

Sons of Confederate Veterans

The Hunley Torpedo



The Lt. Dixon – CSS Hunley Camp #2016, Sparks, NV

Number Five

Website: www.dixon-hunley.org

Nov-Dec 2009

Camp Report

Elections:

At our November meeting, the following officers were elected for the coming year:

Commander / Adjutant: Lee Cross
 1st Lt. Commander: Mike Cushing
 2nd Lt. Commander: Lowell Cross
 Chaplain: Bruce Bowyer
 Historian: Ernie Zebal

Rodney Clifton, who just went to work full-time for the VA, declined to run for a second tour as commander. He had many other commitments to fulfill also. We are very proud of his service. Rodney did an outstanding job at our Lee/ Jackson Dinner last January and at Confederate Memorial Day in April. He also organized the finest flag-raising we have yet seen at Virginia City last summer, when our camp hosted Curtis Tipton, the ATM Representative. Jim White also declined to run for a second tour as Adjutant. Jim did an outstanding job for two years. And we lost Joseph Robert Scamihorn, our long-standing 1st Lt. Commander and Chaplain who passed away on November 20th. Joe knew his health was failing, and declined to run for re-election.

As there is no meeting scheduled in December, it was decided that the new officers would assume their positions immediately. Ken Janson, will remain as our webmaster. And I, of course, will continue to publish the newsletter.

Special Thanks

To our sixteen camp members who attended Joe's funeral. Three of us had the privilege to be selected as pall-bearers—Lee Cross, Bruce Bowyer and Jim White.



In Memoriam, Joseph Robert Scamihorn 1926-2009

This issue is dedicated to Joe. Joe passed from this world and was interred on Dec. 1, 2009 at the Veteran's Cemetery in Fernley, NV. He was buried in his Confederate Colonel's uniform, he being descended from a Colonel in the Confederate Army. The Battle Flag was folded—military style and placed under his arm. Joe was also honored with a twenty-one gun military salute and his motorcade was escorted by the Patriot Guard, a Nevada Veteran's group who escorts deceased veterans in this manner. Three of our camp members belong to this group, including Past Commander Rodney Clifton, David Morris and Robert Griggs. Rodney is retired from the Air Force and David and Robert are active law-enforcement officers. More to follow—

End of Year Report

Economics has taken a heavy toll upon our camp as well as the rest of the country. Our membership has declined to 70. But others have informed me they will renew their SCV connection as soon as their circumstances permit. With the change of officers it was necessary to establish a new bank account. We have at this time \$297.43 in our account. This is the remainder after adjustments for dues and for three special expenditures shown as follows:

1. \$161.52 for flowers from our camp for Joe's funeral. This expenditure was approved by the officers.
2. \$107.40 for our web hosting contract. This was pledged by prior agreement.
3. \$35.00 charge for new checks. This is a 501(C)3 account, so we will not incur any more future costs in connection with this checking account.

These special expenditures will be offset by dues still pledged which will result in a net gain to the camp which should increase our net balance well in excess of \$400.00.

Future Newsletters

In order to improve and streamline our operations, the Hunley Torpedo will now be issued quarterly; but it will be more extensive than in past years. It costs us nothing to send it via email, and those who receive it as such can expect a much better product. I have been able to contact most of our people, and all of these who have computers have agreed to accept it in this manner. There are a few who don't have computers who will still receive it by mail; but circumstances demand that they will receive a much shorter version. It costs about \$2.00 to send out a five-page newsletter. I encourage all of you to forward the newsletter to friends and associates and help promote growth in the SCV.

Our Lee / Jackson Dinner 2010

Coming in January in 2010 we will try a novel idea. Instead one having one grand Lee / Jackson dinner centrally located in the Reno / Sparks area, there may be as many as four smaller ones. This is to accommodate our members who live in outlying areas. We are the only camp in northern Nevada, indeed in some directions for hundreds of miles. Most of our members are concentrated in four distinct areas: the central zone of Sparks-Reno; the northern zone including: Beckwourth-Susanville-Janesville in California; the eastern zone including: Fernley-Fallon-Lovelock; and the southern zone including: Virginia City-Carson City-Dayton-Gardnerville-Wellington. This results in a round-trip commute of between 70 and 200 miles from these outlying areas. I will promote a dinner convenient to each of these general areas if I can generate enough interest in the idea. I would like some feedback on this proposal. Please email or call me.

Next Meeting

Because of the multiple Lee / Jackson dinners planned for January; the next formal meeting will be in February, date and place to be announced later via email or telephone.

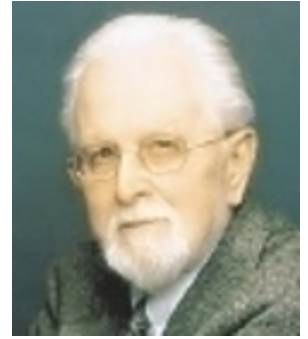
Welcome Back

In January of 2003, eighteen men became charter members of this camp, including Dave Hoffman. Shortly afterward he moved to Milton, Florida. Dave has now rejoined us. We now have exactly half of our original charter members still on the roster, nine altogether! Welcome back, Dave! Welcome back also to Jeff and Braxton Holtzclaw and Larry Ray. Our prospects are good for regaining several other former members.

Goodbye Ol' Buddy Joseph Robert Scamihorn



Joe - 1944



AMVETS Service
Officer 1987 - 2009

Joe joined our camp the summer of 2003. At that time he lived near Portola, CA, but worked in Reno where his AMVETS office is located. This came about when Joe, after becoming aware of the SCV sent an inquiry to Vern Padgett, Adjutant of the LA Camp. As we were only 60 miles away as opposed to 500 miles to LA, Vern, naturally sent me Joe's contact information. Joe became my close friend. Over the ensuing years, his service to the SCV and our camp was invaluable as he helped me recruit dozens of men and raise thousands of

dollars for heritage causes. We have raised and donated over \$10,000 for which he gets the lion's share of the credit. Joe was a remarkable man in so many ways. He was a retired Navy Veteran with over thirty-years of service spanning World War II, Korea and Vietnam. He was in combat in four of the biggest battles in the Pacific including Iwo Jima, Leyte, Lingayan and Okinawa. He later was selected by the Navy to be a recruiter for the Blue Angels and crisscrossed the U.S. between college and university campuses looking for America's best and brightest to become Navy aviators. He was even at an anti-war riot at Berkeley. Those who knew Joe can imagine the colorful language he used that day. He belonged to the greatest generation. After retiring he worked a series of jobs before entering college in his late fifties. He graduated with a BA from the University of Indiana in 1987 and was hired by AMVETS that same year; then was transferred to Reno in 1990. He has helped thousands of veterans get their rightful benefits from the govt. Joe refused to retire and told his doctor in 2007 *"I would rather die at my desk than sitting in front of the TV at home."* Indeed many of us thought it would go down that way, and so it almost was. In 2008, Joe was chosen by the U.S. Govt. as the Nevada Representative to receive a special award for elderly workers in Washington, D.C.

When he realized last January that he couldn't go on much longer, Joe tried to offer his resignation but AMVETS refused to accept it. They gave him Carte Blanche; he could come to work, work from home or not work at all, but he still ran the operation in Nevada and remained on full pay. He is survived by four of his five children and by his wife Johnnie. Johnnie is a member of the UDC. Joe, through his own efforts, acquired free for the VA Hospital in Reno 28 vans to transport veterans, the largest of which are equipped for wheelchairs and are called Scamy-Vans in his honor. This designation is stenciled on the van doors.

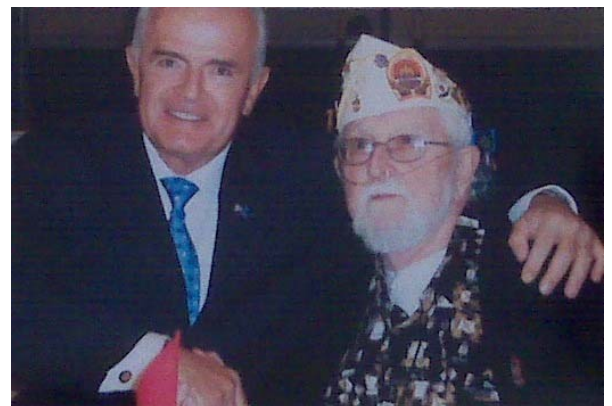


Joe and his wife Johnnie at a Lee / Jackson Dinner



Left: Confederate Memorial Day in the Masonic Chapel. Joe is both a Master Mason and 32 Degree Scottish Rite.

Right: Joe with Governor Jim Gibbons of Nevada at a P.O.W. meeting in Reno. Joe was never a P.O.W. but as the Chief AMVETS Officer in Nevada, he put their needs first.



The Camden Expedition

Few Americans realize that bloody battles were also fought in the Trans-Mississippi, or that they had importance. In truth, it can be said that the Confederacy was never truly defeated in the West; but that our Confederates in the TransMississippi just went along with the surrender. The Camden Expedition was the biggest Yankee defeat in Arkansas. Indeed, after this series of battles, Yankee activity in Arkansas mostly consisted of hiding in their fortified positions in a few large towns. Some recidivist historians even try to whitewash this series of battles by calling it a "*victory in retreat*," because Yankee General Steele managed to save some of his army. The Union defeat in Arkansas corresponded to the defeat of the Union Red River Campaign in Louisiana at the Battles of Mansfield and Pleasant Hill, thirty miles south of Shreveport, Louisiana. At those battles, General Richard Taylor with 8,800 troops whipped the Union Army consisting of 30,000 men and a flotilla of river gunboats. This was followed by the inglorious Union retreat by these Yankees back to New Orleans being chased by Taylor's forces all the way.

The United States War Department, under the direction of Secretary of War Edwin M. Stanton, had developed a strategic goal to reassert Federal control over Arkansas, Louisiana and Texas. This was part of a much larger effort to move simultaneously against Confederate forces in a number of theaters. Separate Union columns were to destroy the remaining Southern troops in South Arkansas and Northern Louisiana, then join together for an all-out push into Texas, essentially ending the war in that region. The Arkansas phase of this Red River Campaign was entitled the Camden Expedition, an effort endorsed by Ulysses S. Grant.

On March 23, 1864, Maj. Gen. Frederick Steele marched a combined 8,500-man force of infantry, artillery and cavalry from the Little Rock Arsenal. At roughly the same time, Maj. Gen. Nathaniel Banks' army departed from New Orleans in conjunction with Rear Admiral David Porter's naval expedition. Steele and Banks were to push aside the enemy in their respective fronts, then combine forces to seize Shreveport. Steele would garrison that city while Banks forged ahead into northeastern Texas.

Steele's route was through a thinly populated wilderness with little provisions. He hoped to occupy Camden, a port city on the Ouachita River to re-supply. As all the bridges on the Little Missouri River were impassable, the Union troops had to ford the muddy river. Steele's men reached Elkin's Ferry before the Confederates, but on April 3, they were attacked by Brig. Gen. Joseph O. Shelby's cavalry. The following day, John S. Marmaduke's cavalry also attacked the Union forces as they were trying to cross the river. The Federals were able to fend off both of these attacks and then cross the river.

On April 10, Steele's forces, combined with Brig. Gen. John M. Thayer's division, marched south towards Shreveport. They soon encountered a Confederate line of battle at Prairie D'Ane and attacked, driving it back a mile before being checked. Skirmishing continued throughout the next day, forcing Steele to divert away from Shreveport toward Camden. Sterling Price's Confederates returned to Prairie D'Ane on April 13, falling upon Steele's rearguard under Thayer. After a four-hour battle, Price disengaged and Steele's column continued to Camden.

Steele finally reached his destination on April 15, but found no supplies awaiting him. After a two-day wait, he sent out foraging parties into the countryside and awaited news from Banks. However, Banks was in retreat, having been defeated at the Battle of Mansfield and now more of Kirby Smith's forces were heading into Arkansas to intercept Steele. Dwindling supplies for his army at Camden forced Steele to send out a 1,200-man foraging party to gather corn that the Confederates had stored about twenty miles away. After loading the corn into over 200 wagons and proceeding about 5 miles on April 18, Col. James M. Williams' party was savagely attacked by John Marmaduke's and Brig. Gen. Samuel B. Maxey's Confederates at the Battle of Poison Spring. Williams was forced to retreat northward into a marsh, where his men finally regrouped and fell back to

Camden, minus the wagonloads of much needed corn. Steele was relieved on April 20 when a wagon train arrived from Pine Bluff with welcome supplies.

One week later, the Battle of Marks' Mills resulted in the capture of 2,000 more of Steele's men and many more wagons. Steele decided to abandon Camden under the cover of darkness and retreated to Little Rock on April 26. Three days later, he reached the Ouachita River at Jenkins' Ferry and began constructing a pontoon bridge. Smith's Confederates arrived on April 30 and repeatedly attacked the retreating Federals in windy and rainy conditions. Steele repulsed the attacks and finally crossed with what was left of his force, destroying the bridge to prevent Smith from following. He was compelled to abandon most of his remaining supply wagons in the swamp north of the river. A badly chagrined Steele finally reached his base at the Little Rock Arsenal on May 3rd.

The Camden Expedition was perhaps the greatest Federal military disaster of the Civil War in Arkansas. Union forces suffered over 2,500 casualties, lost hundreds of wagons and failed to take Shreveport or Texas. Confederate forces freely roamed rural Arkansas, while the Federals stayed in their fortifications at Fort Smith, Pine Bluff, Helena and Little Rock.

Compatriot Ernie Zebal's Uncle, 2nd Lt. Rene Fitzpatrick Jr. of the 28th Texas Cavalry was killed in Confederate Service at the Battle of Jenkins' Ferry. Fitzpatrick's home was in Harrison County, Texas near the Arkansas and Louisiana borders.

The 28th Cavalry Regiment was organized August 1, 1862, by Colonel Horace Randal. It was originally formed with about 1,000 men and twelve companies, but one company was transferred to the 19th Texas Infantry Regiment in 1864. The volunteers were from Anderson, Cherokee, Fairfield, Freestone, Harrison, Houston, Panola, Polk, Rusk, Shelby, Smith and Wood counties. The unit was dismounted in September 1862 and assigned to Polignac's, Randal's and Maclay's Brigade, Trans-Mississippi Department. The regiment was active in Arkansas and Louisiana. They saw heavy fighting at Mansfield, Pleasant Hill and Jenkins' Ferry. The field officers were Colonel Eli H. Baxter and Colonel Horace Randal, Lieutenant Colonel Henry G. Hall, and Major Patrick Henry. The 28th Cavalry was sent to Shreveport, Louisiana, in July 1862 where they remained until July 18, 1862. The regiment was brigaded with the 11th Texas Infantry, the 14th Texas Infantry, the 15th Texas Infantry and the 6th Texas Cavalry Battalion, in September 1862. Colonel Randal became commander of the brigade and Lt. Colonel Eli H. Baxter, Jr. became commander of the 28th Texas Cavalry. In December 1862, the regiment joined Walker's Texas Division as the 2nd Brigade. In the fall of 1863, Randal's brigade participated operations in Alexandria, Louisiana. In March through April 1864, the regiment participated in the Red River Campaign and fought at the battles of Mansfield on April 8 and Pleasant Hill on April 9, 1864. The 28th Texas lost 20 killed and 40 wounded at the Battle of Jenkins' Ferry on April 30, 1864. The brave General Horace Randal was mortally wounded and died on 2 May 1864. On 3 May 1864, in a letter to the soldiers of the Trans-Mississippi Department by General E. Kirby Smith, "Once more in the hour of victory we are called upon to mourn the heroic dead. Generals W. R. Scurry and Horace Randal have fallen upon the field of honor. At Jenkins' Ferry they offered themselves up precious victims on the altar of liberty. Mouton and Green are gone; Scurry and Randal have followed on the same glorious path. Be it ours to emulate their virtues and valor, and to act as men not unworthy to associate with such heroes. The colors of their respective brigades will be draped in mourning for thirty days". The 28th Texas Cavalry was surrendered in Austin, Texas in May 1865.

Company F (Harrison County)

Captain Phil Brown

1st Lt. Theophilus Perry

2nd Lt. James S. Wagnon

2nd Lt. Rene Fitzpatrick, Jr.

The Confederate Railroads

This topic garnered my personal interest as I worked for the Southern Pacific Railroad for 33 years, during most of which I was an engineer. The War Between the States was the first modern war in history incorporating on a massive scale among other things: troop and material movements by railroad. The South was hampered greatly by the use of too many rail gauges; principally three. But the one in most common use was 5 ft. The north by contrast, predominately used a gauge of 4 ft 8 ½ inches; which became the Standard Gauge of all U.S. railroads in the 1880s. There was also a standard narrow gauge of 3 ft. but that is another story. This topic cannot be adequately covered here but I will focus primarily on the Western & Atlantic Railroad which was so vital to the war in the west and one of the reasons why Atlanta became a prime target for Sherman's army.

The Western and Atlantic Railroad

December 21, 1836 - the Georgia legislature authorizes the building of a state-owned railroad from Chattanooga to Terminus, Georgia (now Atlanta).

The W&A started out as 5-foot gauge. Most of its early locomotives were of the 4-4-0 "American" style, made famous by the *General*.

- All of the locomotives in the 1850s were wood burners.
- It took 3.5 cords of wood to go from Atlanta to Chattanooga.
- A typical train was 6-20 cars.
- The average speed was 10 miles per hour.
- A train crew was comprised of an engineer, fireman and wood-passer.

1838 - Over 500 men (including some Cherokee Indians) work on grading, road bed and trestles.

1845 – The first 20 miles of track are in operation (Terminus to Marietta).

May 9, 1850 – The first train travels over the entire length of the W&A! The final cost of the State-built railroad to the State of Georgia - \$4,087,925.

1855 – The *General*, the most famous locomotive in W&A history (perhaps in all American railroading history), is completed in December, built by Rogers, Ketchum & Grosvenor of Paterson, NJ. It cost \$8,850. In January 1856, the *General* goes into service hauling freight on the W&A.

1856 – The locomotive *Texas* is built by Danforth, Cooke & Company, and put into service by the W&A in October.

April 12, 1862 – The Great Locomotive Chase.

The most famous incident in the history of the W&A and one of the most famous incidents of the Civil War occurred on April 12, 1862. On that day, 20 Union Spies, led by civilian James J. Andrews seized a Confederate locomotive named the *General* at Big Shanty, Georgia (now Kennesaw). The train was stopped for a 20-minute breakfast break at the Lacy Hotel.

May 2, 1862 – The *General* transports Andrews Raiders from Swims Jail in Chattanooga to Atlanta.

1863 - Union cavalrymen (1700 in number) move to disrupt the W&A east of Rome, but are defeated by Nathan Bedford Forrest.

Employees of the W&A are organized into two military companies. Conductor William A. Fuller is put in charge of one of them and commissioned as captain in the "Independent State Road Guards" by Governor Brown.

September 1863 – Longstreet's Corps is moved from Virginia to Georgia by train to fight in the Battle of Chickamauga. The last leg of the trip is on the W&A.

May 1864 - Sherman's Atlanta campaign starts in Ringgold, GA.

June 27, 1864 – The *General* participates in the Battle of Kennesaw Mountain as an ammunition train and to transport wounded for General Johnston.

July 9, 1864 - Retreating Confederates destroy a W&A bridge over the Chattahoochee River.

September 1-2, 1864 - Atlanta falls to Sherman's army. The *General* is rendered inoperable by retreating Confederate troops.

Early October, 1864 – Confederate troops succeed in destroying 15 miles of track from Big Shanty to Allatoona Pass.

October 5, 1864 – The Union again seizes control of the W&A after the victory at the Battle of Allatoona Pass.

November 9, 1864 - Sherman issues orders to destroy the W&A from Big Shanty to the Chattahoochee.



Left: The *General* after the fall of Atlanta.

Right: W&A car shed, 1864

Bottom Left: The *General* at the Southern Museum

Bottom Center: Money issued by The Western & Atlantic Railroad

Bottom Right: The *Texas* at the Atlanta Cyclorama



The Great Locomotive Chase

One of the most famous incidents in railroad history and also during the war occurred on April 12, 1862. On that day, 20 Union Spies, led by a civilian, James J. Andrews, seized a Confederate locomotive named *General* at Big Shanty (now Kennesaw), Georgia. After the *General* arrived in Big Shanty, most of the passengers (and all of the crew) left the train and went to the Lacy Hotel for breakfast. At this moment Andrews and his raiders struck. After uncoupling the passenger cars from the rest of the train, three of raiders plus Andrews jumped in the cab, while 16 other raiders piled into the boxcars next to the tender and steamed away. Their objective was to take the train north to Chattanooga, burning bridges, tearing up track and cutting telegraph wires along the way. Two of the Yankees were left behind at the station.

The raid entered into legend because the train's conductor, **William A. Fuller** and Western & Atlantic RR Superintendent of Motive Power Anthony Murphy pursued the stolen train for 87 miles, by foot, hand car and three different locomotives, until the train was finally abandoned two miles north of Ringgold, Georgia. "*Someone...has stolen our train,*" *William Fuller said with amazement as his train pulled away from the depot at Big Shanty.*" The W&ARR men stood up and quickly began the chase, Fuller leading the way with Jeff Cain and Anthony Murphy close behind.

Between Big Shanty and Moon's Station the Yankees cut the telegraph wires to prevent the stations further north from receiving word from Marietta that a train had been stolen. At Moon's Station Andrews stopped and acquired a crowbar to destroy the rails between Atlanta and Chattanooga, for that was their mission. Just past Allatoona, the Yankees used that crowbar to raise a rail which would derail any locomotive that might be following them.

Conductor Fuller, who was also a captain in the Georgia militia, was the first member of the *General's* crew to reach Moon's Station. He acquired a pole-car then returned to pick up engineer Cain and mechanic Murphy. From Big Shanty to the Etowah River the grade of the Western and Atlantic Railroad is downhill—a fourteen-mile stretch. This was an important factor in Fuller's pursuit. They picked up two more men in Acworth, but did not slow at Allatoona and they did not see the track raised by the raiders. The pole-car flew off the rail when it hit this obstacle throwing Fuller and his men into a ditch, but they were not harmed. Again on foot, Fuller's men ran to the Etowah River where they commandeered the locomotive *Yonah*.

Andrews and his men crossed the Etowah River. The short-line locomotive *Yonah* was also there. Because of its presence, Andrews declined to destroy the bridge to maintain his secrecy. The bridge had been a major target of the raid. It would prove to be a major mistake.

At Kingston, the raiders came upon a switching station. They were met with suspicion and wasted little time there. When Fuller's men arrived in Kingston, Andrews' raiders had just left. The *Yonah* could not continue; but a mail train, *The William R. Smith*, was standing by with a full head of steam. The crew assisted Conductor Fuller and cut-off the cars of *The William R. Smith* in a siding then began its pursuit of the Yankees north to Adairsville while running backward.

Andrews had to block further pursuit. The men in Kingston had been suspicious. Outside of Kingston, they stopped the *General* and removed a rail and ties. The ties were thrown into the boxcar. By now the Yankees heard the whistle sound of the pursuing train.

Still smarting from the experience of being derailed outside of Allatoona, Fuller rode in the cab and observed the oncoming track. This time he saw the missing rail and *The William R. Smith* was able to stop in time. Once again, Fuller and his men pursued the Yankees on foot. But now the advantage lay with Andrews.

The *General* arrived in Adairsville. The Yankees were again met with suspicion as communication with Atlanta had been lost at this station for hours. Andrews managed to fend off questions as a southbound freight train the *Texas* cleared the main track, after which the Yankee raiders again continued north.

Fuller and his men had by now covered a couple of miles on foot. After a quick explanation, the *Texas* separated from its train and continued the pursuit while operating in reverse.

Outside of Adairsville, Andrews told the Yankee engineer to open up the throttle on the *General*. Near Calhoun they narrowly avoided colliding with *The Catoosa*.

The *Texas* followed in hot pursuit, and was joined by the *Catoosa*, both chasing the *General* in reverse! North of Calhoun the Yankees and Confederates caught sight of each other. The Yankees set fire to their rear box and left it in the middle of the covered railroad bridge over the Oostanaula River just south of Resaca. Undeterred, Conductor Fuller entered the bridge and pushed the burning car out. A steady rain protected the bridge from the fire.

As the Yankees passed through Resaca they attempted to block the *Texas* by dropping railroad ties. This effort failed to slow Fuller's pursuit. Andrews had used up most his wood supply trying to set the box car on fire back at the bridge which necessitated two more stops for water and wood. After this, their next major obstacle was Dalton.

The *Texas* picked up a telegrapher just north of Calhoun. Fuller then wrote a message for General Ledbetter, who commanded the Confederate troops in Chattanooga. At Dalton, the *Texas* slowed, and dropped the telegrapher off. He ran to the telegraph office and sent the following message: *My train was captured this a.m. at Big Shanty, evidently by Federal soldiers in disguise. They are making rapidly for Chattanooga, possibly with the idea of burning the railroad bridges in their rear. If I do not capture them in the meantime, see that they to not pass Chattanooga.*

Andrews had anticipated this move, and stopped to cut the wire north of Dalton, but enough of the message got through to alarm General Ledbetter. He sent cavalry south to stop the engine by force. But fate weighed in against the Yankees, and after passing the Ringgold Depot a small valve blew and the *General* came to a stop. About 2 miles north of Ringgold Gap, Andrews and his men fled. All of the Yankees were soon captured.

On May 2, 1862, the *General* returned to Atlanta. In early June, Andrews escaped from Jail in Chattanooga. Recaptured, he was hung on June 6, 1862. Six other men were tried and convicted of being spies, and were hung in Atlanta. Another six would escape prison and eight more would benefit from a prisoner exchange. All of these, except Andrews who was a civilian, were awarded the Congressional Medal of Honor. Indeed, they were the first to ever receive it.



At left: Conductor William A. Fuller: For those who don't know, the conductor is actually in charge of the train, not the engineer. In the earliest days of railroading, a conductor would actually be called *Captain of the train*, but by the time of the War Between the States the term *conductor* was in common use. Armed with only a pistol he chased down these invaders for 87 miles by running on foot, using a pole-car and three locomotives. The efforts of this one Confederate Railroad Conductor nullified the daring scheme of twenty-two Yankee raiders; yet twenty of these received the Congressional Medal of Honor for accomplishing nothing. This incident was the subject of two movies, a 1927 silent one with Buster Keaton (*The Confederate Train Engineer*) in *The General*, and *The Great Locomotive Chase* in 1956 with Fess Parker (*The Yankee Andrews*).



The *General* was retired in 1891. Shown above, it was placed in a siding that year at Vinings, GA.

Confederate Shreveport

During the War Between the States, Shreveport emerged as a major trade and manufacturing center in north-west Louisiana and became a major Yankee target in 1864 as Union armies converged on it south from Arkansas in the Camden Expedition and north from New Orleans in the Red River Campaign. Both Yankee intrusions were massively defeated.

There was a constant flow of soldiers through Shreveport in 1861 as enlisted men from East Texas left from here. Methodist, Presbyterian and Baptist churches donated their bells, sending them down the Mississippi River to New Orleans to be melted down and manufactured into cannons. Scrap iron was collected and sent to the New Orleans foundries. Laboratories, ammunition shops and foundries were established in Shreveport, which had formerly had only light manufacturing. Small industries were built to make the materials normally imported from other states. Shreveport operated two shops to make and repair firearms. In 1861 a tannery and a shoe manufacturing company were opened. Ladies Military Aid Societies sprang up in Shreveport, Bellevue, Lake Providence, Monroe and Natchitoches to provide clothing for Caddo Parish soldiers.

Shreveport was a trade center for Texan and Mexican products. Coffee, sugar, flour, whiskey and other items were available at reasonable prices through this trade system. Cotton production decreased to allow for more food crops to be grown. Wagon trains ran along the Texas Trail, selling cotton in Mexico and returning with much-needed supplies for the Confederacy. Texans made tools, raised hogs and cattle, and grew wheat. These were shipped into Shreveport and from there, headed down the Red River to the Mississippi River for the Confederates. In 1865 Shreveport still fared better than most of Louisiana.

Shreveport became the capital of Louisiana, as Federal troops approached Opelousas in January of 1863. Governor Thomas Overton Moore established his offices to Shreveport. The city's population skyrocketed from about 4,000 to 12,000 in that year, as people evacuated southern Louisiana, leaving their plantations to avoid General Banks' troops.

Five submarines are known to have been built at Shreveport. Four never left town but the other was sent to Houston, Texas, though its fate afterward is unknown. As the rest of the Confederacy fell piece by piece, the Trans-Mississippi Department, headquartered at Shreveport (also then the state capital), determined to fight on to the bitter end and, it was hoped, to full independence from the Union.

The Shreveport-built submarines were designed by James Jones, a Singer engineer who also was part of the inaugural crew of the Hunley. They were intended to play crucial roles in the destruction of Federal ships on the Red River and elsewhere but the war ended before they had the chance.



In June, 1865, the Trans-Mississippi Confederacy surrendered. Shortly thereafter a Federal naval force was sent up the Red River to demand the surrender of the Missouri (the Webb had been captured previously while trying to run the blockade at New Orleans, disguised as a federal gunboat). To prevent them falling into enemy hands along with the Missouri, the builders of the four submarines sank them in the muddy waters about where Cross Bayou and the Red River meet. There they remain, buried in the river's mud and silt, to this very day. January 16, 2008.

The Confederate shipyard stood at the fork of Spring and North Market Streets on Cross Bayou. The Confederate ram Web, which had captured the Union ship *Indianola*, was repaired at the Confederate yard. In the spring of 1865, the ship went from Cross Bayou to the Red River and on to the Mississippi River through the Federal blockade as it headed for England, carrying a cargo of turpentine and cotton, which was worth a dollar per pound. When confronted by Union ships about twenty-five miles south of New Orleans, the commander of the ship, Lieutenant Charles W. Read, ordered the cotton to be doused with the turpentine and ignited; the crew then jumped overboard while the ship burned and eventually exploded. The shipyard also built five submarines to protect the Red River. These were similar to the Confederate submarine *H. L. Hunley*, which was the first submarine to sink a ship during wartime. One of the submarines was dismantled and sent to Houston, Texas, but the other four remained in Shreveport. These submarines were never used, but wartime naval orders show that they were not unknown to the Union navy.

The Union High Command determined that the cities worth taking were Richmond, Virginia; Atlanta, Georgia; Mobile, Alabama; **and Shreveport, Louisiana**. Shreveport's geography allowed for cotton to grow in abundance and for easy shipment to the northern textile mills. These mills were starved for cotton by 1862, and the Federals knew that the cotton bales imported from Texas, which had been stored in Shreveport, would bring high prices in the North. The Federals also knew that the war effort in the South would suffer and the end of the war would quickly follow if Shreveport, the Headquarters for the Trans-Mississippi Department and the then-capital of Louisiana, could be taken.

Smith had 21,000 men under his command, but only 16,000 were in and around the Shreveport area. With the Federals traveling up the Red River and heading south out of Little Rock, Arkansas, Smith pressed hundreds of slaves into service. These people, coming from the nearby plantations, built the forts and batteries surrounding Shreveport.

The first of the three local forts was Fort Humbug, located near where the Veterans Administration Hospital now stands. Fort Jenkins, which stood where the Schumpert Sanitarium stands, was named for the first Caddo Parish judge, Washington Jenkins. Fort Albert Sidney Johnson was located near the intersection of Webster and Clay Streets.

The first battery was on Royal Street in Stoner Hill. The second and third batteries were located on what is now Greenwood Cemetery; the third battery's site is now the Confederate plot of the cemetery. A fourth stood on the hill that is now the site of the Highland Sanitarium. At Nutt and Egan Streets, an unnumbered battery stood on the lawn of the old Herold Home. The site is now the home of Central Christian Church. There was another unnumbered battery at Jordan Street and Fairfield Avenue. The site of the old Charity Hospital saw a seventh battery. Four more were between Charity Hospital and Arsenal Hill, with the twelfth being at Arsenal Hill.

Early in 1864 Banks marched on Shreveport. Taylor was waiting at Mansfield. In April of 1864, Taylor and his Confederate troops pushed the Federals back.

Shreveport was the last great stronghold of the Confederacy at the end of the war.

Confederate Heroes—They Saved Shreveport

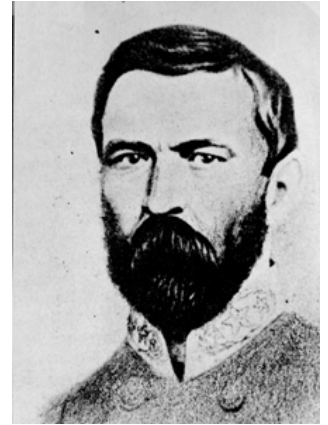
These Men Defeated the Yankees in Steele's Camden Expedition and Banks' Red River Campaign



General Kirby Smith
Commander –
TransMississippi



Right:
General Richard Taylor,
whipped Banks' Yankees
at Mansfield and
Pleasant Hill



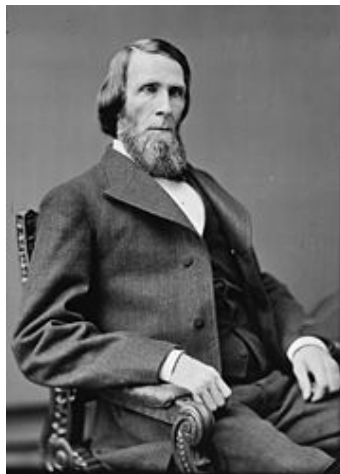
Left:
Colonel Tom Green,
killed in the pursuit of
Banks' forces back to
New Orleans



Right:
General Maxey's Flag:
Combining—
The Taylor Battle Flag
& Second National



General Sterling Price,
Commanded Confederate Forces in
Arkansas opposing Steel's Camden
Expedition



These men whipped the Yankees at Poison Springs
Left: Gen. Sam Maxey Right: General Marmaduke

The Battle of Olustee, Florida

February 20th 1864



In February 1864, Yankee Major General Quincy A. Gillmore, launched an expedition into Florida to secure Union enclaves, sever Rebel supply routes, and recruit black soldiers. After Union forces numbering about 7,000 landed at Jacksonville in early February 1864, they began moving westward toward Florida's interior. Finegan, born in Ireland, (shown at left) had less than 2,000 men with which to repel the advancing Union army. After several "hit-and-run" skirmishes that did little more than keep the federal troops in check, reinforcements arrived to give Finegan almost 5,000 men. He retreated to Olustee and waited for the Union army led by General Truman Seymour.

Brigadier General Truman Seymour moved deep into the state, occupying, destroying, and meeting little resistance. Once it was apparent the Union forces were moving westward in Florida, Finegan began searching for the Confederate army's best defensible position. Finegan found that position at Olustee. With a lake called Ocean Pond on his left, a nearly impassable swamp on his right and only a narrow passage between, he called for troops to help defend Florida. Colquitt answered that call, bringing veteran troops from Savannah, Georgia.

On February 20, Yankee General Seymour approached Brigadier General Joseph Finegan's 5,000 Confederates entrenched near Olustee. The Union force of 5,500 men and 16 cannon marched westward from MacClenny. By this time, the Confederate forces almost equaled the Union opposing army in number. Finegan sent skirmishers to draw the Union forces to Olustee, and they made contact that afternoon.

The Confederate line was formed. The infantry in the center was supported by cavalry on each flank. The battle took place on the floor of a forest of virgin pines, free of underbrush. Men fought in the open forest with neither force constructing earthworks. The Union forces attacked but were repulsed. The battle raged, and as Finegan committed the last of his reserves. The battle raged until dark, when the Union forces broke and began a hasty retreat. In proportion to the number of troops involved, it was one of the bloodiest battles of the war. **Union casualties numbered 1,860** (34% of their total); **Confederate: 946** (19%). The Yankee army returned to Jacksonville, posing little threat after this.

After Olustee, in May of 1864, Finegan was transferred with a brigade of Florida regiments to Virginia. There, he took part in the battles of Cold Harbor and Hatcher's Run, continuing to serve with the Army of Northern Virginia until March 20, 1865, when he was again ordered to duty in Florida.



The Tallahassee-St. Marks Railroad—Florida

Prior to the War Between the States, this was a vital link connecting Florida's capital, Tallahassee, with the port of St. Marks on the Gulf Coast. The Confederates used the railroad extensively during the war to move troops, artillery and supplies in defense of the capital. The railroad achieved its highest military significance in March of 1865 when it was used to rapidly deploy Confederate troops south from Tallahassee in the face of an advance by Union forces. The railroad enabled Generals Samuel Jones and William Miller to put enough men into place to defeat Union General John Newton at the Battle of Natural Bridge on March 6, 1865.

The South - You Gotta Love It

Alabama

A group of Alabama friends went deer hunting and paired off in twos for the day. That night, one of the hunters returned alone, staggering under the weight of an eight-point buck. "Where's Henry?" the others asked.

"Henry had a stroke or somethin'. He's a couple of miles back up the trail," the successful hunter replied.

"You left Henry lying out there and carried the deer back?" they asked.

"Yeah, it was a tough call," nodded the hunter. "But I figure nobody's gonna steal Henry!"

Georgia

The owner of a golf course in Georgia was confused about paying an invoice, so he decided to ask his secretary for some mathematical help. He called her into his office and said, "You graduated from the University of Georgia and I need some help. If I were to give you \$20,000, minus 14%, how much would you take off?"

The secretary thought a moment, and then replied, "Everything but my earrings."

Louisiana

A senior at Louisiana was overheard saying, "When the end of the world comes, I hope to be in Louisiana."

"When asked why, he was asked,

"I'd rather be in Louisiana because everything happens in Louisiana 20 years later than in the rest of the civilized world."

Mississippi

The young man from Mississippi came running into the store and said to his buddy, "Bubba, somebody just stole your pickup truck from the parking lot!"

Bubba replied, "Did you see who it was?"

The young man answered, "Naw, I couldn't tell--but I got the license number."

North Carolina

A man in North Carolina had a flat tire, pulled off on the side of the road, and proceeded to put a bouquet of flowers in front of the car and one behind it. Then he got back in the car to wait.

A passerby studied the scene as he drove by and was so curious he turned around and went back. He asked the fellow what the problem was.

The man replied, "I have a flat tire."

The passerby asked, "But what's with the flowers?"

The man responded, "When you break down they tell you to put flares in the front and flares in the back. I never did understand it neither."

Tennessee

A Tennessee state trooper pulled over a pickup on I-65. The trooper asked, "Got any ID?"

The driver replied, "About what?"

Texas

The Sheriff pulled up next to the guy unloading garbage out of his pick-up into the ditch. The Sheriff asked, "Why are you dumping garbage in the ditch? Don't you see that sign right over your head?"

"Yep," he replied. "That's why I'm dumpin' it here, cause it says: 'Fine for Dumping Garbage.'"