Mississippi on January 13, 1865. It is also revealing that no Richmond authorities instructed Beauregard to visit the Army of Tennessee during the Tennessee Campaign.

An acrimonious relationship between Hood and Beauregard is also claimed by the author, even though no primary source records suggest anything of the sort. The myth of discord between Hood and Beauregard was created single-handedly by anti-Hood author Wiley Sword, who presented unfounded and biased interpretations and provided only selective disclosure of historical records in his influential 1992 book, *The Confederacy’s Last Hurrah*. In reality, Hood and Beauregard maintained a good working relationship during Hood’s tenure as Beauregard’s subordinate, and the friendship continued throughout the postwar lives of both men. In fact Beauregard was in charge of the primary charity that provided subsistence for Hood’s 10 surviving orphans after Hood’s death in August of 1879.

At Spring Hill, Tennessee, the author writes that Hood blamed “anyone else he could” for the Federal escape, but that in reality, “Hood had only himself to blame.” In fact, Hood blamed only Frank Cheatham, to whom he had issued multiple orders to block the road. Multiple witnesses testified that Cheatham received the orders, but failed to act. Later, upon learning that the road was still open, Hood ordered Nathan Bedford Forrest to gain control of the pike. Forrest acknowledged the order, departed, and ordered his subordinate, General Sul Ross, to seize the road. Ross failed, but Forrest never reported back to Hood. The author criticizes Hood for not ensuring that the road was under Rebel control, but Forrest evades censure for doing the exact same thing. How would John Bell Hood, or any other military commander, after issuing multiple orders to competent subordinates, possibly know which orders were not being followed, or exactly where a failure might occur, and be there? The proper place for any army commander was to be in a central location, advantageous to quick communications. Was it the practice of Lee, Jackson, Johnston, or Grant to issue orders and then leave their headquarters and ride to the exact spot(s) to ensure they were being followed?

The author also repeats, without a source, the totally baseless claim that Hood took drugs, writing that Hood “took a dose of laudanum and went to sleep.” Nowhere in the vast universe of Civil War records is there a single piece of paper that even suggests that Hood took laudanum. The myth, researched and fully debunked by Dr. Stephen Davis in the late 1990s, had its genesis in a 1940 biography of Richard Ewell, where the author simply speculated that John Bell Hood may have taken laudanum. (6)



Yet another unfounded myth that has spread in the Civil War history community and was included in the *Officer's Call* article is Hood's alleged anger before the attack at Franklin. In fact there is only a single eyewitness who recorded that Hood was upset at *any time* on November 30, 1864, and that was only in the early morning, immediately after learning of the Federal escape at Spring Hill. The source of the famous "wrathy as a rattlesnake" description of Hood, which appears in virtually every book or article written on Spring Hill and Franklin, first appeared in a 1908 article in *Confederate Veteran* magazine by J.P. Young. The provenance of the "wrathy" comment is complex and convoluted. Young recalled being told by Major Joseph Vaultx of Cheatham's staff that he (Vaultx) had been told by General John C. Brown that Hood was "wrathy as a rattlesnake." So the famous description of Hood entered the public record third-hand and 42 years after the event!

(7)

Of the thousands of other soldiers and officers who saw Hood during the day of the Battle of Franklin, and the dozens, if not hundreds, who interacted with him, none wrote a word of Hood acting in any way unordinary the rest of the day. In fact all diarists and memoirists who described Hood before the attack at Franklin recalled him being soldierly and contemplative before the attack, encouraging the troops and appealing to their patriotism. Samuel French recalled during the march from Spring Hill to Franklin, Hood saying, "Well General French we have missed the great opportunity of the war." French made no mention of Hood's demeanor so apparently the commanding general's ire—such as it was—had been reserved for Brown. (8) Another eyewitness, Sergeant Sumner Cunningham de-

scribed Hood immediately before ordering the attack: "While making ready for the charge, General Hood rode up to our lines, having left his escort and staff in the rear. He remained at the front in plain view of the enemy for, perhaps, half an hour making a most careful survey of their lines. . . . Hood rode up to General S. D. Lee, and after shaking hands, announced his decision to make an immediate charge." In another interview, Cunningham recalled, "I watched him [Hood] closely while there, meditating upon his responsibility." (9)

It is unfortunate indeed that a Southern patriot who gave half his body fighting for the independence of his country is subjected to such a harsh historical portrayal. Mere opinions of writers have been repeated so many times that unfounded rumors and legends have morphed into perceived facts. General Hood wrote to S.D. Lee after the war, "I have never feared but that I would get justice, but expect it to be tardy." It is time that Civil War scholarship and literature separate fact from fiction.

About the author: *Stephen M. "Sam" Hood is a resident of Huntington WV and a collateral descendent of Confederate General John Bell Hood. He is a member of the John C. Breckinridge Camp 100 SCV, founder and president of the John Bell Hood Historical Society, a former member of the board of directors of the Blue Gray Education Society of Chatham VA, and a past president of the board of directors of Confederate Memorial Hall Museum in New Orleans. Sam is the author of the upcoming book "John Bell Hood: The Rise, Fall, and Resurrection of a Confederate General", to be released by Savas Beatie Publishing in the spring of 2013.*

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1. Clifford Dowdey and Louis Manarin, *The Wartime Papers of Robert E. Lee*, (New York: De Capo Press, 1961), 821.
 2. Ibid.
 3. Ibid., 821, 822.
 4. O.R. 38-3-774, 835, 702.
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 6. Stephen Davis, "John Bell Hood's 'Addictions' in Civil War Literature", *Blue and Gray* magazine, October 1998
 7. Young, J. P., "Hood's Failure at Spring Hill", *Confederate Veteran*, January 1908.
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When Pensacola was in Alabama

By Bert D. Blackmon

In 1860, Pensacola, Florida was a thriving town with a population of just under three thousand. It boasted one of the best natural harbors in the Nation and two railroads into town were nearing completion. Prosperity abounded and life was good.

There were four forts in the Pensacola area; Pickens on Santa Rosa Island, McRee at the West end of the Bay, Barancas near Warrington, and the advance Redoubt of Fort Barancas north

of the Fort. All four were built in the early 1800's by the U.S. Government using slave labor. They were under the command of Union Lieutenant Adam J. Slemmer who had only 51 men in Fort Pickens and about eighty more in the other facilities to hold all four forts and the shipyards.

Even before the State of Florida joined the other Southern States in succession on January 10, 1861, the Florida Militia, operating on orders from Governor John Milton moved swiftly to occupy the various military installations around Pensacola. A gentleman's agreement between Florida Senator Stephen R. Mallory and President James Buchanan on January 28, 1861 kept the fighting to a minimum in 1861. It was agreed that if no move was made by the Union to reinforce Fort Pickens, the Confederates would not attack.

Even though the first shots of the War were actually fired at Florida Militiamen on the evening of January 8, 1861 by Federal Troops the two sides got along more or less peacefully throughout most of 1861. The Union Troops in Fort Pickens got their mail on time, were allowed to buy provisions in Pensacola and, on occasion, were even allowed to attend events in the City.

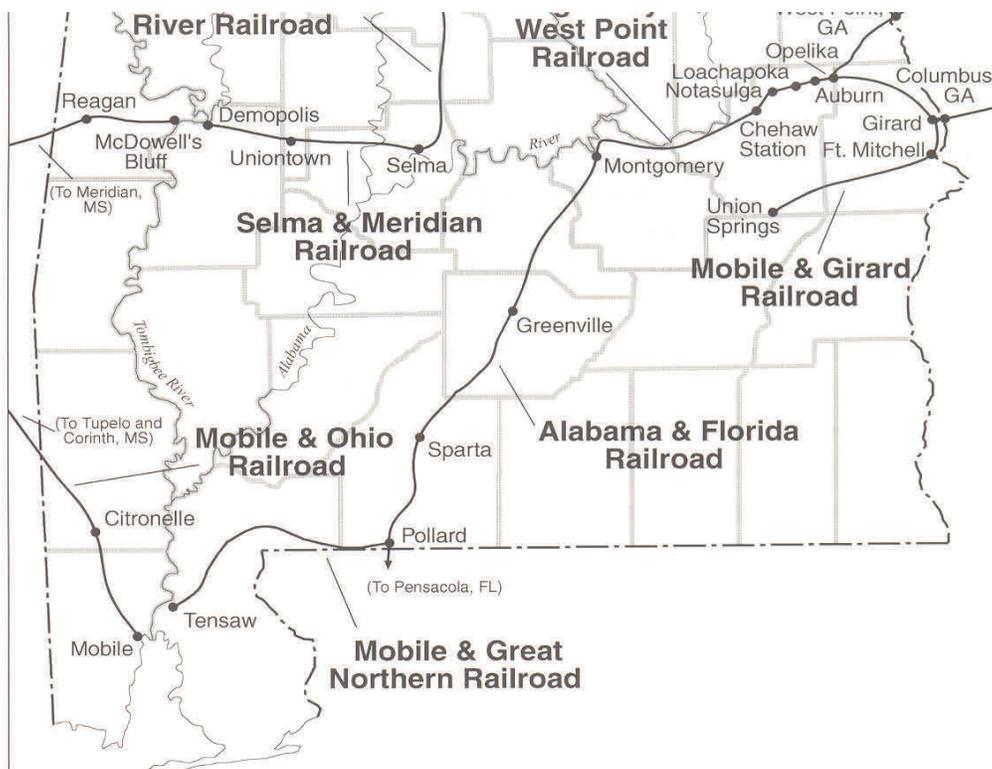
There is evidence that President Lincoln wanted to precipitate an incident in Pensacola as a pretext to initiate hostilities with the Confederacy. Ships filled with troops to reinforce Fort Pickens were sent from Fortress Monroe, Virginia but, due to the existing gentlemen's agreement, they stayed aboard ship for ten weeks and did not attempt to land until after the Confederate bombardment of Fort Sumter in Charleston Harbor, South Carolina on April 12, 1861. In landing the troops, the Union forces broke the agreement that had been in place in Pensacola. By the summer of 1861, the Union had about 1000 troops in Fort Pickens and had the harbor blockaded.

In February of 1861, the Provisional Confederate Government was organized in Montgomery, Alabama and on March 11, 1861, General Braxton Bragg assumed command of Confederate forces in the Department of the Gulf, which included the Pensacola area.

There was very little hostile action during the summer of 1861. The first real battle in the State of Florida occurred on October 9, 1861 when a Confederate force attacked the Union lines on Santa Rosa Island. The first major artillery exchange occurred on November 22, 1861. Much of the village of Warrington, just west of the Navy Yard, was destroyed as were many buildings in the Navy Yard itself.

In early 1862, the Union Army invaded Tennessee and on February 8, 1862, Judah P. Benjamin, then the Confederate Secretary of War, sent word to General Bragg to send all the men he could spare to Tennessee. Ten days later General Bragg ordered the abandonment of Pensacola and moved his headquarters to Mobile, Alabama. This would begin an association between General Bragg and the people of the City of Mobile that would last to some degree throughout the War, in fact to this very day since he is buried with several thousand former Confederate soldiers and six other Confederate Generals in Mobile's Magnolia Cemetery.

Colonel Samuel Jones was left in charge of the withdrawal with orders from Bragg to: *Make all dispositions at the earliest moment, working day and night, to abandon Pensacola. I desire that you particularly leave nothing the enemy can use; burn all from Fort McCree to the junction of the Mobile road. Save the guns, and if necessary destroy your gunboats and all other boats. Destroy all machinery, public and private, which could be useful to the enemy; especially disable the sawmills in and around the Bay, and burn the lumber. Break up the railroad at the junction, carrying the iron up to a safe place.*



Between March 6 and March 16, Lieutenant Colonel W.K. Beard and one hundred men from the First Florida Regiment carried out General Bragg's orders. Everything that could be removed was and everything else that could be of military use to the Union was destroyed. In his report, Beard wrote: *I cannot close.... without remarking upon the sacrificing patriotism of those whose property.... in many cases all they had, was destroyed. While they regretted they necessity, none shrank from the sacrifice, and in many cases were prepared to apply the torch to all they possessed.*

The Mobile and Great Northern Railroad, which was to run from the Tensaw River in Baldwin County at a point 22 miles from Mobile to the Alabama and Florida Railroad at Pollard, Alabama, was not begun until

March 28, 1861 but much urging from the Confederate Army and a \$15000.00 loan from the State of Alabama got it up and running in November. This line connected with the Pollard to Pensacola line that had just been finished.

The just finished rail line from Pensacola to Pollard was torn up and the rails and ties used to install the sidings on the Mobile and Great Northern and also to extend the Selma, Alabama to Meridian, Mississippi line. General Bragg remarked that the completion of the line from the Tensaw River to Pollard was worth 3000 men on each end.

On May 9, 1862, the First Florida Regiment's work was done and the City of Pensacola was abandoned. On May 12, Federal Troops occupied the City with Colonel William Wilson of the 6th New York Infantry occupying the home of Stephen R. Mallory.

When the troops entered the City, they found it to be almost entirely deserted. The City Government and citizens, having been given plenty of advance warning by General Bragg had made plans of their own.

The City Government, consisting of Mayor F.B. Bobe, Chairman George W. Hutton, and Aldermen Joseph Sierra, C.L. LeBaron, William H. Judah, James Knowles, Benjamin D. Wright and Charles G. Barkley hired Mr. F.E. de la Rue, the Circuit Court Clerk of Escambia County, to be Keeper of the City Archives. Those Archives not likely to be needed were sealed in clay jugs and buried near Bluff Springs about thirty five miles north of Pensacola. Those records in current use were loaded on wagons and taken to Greenville, the County Seat of Butler County.

Several hundred families moved to Greenville for the duration of the War, with others moving to Montgomery, and a few to Mobile and Baldwin County. While Mayor Bobe seems to have moved to Montgomery, the rest of the City Council moved to Greenville.

While in Greenville, the City Fathers of Pensacola were known as the "Annex Commission". They were given a meeting room in the Butler County Courthouse and met regularly to conduct the business of the City of Pensacola just as if they still resided in Florida. Mr. de la Rue, acting in his capacity as Circuit Clerk, recorded deeds, contracts and marriages for the Florida Families. Whenever feasible, the local Alabama authorities allowed the Pensacola Government to collect its own taxes and enact its own ordinances.

Early in the War, the State of Florida passed a law authorizing support for the needy families of Confederate Soldiers and for the widows and orphans of Confederate Soldiers. Even though Pensacola's government was functioning, its citizens could not receive any of the benefit from this law as they resided outside the State.

To solve this problem, the State of Florida, on November 24, 1863, passed a law that may be the only one of its kind ever passed in this Country. The law authorized the Government of the City of Pensacola to meet outside of the City and even outside of the State of Florida for the duration of the War. It farther stated that the current City



Butler County Courthouse

Government would be considered the legal government of the City and all ordinances passed by it would be considered legal. It provided for elections on a regular basis and defined who could and could not vote and it allowed those citizens of Pensacola who were entitled to benefits to receive them. Mr. de la Rue was given yet another job as he was appointed by the State of Florida to administer those funds.

For three years, Pensacola was officially in Greenville, Alabama. During this time, the Pensacola and Greenville people lived together in peace and harmony. Friendships and new family ties were established. There were marriages and funerals and until this very day, many families have ties in both cities.

To their credit, the City Leaders of Pensacola did an excellent job of managing a city in exile and the people of Greenville were the most gracious of hosts. In the spring of 1865, the Pensacola Citizens began returning home. For many it was a bittersweet homecoming as they had become so much a part of their adopted community.

The City Government had done such an excellent job that the citizens of Pensacola had a much easier time reestablishing their community that did most Southern cities.

On June 15, 1865, F. E. de la Rue took the oath of allegiance to the United States and returned to his regular duties as the Circuit Clerk. His solid job performance and dedication to duty preserved the city records and, to a large degree, it's treasury.

This unique chapter of our history illustrates several of those lessons that history is supposed to teach us but that we seldom learn. For one, it reinforces the old military rule that a good general always attacks when his enemy is unprepared. Had Bragg's forces attacked Slimmer's undermanned, undersupplied, and unprepared forces early on, the Union might never had retaken Pensacola and that could have affected the entire course of the War.

Secondly, we see how the military and civilian population should work together. While most cities seemed to take their military protectors as a necessary evil, the citizens of Pensacola, due largely to Bragg's public relations skills, worked with their military for the mutual benefit of all.

Third, We see examples of how good simple Christian kindness is supposed to work. The good Citizens of Greenville and other Alabama cities took in the refugees from Pensacola and afforded them the opportunity to live and work in their community. The Pensacola citizens, for their part, lived quietly, lawfully and productively in their adopted towns.

Finally, we see how much a good City Government can accomplish. The City Council and Mr. De la Rua did not wait for help from the State of Florida or the put their hand out for aid from Richmond. They took it upon themselves to keep their City alive. By their hard work and intelligent policies, they not only held their government in exile together but also kept up the feeling of community among their far flung citizenry that enabled them to return home after the war and quickly restore their city.

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Railroads in the WBTS

By Gary M. Loudermilk

Prior to the WBTS, railroads were a new and relatively untried invention. However, during the war, railroads came of age. They became both strategic resources, as well as military targets, precisely because they were strategic resources. During the war, soldiers, material and food were routinely transported by rail along with civilians and the raw material necessary to keep the war effort progressing. It was soon realized that the railroads would help to make or break the Union in this conflict.

When the war began, there were approximately nineteen million people living in the United States. Of these, nine million were living in the South, of which three and one-half million were slaves. The South was largely an agrarian society dependent on cash crops such as tobacco and cotton and, to a lesser extent, staple crops to feed its peoples and armies. Two-thirds of the rail miles and four-fifths of the manufacturing power of the entire nation were located in states loyal to the Union. In all of the states which attempted to leave the Union, there was only one plant which could reclaim rail which was bent into what became known as "Sherman's Bowties."

The South was at a distinct disadvantage in men, material, transportation and productive abilities.

There were more than two hundred railroads in existence at the start of the war. The majority of rail lines were found in those states which remained loyal to the national government. Most of these rails were four feet eight and one-half inches apart. By contrast, the South had only about one-third the mileage of the North and the gauges of the rails varied widely. This meant that the North could transport more troops and material to more places with less transfers due to gauge differences than the South. The South immediately realized the potential of railroads and used the rails it had to transport troops from one part not under attack to support fellow troops in a threatened area. The North was not so quick to learn this lesson.

An example of this is the First Battle of Bull Run in the summer of 1861. A large and unprepared Union Army under the command of General McDowell moved south out of Washington D.C. towards the rail center of Manassas astride the tributary known as Bull Run. A smaller and equally unprepared Southern force under the command of General P.G.T. Beauregard blocked this advance ultimately aimed at Richmond, the Confederate capitol. The Northern forces were defeated when Generals Joseph Johnson and Thomas J. (Stonewall) Jackson arrived from the Shenandoah Valley with their armies. This concentration of secessionist forces was achieved by transporting these troops to the battle by rail.

Because of the war, two major technological advances came about in the 1860s although widespread use of the equipment would not come about until 1893 when federal regulations required the devices to be used on *all* locomotives and cars. First, Eli Janney's automatic coupler was patented in 1868 and George Westinghouse's automatic air brake was born a year later in 1869. These two devices were so revolutionary that they remain in use today as the most practical and efficient way to stop a train and uncouple cars and locomotives.