

The Knapsack

Raleigh Civil War Round Table
The same rain falls on both friend and foe.

September 13th, 2021
Our 247th Issue



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<http://www.raleighcwrt.org>

September 13th, 2021 Event Features David L. Bright, USN Lt. Cmdr. (Retired) Speaking on the Subject of His Book *Locomotives up the Turnpike: The Civil War Career of Quartermaster Captain Thomas R. Sharp, C.S.A.*

Our upcoming meeting will be on Monday, September 13th, 2021. **As of August 2021, we are once again meeting in person at the NC Museum of History in Raleigh. Per recent guidelines from our Governor, those attending in person are required to wear a mask, even those who are fully vaccinated for the Covid-19 virus.** For those unable to attend in person, a Zoom session will also be recorded live simultaneously.

Raleigh CWRT President, Josie Walker, should have already emailed an invitation to you, including instructions and a link for joining online if you are unable to attend in person. **Please contact Josie at Raleigh-CWRT@Yahoo.com if you do not receive this invitation by August 2nd.**



David L. Bright

September's meeting will feature a presentation by David L. Bright, USN Lt. Cmdr. (retired), speaking on the subject of his self-published book [Locomotives Up the Turnpike: The Civil War Career of Quartermaster Captain Thomas R. Sharp, C.S.A.](#) (March 8, 2017).

David was born in central Texas and became a Civil War buff as a Junior High School student in the late '50's, allowing him to fully enjoy the Civil War Centennial. For several years, he was the youngest member of the Central Texas Civil War Round Table.

David graduated from Baylor University with a degree in history. But his goal had always been to sail the seven seas in the Navy. After enlisting, David served as an Ensign aboard an oiler off Viet Nam. This is where he became interested in the logistics of warfare. He observed that without their ship's fuel, passengers, mail, food, and spare parts, the destroyers and carriers would have spent considerably less time on station.

Almost the entire remainder of his 20+ year career was spent supporting Marines in amphibious warfare. His specialty was never the fighting, but always the logistic

support. His wife accompanied him on his various postings over this 25-year span. After retiring from the Navy, David spent a career in computer consulting and training -- all across the US and in several other countries.

In the late 1990's, David read Robert C. Black III's [The Railroads of the Confederacy](#). He began to wonder what impact different logistic decisions would have made for the Confederacy. After much thought, he decided that he did not have enough information on any area of logistics support to make any reasonable decisions.

Therefore, David decided to start by focusing his investigation on the railroads. But in reading Black, etc., he found that they tended to make statements without quantifying them — the statements may have been correct, but he could not decide on their authenticity without seeing the evidence for himself. For example, the Confederate railroads were short of locomotives -- how many did they have? How many did they capture and manufacture? How many did they need? He began to hunt for the necessary numbers in various libraries.

His travel as a computer consultant/trainer allowed David to do research on these questions. Once he began to collect the information, he needed a way to tie it together. To store this information, he created and continues to

Raleigh CWRT Membership Dues Should Be Submitted by September 15th

Your membership dues are used to pay the following:

- rent at the NC Museum of History
- our speakers' expenses
- our web site, and
- other expenses of running the Round Table.

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

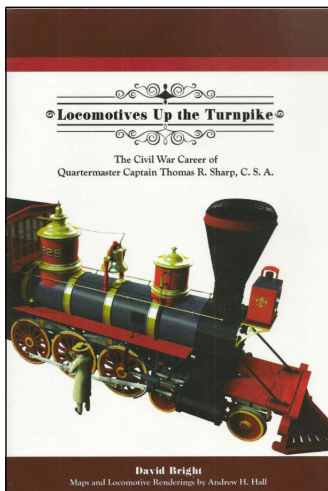
curate the public website <http://www.csa-RAILROADS.com>. His research also resulted in the book which is the topic of his September presentation.

David also decided to transcribe all the period Confederate railroad documents (company, government and newspaper) that he could find — over 22,000 transcriptions and counting! This led him to see connections between documents that he could not find mentioned in published works. By publishing the documents in one spot, i.e., on his website, his hope is that others will see useful connections and increase our understanding of the Confederate side of the war.

David and his wife have lived in the Charlotte, NC area since 1996. He is always looking for assistance from anyone who knows of data or documents that he has not posted. Reach him at ConfederateRRs@AOL.com.

Locomotives Up the Turnpike: The Civil War Career of Quartermaster Captain Thomas R. Sharp, C.S.A.

by David L. Bright (Author), Andrew H. Hall (Illustrator)



The following description of David Bright's self-published book, [Locomotives Up the Turnpike: The Civil War Career of Quartermaster Captain Thomas R. Sharp, C.S.A.](#), is taken from Amazon.com:

"When the Civil War began, the railroads of the Confederate States had the immense job of collecting the men, supplies and equipment needed to create a government and its armed forces. Railroads had never been used in the direct support of a

war and the new nation soon learned that its railroad resources were far short of what would be needed. Thomas R. Sharp, a young Richmond-based railroad superintendent was tapped by the new government to haul to the Confederate railroads the cars and locomotives captured by the future Stonewall Jackson from the Baltimore & Ohio Railroad near Martinsburg, Virginia.

Sharp hired dozens of men and hundreds of horses and wagons to haul the rolling stock south on the Valley of Virginia Turnpike, from Martinsburg and Harper's Ferry to Winchester to Strasburg. Seventeen locomotives and well over 100 cars were hauled over the country roads to intersections with the Manassas Gap Railroad and the Virginia Central Railroad, then on to Richmond.

The locomotives had been burned before Capt. Sharp could begin to haul them, and he had to essentially take them apart to reduce the weight to be hauled. This led to Sharp being assigned to repair the locomotives, as well as haul them. While some repairing was accomplished in Richmond, most was done in the Confederate Locomotive Shop, in Raleigh, created and run by Sharp.

By the summer of 1863, Sharp had been assigned to be the superintendent of the Charlotte & South Carolina Railroad, a critical road in the supply chain supporting Richmond and the main Confederate army. Later, Sharp was given responsibility for coordinating the railroad transportation of all of central and western South Carolina. As Gen. Sherman approached, in 1865, Sharp assisted in the evacuation of Columbia, and then worked to improve the railroads between Charlotte and Salisbury, N. C.

Sharp's story has never been told before and is a unique adventure."

Self-Published: March 8, 2017 (paperback)
ISBN-10: 0985203471; ISBN-13: 978-0985203474

This book is available online at Amazon.com.

David Bright's Own Description of His Book

"This book covers Confederate Capt. Thomas R. Sharp's hauling 16 B&O Railroad locomotives from the Martinsburg/Harper's Ferry area up the Virginia Turnpike to Winchester, then to Strasburg and, via railroads, to Richmond. While hauling, Sharp was ordered to repair the locomotives (and the 100 cars he had also taken) and to manage their use on the Virginia and North Carolina railroads. To do this, he established and ran the Confederate Locomotive Shops in Raleigh, N. C. until they were closed in early 1863. In his spare time, he completed and ran the Centreville Military Railroad.

Sharp then moved to be Superintendent of the Charlotte & South Carolina RR (operating out of Columbia) -- a vital link in the supply chain to Richmond and Lee. Sharp eventually outgrew this job and became the Transportation Coordinator for western and central South Carolina. He assisted with the evacuation of Columbia ahead of Sherman and ended the war changing the gauge of the North Carolina Railroad between Charlotte and Salisbury.

This is the first meaningful look at Sharp's war career and is complete in 231 pages with 7 original maps, 6 color computer renderings of the hauled locomotives, 27 photos, notes, bibliography and index."

Review

"On several levels, [Locomotives Up the Turnpike](#) is a significant contribution to the railroad history of the Confederacy. Its unique and exhaustive documentation of the famous Haul means that other authors finally have a proper source to refer to in their own work, and the question of whether the event actually occurred or not seems more than convincingly answered. Bright's study also extends proper recognition to the architect of the Haul, while in the process bringing to light Captain Sharp's other equally important services to the Confederate war effort. Finally, the book offers useful accounts of how some of the many logistical challenges of the Confederacy's Atlantic railroad network were addressed by military, state, and Richmond authorities. Recommended." – Andrew J. Wagenhoffer, <https://cwba.blogspot.com/2017/05/review-of-bright-locomotives-up.html>

Twelve Notable Instances of Rail Transportation During the Civil War

A Twelve-Part Series by Bob Graesser, Editor

Introduction

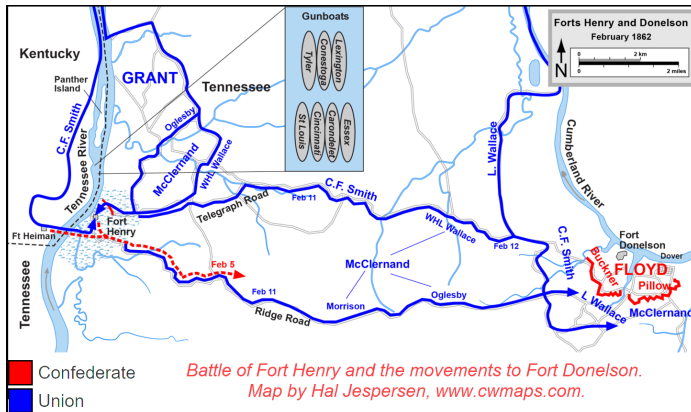
This is part five of a twelve-part series (listed below) in which I examine in chronological order some of the most notable instances of how rail transportation played a critical role in the Civil War. Part five examines the greatest troop movement by rail during the Civil War. This occurred in July 1862, when the Confederates moved troops via rail from Tupelo, Mississippi to Chattanooga, Tennessee in order to bolster the defenses of this important rail hub.

Part 5 Sources

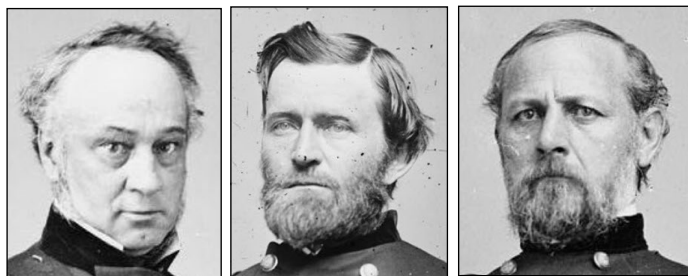
- [*The Railroads of the Confederacy*](#) by Robert C. Black III; Kindle eBook – The University of North Carolina Press (Aug. 25, 2018); paperback – The University of North Carolina Press, new edition (April 27, 1998)
- [*Braxton Bragg, the Most Hated Man in the Confederacy \(Civil War America\)*](#) by Earl J. Hess; Kindle eBook – The University of North Carolina Press (Sept. 2, 2016); hardcover – The University of North Carolina Press, illustrated edition (Sept. 6, 2016)
- [*Grant*](#) by Ron Chernow; Kindle eBook – Penguin Books, Reprint edition (Oct. 10, 2017); hardcover – Penguin Press, later print edition (January 1, 2017); paperback – Penguin Books, reprint edition (Sept. 25, 2018)
- [*Braxton Bragg Reconsidered*](#) by Lawrence Lee Hewitt; HistoryNet.com; originally published in the February 2014 issue of *Civil War Times* magazine.
- [*Campaign for Corinth: Blood in Mississippi \(Civil War Campaigns and Commanders Series\)*](#) by Steven Nathaniel Dossman; paperback – McWhiney Foundation Press (March 29, 2006).

Prologue

The Union's invasion of the Confederacy in the Western Theater of the Civil War began in Feb. 1862. Major General Henry Halleck, commanding the Union's *Dept. of the Missouri* out of St. Louis, ordered Brigadier General U.S. Grant and his *Army of the Tennessee* to capture Forts Henry and Donelson on the Tennessee and Cumberland Rivers, respectively. The Confederates had hastily constructed these forts just south of the Kentucky border in northern Tennessee. This location was chosen in order to respect Kentucky's neutrality. Grant accomplished his task with aplomb, while gaining the nickname "Unconditional Surrender" for his response as to terms for the Confederates' surrender.



Sharing command of the Western Theater with Halleck was Brig. Gen. Don Carlos Buell, who had established his headquarters in Louisville, Kentucky in November 1861 when he was given command of both the *Dept. of the Ohio* and the newly-created *Army of the Ohio*.



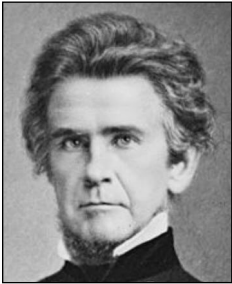
Henry Halleck

Ulysses S. Grant

Don Carlos Buell

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

Grant's victories prompted the Confederate leader in the Western Theater, General Albert Sidney Johnston, to take the troops under his personal command, the *Army of Central Kentucky*, and abandon Kentucky as well as much of the middle and western Tennessee. This move opened the way for Buell to quickly capture Nashville, further upstream on the Cumberland River in central Tennessee. Facing no resistance, Buell and his army occupied Nashville on Feb. 25th, 1862. It would remain in Union hands for the duration of the Civil War. As a result of their victories, both Grant and Buell were promoted to the rank of major general in March 1862. At the same time, Halleck was promoted to command an expanded military area renamed the *Dept. of the Mississippi*, which made Buell subordinate to him.



Ormsby Mitchel

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

Turning our attention back to General Albert Sidney Johnston, no relation to General Joseph E. Johnston, we find that Albert had concentrated his far-flung troops in Corinth, Mississippi. Corinth was of critical strategic importance as it served as a junction for the Mobile & Ohio (M.&O.) and Memphis & Charleston (M.&C.) Railroads.

The M.&O. Railroad connected the port city of Mobile, Alabama with Columbus, Kentucky, the M.&O.'s northernmost spur. Columbus overlooked the Mississippi River, some 25 miles downstream from Cairo, Illinois.

The M.&C. Railroad was the first railroad in the United States to link the Atlantic Ocean with the Mississippi River. And, with Kentucky in Union hands, it was the **only** such east-west route then controlled by the Confederacy.

Picking up another thread to this story, Louisiana Governor Thomas Moore had appointed Braxton Bragg its state commander, based in New Orleans, with the rank of major general on Feb. 20th, 1861. However, on March 7th Bragg's commission was transferred to that of a brigadier general of the Confederate States Army. Commanding troops from Georgia, Florida, and Alabama, Bragg trained his men to be among the best disciplined troops in the Confederate Army. His efforts were recognized when he was promoted to the rank of major general of the Confederate States Army on Sept. 12th, 1861.

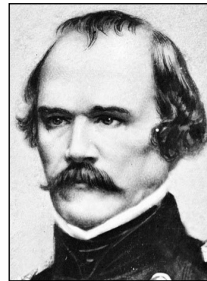
In Feb. 1862, after Albert Sidney Johnston had conceded Kentucky and the western half of Tennessee to Union forces, it was Bragg who proposed to Confederate President Jefferson Davis that the bulk of the troops guarding the Gulf coast could be better put to use by concentrating with other forces for an attack on Union forces in Tennessee.

Consequently, under Davis's orders Bragg transported about 10,000 men from Florida to Corinth, Mississippi by M.&O. rail in February 1862 and was charged with im-

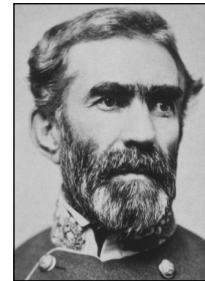
proving the poor discipline of the Confederate troops already assembled there under General Johnston.

Still another thread involves P.G.T. Beauregard, the fifth highest ranking senior Confederate full general. It was Beauregard who commanded the South Carolina troops who fired the first shot of the Civil War against Fort Sumter. It was also Beauregard who commanded not only his *Army of the Potomac*, but also Joseph E. Johnston's *Army of the Shenandoah*, upon Johnston's arrival hours after the First Battle of Bull Run had commenced. (Although Johnston outranked Beauregard, he had voluntarily relinquished command of the battlefield upon his arrival.)

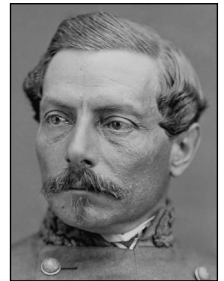
Unfortunately, Beauregard was something of an opinionated, quarrelsome loose cannon and, subsequent to the battle, made himself very unpopular with both the Confederate military and civilian government in Virginia. So it was that President Davis had Beauregard transferred to Tennessee to become second-in-command to General Albert Sidney Johnston in Johnston's newly-formed *Army of Mississippi*, effective March 14th, 1862.



Albert S. Johnston



Braxton Bragg



P.G.T. Beauregard

History of Senior Generals in the Confederate Army

The design of the Confederate States Army was mostly based on the structure and customs of the U.S. Army when the Confederate Congress established their War Department on February 21, 1861. The Confederate Army was composed of three parts: the Army of the Confederate States of America (intended to be the permanent, regular army), the Provisional Army of the Confederate States ("volunteer" army, to be disbanded after hostilities), and the various Southern state militias.

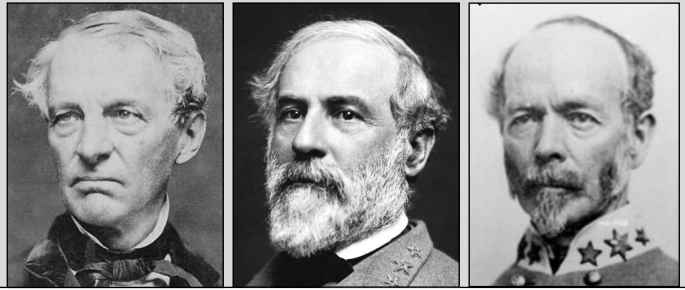
On May 16, 1861, when there were only five regular army officers at the grade of brigadier general, the Confederate Congress passed legislation which stated, in part:

That the five general officers provided by existing laws for the Confederate States shall have the rank and denomination of 'general', instead of 'brigadier-general', which shall be the highest military grade known to the Confederate States ...

The dates of rank, as well as seniority of officers appointed to the same grade on the same day, were determined by Pres. Davis, and then confirmed by the Congress.

These five generals occupied the senior posts in the Confederate Army, mostly entire army or military department commanders, and advisers to Jefferson Davis. This rank is equivalent to "general" in the modern U.S. Army, and the grade is often referred to in modern writings as "full general" to help differentiate it from the generic term "general" meaning simply "general officer".

The five, in order of seniority with birth year in parentheses, were Samuel Cooper (1798), Albert Sidney Johnston (1803), Robert E. Lee (Jan. 19th, 1807), Joseph E. Johnston (Feb. 3rd, 1807), and P.G.T. Beauregard (1818), with their seniority based solely on age. Interestingly, Lee outranked Joseph E. Johnston based on being born fifteen days earlier.



Samuel Cooper Robert E. Lee Joseph E. Johnston

The sixth Confederate to attain the rank of full general was Braxton Bragg, who commanded a corps (and was also chief of staff) under Albert Sidney Johnston at the first day of the Battle of Shiloh. Upon Johnston's death, command devolved to P.G.T. Beauregard, who then placed Bragg as second in command.

Having received public praise for his conduct in the battle, Bragg was nominated to the rank of full general by President Davis on April 12th, 1862. When confirmed by the Congress that same day, his appointment was backdated to April 6th to reflect his change in status at the Battle of Shiloh following Johnston's death.



Edmund K. Smith

To fully round out this topic, it should be noted that only one other Confederate attained the rank of full general. On Feb. 17th, 1864, legislation was passed by Congress to allow President Davis to appoint an officer to command the Trans-Mississippi Dept. in the Far West, with the rank of full general in the volunteer army. That person was Edmund Kirby Smith. He was confirmed by Congress on May 11, 1864, with his appointment backdated effective Aug. 21st, 1862.

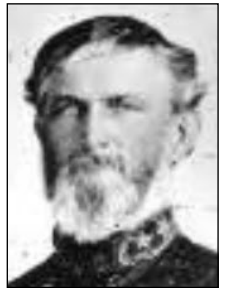
Let's recap: as of mid-March 1862, Confederate General Albert Sidney Johnston was ensconced in Corinth, Mississippi with his newly-created *Army of Mississippi*. His new second-in-command, General P.G.T. Beauregard had just arrived from Virginia. Finally, Brig. Gen. Braxton Bragg had been inculcating strict discipline and an *esprit de corps* in the troops. So, here, in one army, we find two of the first five full Confederate generals plus the soon-to-be sixth, each nominated by President Davis and confirmed by the Confederate Congress!

Johnston's initial goal had been to raise the strength of his *Army of Mississippi* to fifty-to-sixty thousand troops. As already mentioned, he had already moved his 17,000 man *Army of Central Kentucky* out of Tennessee via the M.&C. RR. In addition, Bragg had already brought whole brigades, most of them from Pensacola and totaling about 10,000 men, up the line of the M.&O. RR.

The Seven "Full" Generals of the Army of the CSA

Rank	Full General	Notable CSA Position(s) / Command(s)
1	Samuel Cooper	Army Adjutant Gen. (1861-5); Army Inspector Gen. (1861-5)
2	Albert Sidney Johnston	Western Military Dept. (1861-2); Army of Central KY (1861-2); Army of MS (1862)
3	Robert E. Lee	Dept. of SC, GA, and FL (1861-2); Sr. Pres. Military Advisor (1862); Army of Northern VA (1862-5); Army Gen.-in-Chief (1865)
4	Joseph E. Johnston	Army of the Shenandoah (1861); Army of Northern VA (1861-2); Dept. of the West (1862-3); Army of TN (1863-4)
5	P.G.T. Beauregard	Army of the Potomac (1861-2); Army of Mississippi (1862); Dept. of SC, GA, and FL (1862-4); Dept. of NC and So. VA (1864); Dept. of the West (1864-5)
6	Braxton Bragg	Brig. Gen. (1861); Maj. Gen. (1861-2); Gen. (1862-5); Dept. of the West (1862-3); Army of MS (1862); Army of TN (1862-3); Sr. Pres. Military Advisor (1864-5); Dept. of NC and So. VA (1864-5)
7	Edmund Kirby Smith	Brig. Gen. (1861); Dept. of Middle and E. FL (1861); Maj. Gen. Army of N. VA (1861-2); E. Div. Army of TN (1862); Lt. Gen., 3rd Corps, Army of TN (1862); Army of TN (1863-4); Dept. of Trans-MS (1863-5)

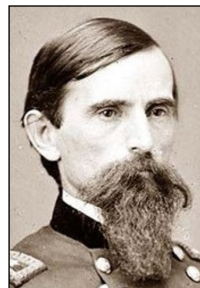
From New Orleans, the New Orleans, Jackson & Great Northern RR and the Mississippi Central RR brought nine regiments and four batteries of artillery. The M.&O. RR, despite damage to one of its bridges by a Federal raiding party, transported in the elements of Maj. Gen. Leonidas Polk's command from the northwest.



Leonidas Polk

Johnston was getting reports that Grant had begun moving his *Army of the Tennessee* and its 45,000 men up the Tennessee River via transport boats to a steamboat stop called Pittsburg Landing, some twenty miles from Corinth. Offsetting Johnston's desire to gain as many troops as possible, was the realization that Buell and his *Army of the Ohio* and its 18,000 men were on the march from Nashville to link up with Grant.

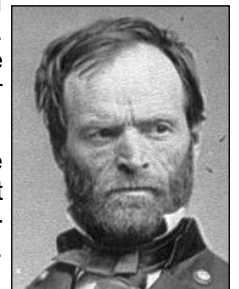
Johnston decided to strike Grant and his army and defeat him in detail before Grant's linkage with Buell could be effected even though his *Army of Mississippi* had only around 40,000-to-44,000 effectives.



Lew Wallace

Meanwhile, Grant had made his headquarters at Crumps Landing, some five miles downstream from Pittsburg Landing. He stationed Brig. Gen. Lew Wallace's division of 7,000 troops here. Wallace later became famous as the author of *Ben Hur*.

Grant bivouacked the rest of his army at Pittsburg Landing, under the command of his subordinate, Brig. Gen. William T. Sherman. It was at this point that Grant and/or Sherman



William T. Sherman

committed a major blunder at Pittsburg Landing. Being naturally inclined to value offense over defense, and overestimating the morale and resolve of the Southerners following their defeats at Forts Henry and Donelson and their abandonment of Kentucky and western Tennessee, Grant had neglected to have Sherman order his men to build defensive trenches and abatis, clear lanes of fire, and push out reconnaissance patrols.

Instead, Grant had Sherman drilling the five Union divisions at Pittsburg Landing daily to improve their battle unity and precision. Also, Grant may have felt that the deep ravines and creeks surrounding the Landing provided natural protection. In addition, Buell and his army were expected momentarily — what could go wrong?

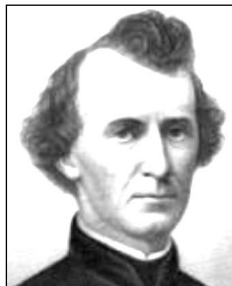
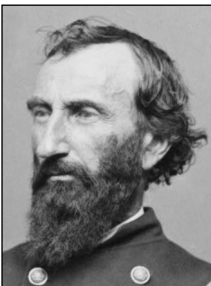
In the opposite camp, Johnston put his army in motion, setting off for Pittsburg Landing on April 3rd and expecting to engage the Union force as soon as the next day. Unfortunately, the army units moved slowly due to their inexperience, bad roads, and lack of adequate staff planning. They also had several contacts with Union troops. This bothered Beauregard, who recommended to Johnston that they had probably lost the element of surprise and should call off the attack for another day.

Johnston, intent on defeating Grant piecemeal, declined. Although Johnston had no way of knowing this, Union troops did report sightings of massed Confederate troops to Sherman, but he discounted these reports and dismissed them because he couldn't imagine the Confederates on the attack.

Having spent the night of April 5th camped only two miles from the Union line, the Confederates fell upon the Union army at 6 a.m. Sunday, April 6th near a little church called Shiloh. It wasn't until daybreak at 8 a.m. that Sherman grasped the enormity of the attack. Having been taken unaware, Sherman then displayed his true grit as he calmly directed his division into a defensive position.

Meanwhile, Grant was having an early breakfast at Crumps Landing when he heard the sound of the cannons. Rising quickly, he hurriedly gathered his staff officers and headed to the wharf where they boarded his flagship *Tigress*. Traveling upstream, they steamed for Pittsburg Landing, arriving around 9 a.m., three hours after the battle had commenced.

Disembarking, Grant found the divisions of Maj. Gen. John A. McClernand and Brig. Gen. Benjamin M. Prentiss heavily engaged. Taking charge of the situation, Grant mounted his horse and, with great energy, was soon riding all over the battlefield, ignoring any danger and coolly issuing orders.



John McClernand Benjamin Prentiss W.H.L. Wallace

Prentiss's division was the first one hit by the Confederate onslaught. Backed up to a sunken road perpendicular to the Confederate line of attack, the divisions of Prentiss and Brig. Gen. W.H.L. Wallace dug in and held off Braxton Bragg's Confederate Corps for six hours from what became known as the *Hornet's Nest*.



Painting of The Hornet's Nest at the Battle of Shiloh by Thure de Thulstrup

Prentiss and the remnants of both divisions ended up being surrounded and captured while Wallace, no relation to Lew Wallace, was mortally wounded. Nonetheless, their sacrifice bought Grant and Sherman enough time to set up a final three-mile defensive perimeter bristling with fifty cannon and with their backs to the nearby Pittsburg Landing and the Tennessee River. The Union gunboats *USS Lexington* and *USS Tyler* also joined in with their naval guns by lobbing shells at the closing enemy. The Union army, caught off guard, had bent but did not break.

As darkness fell, Beauregard, who had assumed command from the mortally-wounded Johnston, considered the battle all but won and halted the attack, intending to finish off the Union army in the morning. Elated, he fired off a telegram to Pres. Davis to announce his victory.

Unknown to Beauregard, Grant's 6th division, the one guarding Crumps Landing, had been ordered to join in the battle earlier that afternoon. Even though the sounds of battle were clearly audible from 5 miles away, somehow Brig. Gen. Lew Wallace got turned around and never did make it to the battlefield until that night after Beauregard had called off the attack.

This fresh division, plus the three divisions of Don Carlos Buell, whose vanguard also began arriving that night, was all Grant and Sherman needed the next morning to negate Beauregard's near victory and push the Confederates back over the ground so dearly won. Realizing they were defeated, the *Army of Mississippi* limped back to Corinth to lick its wounds.

For Grant's Army of the Tennessee, because it had

borne the brunt of the fighting, the Battle of Shiloh was a major victory despite the fact that it was the bloodiest battle on the North American continent to date. In fact, the total Union and Confederate casualties from this 2-day battle was almost equal to the sum of the American casualties of the entire American Revolutionary War, War of 1812, and Mexican-American War combined, if you don't count the 20,000 Americans captured by the British during the American Revolution.

The Butcher's Bill for the Battle of Shiloh

Army	Total Size	Killed	Wounded	Missing/ Captured	Total Casualties
Grant	45,000	1,513	6,601	2,830	10,944
Buell	18,000	241	1,807	55	2,103
Union Total	63,000	1,754	8,408	2,885	13,047
Confederate	44,000	1,728	8,012	959	10,699
Grand Total:					23,746

Casualties in the Three Wars Prior to the Civil War

War	Total Served	Killed	Wounded	Total
Revolutionary	231,000	6,800	6,100	12,900
1812	493,000	3,000	3,000	6,000
Mexican-American	111,000	1,733	4,152	5,800
American Total:	835,000	11,600	13,100	24,700

Major Civil War Battles Prior to the Battle of Shiloh

Battle	Army	Total Engaged	Killed	Wounded	Missing/ Captured	Total Casualties	Percent Casualties
1st Bull Run	Union	18,000	481	1,011	1,216	2,708	15
	Confederate	18,000	387	1,582	13	1,982	11
Wilson's Creek	Union	5,430	285	873	186	1,317	24
	Confederate	12,120	277	945	10	1,232	10
Fort	Union	24,531	507	1,976	208	2,691	11
Donelson	Confederate	16,171	327	1,127	12,392	13,846	86
	Union	10,500	203	980	201	1,384	13
Pea Ridge	Confederate	16,500	?	?	500	2,000	12
		121,252			14,726	27,160	22

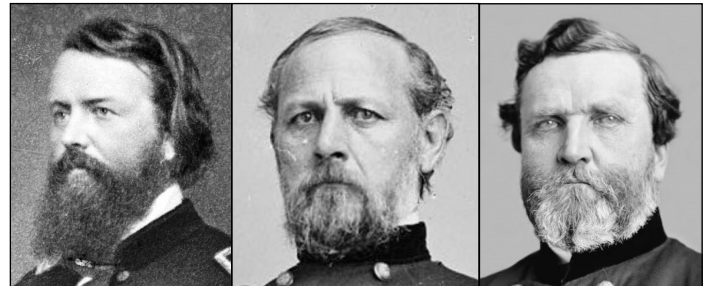
The casualties from Shiloh were also almost equal to the sum of casualties in the preceding four major Civil War battles. Comparisons aside, the carnage at Shiloh, plus the fact that the loser got away to fight another day, was a sobering reminder to all in the Union and the Confederacy that the Civil War would be long and costly.

Siege of Corinth

Following Shiloh, Grant's career took a hit because Halleck judged that he had failed to take precautions at Pittsburg Landing and had been taken by surprise. As a result, Halleck demoted Grant to the powerless position of second-in-command. Consolidating his power, Halleck arrived from St. Louis on April 11, taking over full command in person. He then combined his armies and reorganized his *Department of the Mississippi* into three wings, totaling 120,172 men "present for duty":

- The *Army of the Mississippi*, designated the "Left Wing", commanded by Maj. Gen. John Pope, and totaling 21,510 men "present for duty".

- The *Army of the Ohio*, designated the "Center Wing", commanded by Maj. Gen. Don Carlos Buell, and totaling 48,108 men "present for duty".
- The *Army of the Tennessee*, designated the "Right Wing", commanded by Maj. Gen. George H. Thomas, and totaling 50,554 men "present for duty".



John Pope Don Carlos Buell George H. Thomas

In the opposite camp, Beauregard remained in command of the *Army of Mississippi* after leading it back to Corinth.

Exactly one week after the start of the Battle of Shiloh, Union Brig. Gen. Ormsby Mitchel, commanding the 3rd Division of the *Army of the Ohio*, swooped down into Alabama and captured Huntsville, cutting off the use of the M.&O. RR by the Confederacy.

Meanwhile, Halleck's grand army pursued Beauregard the twenty miles to Corinth, but entrenched every evening so as not to be surprised as Grant had been at Shiloh. From late April through the entire month of May, the Union armies under Halleck advanced toward Corinth at a glacial pace. It took Halleck's army three weeks to advance the final five miles to begin the siege proper. But when Union patrols entered Corinth on the morning of May 30th, to their amazement they found that Beauregard,



The Corinth railroad junction as it appears today.

having seen the writing on the wall, had capitulated, evacuating Corinth without a fight, retreating to Tupelo, Mississippi, and giving up the rail junction. The intersection once called "the vertebrae of the Confederacy" was firmly in Union hands. In effect, the backbone of the Confederacy had been broken.

With the federal victories at Corinth and Huntsville, the railroads that had linked Memphis with the eastern and southern parts of the Confederacy had been cut, severely reducing its strategic importance. Therefore, in early June 1862, Memphis and its nearby forts had been abandoned by the Confederate army. Most of the garrison were sent to join units elsewhere, including Vicksburg, and only a small rear guard was left to make a token resistance. The Confederate River Defense Fleet was also to have retreated to Vicksburg, but it could not get enough coal in Memphis. Unable to flee when the federal fleet appeared on June 6th, they chose to fight and were thoroughly defeated, leaving Vicksburg vulnerable to attack.

With all these Union successes in the West, Halleck was promoted to be general-in-chief of all the Union armies and was transferred back East to Washington City. Before leaving Corinth, however, and with Lincoln's strong encouragement, Halleck broke down his grand army into its three original components and restored Grant back to command of the *Army of the Tennessee*. As Lincoln had noted in Grant's defense, "This man fights!"

Simultaneously in Richmond, President Davis was outraged at Beauregard for withdrawing from Corinth without a fight, even though he faced an army nearly twice his size and his water supplies in the city had become contaminated. Shortly after Corinth was abandoned, Beauregard took medical leave without receiving authorization from Davis. This was the final straw for Davis, who quickly reassigned him to oversee the coastal defenses in South Carolina. At the same time, Davis gave command of the *Army of Mississippi* to Braxton Bragg, who was promoted to full general, the final such promotion save Edmund Kirby Smith.

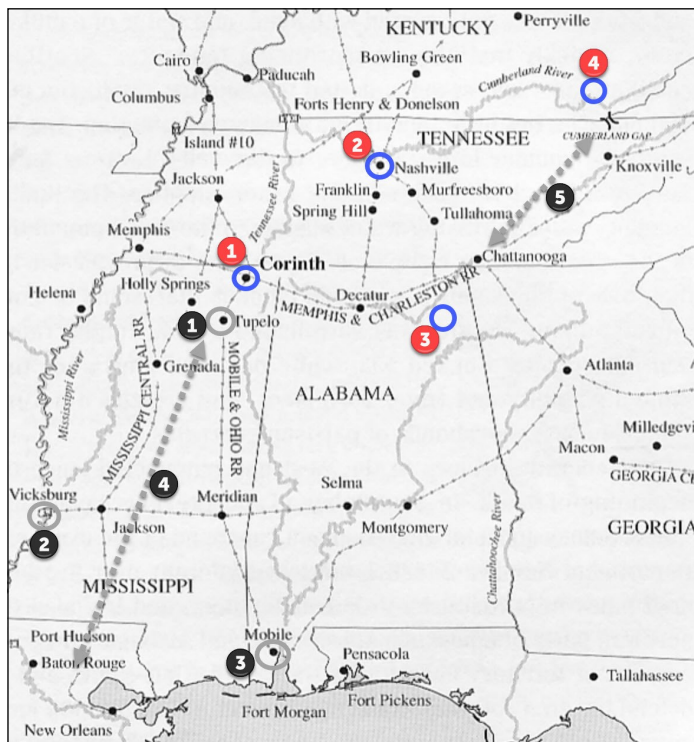
Braxton Bragg and His Strategic Move From Tupelo to Chattanooga

The greatest movement of troops by rail during the Civil War occurred in July 1862, when General Braxton Bragg moved over 31,000 Confederate troops from Tupelo, Mississippi to Chattanooga, Tennessee as he transferred his base of operations. Bragg rarely gets credit for conceiving and executing this only truly brilliant strategic move made by a Confederate army during the war.

Bragg's reason for transferring his base of operations was to invade Kentucky in the fall of 1862. Although his invasion ended with the Confederates abandoning the Bluegrass State, Bragg did manage to secure Chattanooga, gain control of Cumberland Gap, and frustrate Grant's powerful Union army by shifting the main front of the Western Theater from northern Mississippi to Middle Tennessee. Let's take a closer look at these achievements.

When Bragg replaced Beauregard as commander of the *Army of Mississippi* on May 7th, 1862, he found himself in a tight spot. At the time, Federal flotillas controlled the Mississippi River both above and below Vicksburg. The right flank of the Union forces extended into Mississippi, the center occupied northern Alabama, and the left threatened the Cumberland Gap.

Bragg realized he would have to operate defensively and attack only if an advantageous opportunity presented itself. The Union had 104,000 troops around Corinth, Mississippi opposing Bragg's 42,000 at Tupelo. The 4,000-man garrison at Vicksburg anchored Bragg's left flank, 7,000 troops guarded Mobile, Alabama at the terminus of the Mobile & Ohio railroad, and 11,000 more were scattered from northwestern Mississippi to southeastern Louisiana. Bragg saw East Tennessee as his right flank, where 11,000 troops under Maj. Gen. Edmund Kirby Smith were scattered between Chattanooga and Cumberland Gap. Eight thousand Federals in Kentucky threatened the Gap; 7,000 in northern Alabama threatened Chattanooga; and 7,000 occupied Middle Tennessee.



Bragg's Situation in the Western Theater on May 7, 1862

Confederate Forces		
ID	Location	Number of Troops
(1)	Tupelo, Mississippi	42,000
(2)	Vicksburg, Mississippi	4,000
(3)	Mobile, Alabama	7,000
(4)	NW Mississippi to SE Louisiana	11,000
(5)	Chattanooga, Tennessee to Cumberland Gap, Tennessee	11,000
Union Forces		
ID	Location	Number of Troops
(1)	Corinth, Mississippi	104,000
(2)	Middle Tennessee	7,000
(3)	Northern Alabama	7,000
(4)	Kentucky	8,000

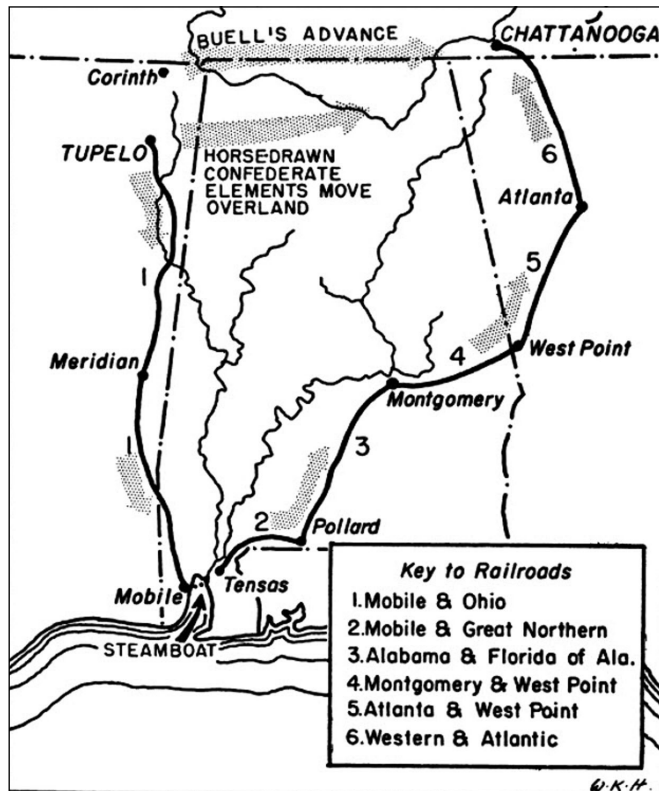
[Editor's note: the depicted Civil War map of the Western Theater is from *Campaign for Corinth: Blood in Mississippi (Civil War Campaigns and Commanders Series)* by Steven Nathaniel Dossman; McWhiney Foundation Press (March 29, 2006). The annotations and accompanying table are mine.]

Bragg's situation improved early in June when Halleck divided his grand army, assigning one army to secure West Tennessee, another to move south toward Tupelo and a third, under Maj. Gen. Don Carlos Buell, to march across northern Alabama, link up with Federals already there, and capture Chattanooga. Despite facing escalating desertions from demoralized troops, food shortages, inadequate transportation, and, to him, a lack of competent junior officers, Bragg saw the strategic picture, for-

formulated a plan, and proceeded to put it in motion.

Buell and his *Army of the Ohio* were indeed on the march eastward along the M.&C. RR but they moved so slowly in the northern Alabama summer heat that Bragg began to wonder if Chattanooga really was their intended goal. Smith, who based his command out of Knoxville, correctly divined that Buell's intent **was** the control of eastern Tennessee by way of the capture of Chattanooga. For Chattanooga had now become the key to the Confederate lines of communication. It was here where the railroads running southwestward from Virginia met the Western & Atlantic RR running into the interior of Georgia. Now that the M.&C. line was gone, this route was the best remaining lifeline between Richmond and the lower Mississippi Valley.

Smith immediately sent out a call for reinforcements to converge on Chattanooga. Bragg, now attuned to Smith's urgency, decided to attempt to flank Buell to the south and reach Chattanooga before him. If Buell was trying to disrupt the Confederate communications at Chattanooga, Bragg figured on using Chattanooga as a stepping off point for a campaign of his own to disrupt the Union communication line in far-away central KY.

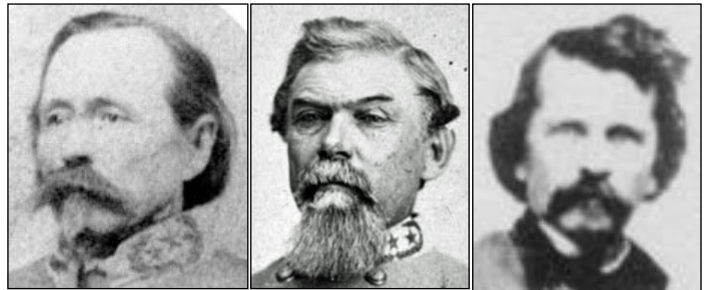


*Bragg's Circuitous Route From Tupelo, MS to Chattanooga, TN, June to August 1862. Map from *The Railroads of the Confederacy* by Robert C. Black III*

Had the Confederates been able to complete construction of a railroad link between Meridian, Mississippi and Selma, Alabama, the journey, while circuitous, would have been much shorter than the route Bragg was actually facing—a route through Mobile, Alabama.

Dipping his toe in the water, on June 27th Bragg first conducted a trial move by a small unit. He ordered John

Porter McCown's division, approximately three thousand men within William J. Hardee's Corps, to be detached from Earl Van Dorn's old *Army of the West* and shipped to Chattanooga. Traveling via Mobile, Montgomery, and Atlanta, the transfer involved a journey of 775 miles over six railroads. The trip also required time spent traversing Mobile Bay via steamboat, and switching trains to accommodate the narrow gauge of the Montgomery & West Point Railroad, both of which prohibited the use of through trains.



John Porter McCown William J. Hardee Earl Van Dorn

But Bragg, regardless of his many faults, was a masterful logistician and had planned the operation carefully. Quartermasters at the principal junction points were waiting. At Atlanta, cooked rations were prepared in advance. The test run proved successful as the first trainloads of McCown's troops reached Chattanooga on July 3rd, just six days after their movement orders had been issued.

In the meantime, Buell was still picking his way through the 20-mile-wide Cumberland Mountains, but had proceeded far enough to indicate that his objective was indeed Chattanooga. For Bragg the time to move had come. On July 21st, he ordered the transfer of General Hardee and the whole *Army of the Mississippi*, comprising 31,193 officers and men, to east Tennessee.

However, even with McCown's successful test of the process, Bragg did not dare to place the whole weight of the movement upon the railroads. All horse-drawn elements—artillery, cavalry, engineers, and wagon trains—were ordered to move overland. But practically all of the infantry, complete with their field equipment and regimental supplies of ammunition, were sent by rail. This number was at least twenty-five thousand men.

On July 23rd, the first M.&O. train pulled out of Tupelo with a portion of Cheatham's division. Bragg and his staff left the following day. For an entire week, Tupelo experienced the noise of trains around the clock. By July 29th, Hardee, himself, was preparing to leave with his troops. Just two days before, the first units from Mobile and Pollard had rolled into Chattanooga, and soon a procession of troop trains were coming around the bend in Missionary Ridge and into the city.

For now, the whole complexion of the war in the west had been changed in favor of the Confederacy. Bragg even renamed his command to the *Army of Tennessee*. The fact that Bragg, reverting to form, failed in his subsequent ill-fated Kentucky campaign, did not take away from the brilliant use for military purposes to which he put the southern railroad system.

Current Status of the Coronavirus Pandemic

Editor's note: The Johns Hopkins University of Medicine has had a public Coronavirus Resource Center website since the beginning of the Covid-19 pandemic in early 2020 ([COVID-19 Map - Johns Hopkins Coronavirus Resource Center \(jhu.edu\)](#)). They have recently begun tracking Vaccine Doses Administered, both Total and within a sliding 28-Day Window. Number of Cases and Number of Deaths are also being tracked within a sliding 28-Day Window as well as by Total. Both U.S. and World figures are tracked for all these parameters.

I have tracked the course of the Covid-19 pandemic in this newsletter since March 2020. I have done so since our organization is a social one and its membership is composed mostly of senior citizens, a group especially vulnerable to this virus. Because of the increased complexity of the information available for tracking, I am switching to a table format as shown below:

United States					
Since 1/1/2020	9/8/2021	8/6/2021	7/4/2021	6/3/2021	5/1/2021
Total Cases	40,343,255	35,541,106	33,717,458	33,323,356	32,382,541
Pct Change from Previous Month	+13.5%	+5.4%	+1.2%	+2.9%	+6.3%
Total Deaths	651,448	615,816	605,526	596,359	576,616
Pct Change from Previous Month	+5.8%	+1.7%	+1.5%	+3.4%	+10.3%
Total Vaccine Doses Administered	374,724,113				
Past 28 Days					
Total Cases	4,224,866				
Total Deaths	32,190				
Total Vaccine Doses Administered	19,033,691				
The World					
Since January 2020	9/8/2021	8/6/2021	7/4/2021	6/3/2021	5/1/2021
Total Cases	222,273,570	201,430,552	183,738,373	171,917,046	151,720,001
Pct Change from Previous Month	+10.3%	+9.6%	+6.9%	+13.3%	+17.5%
Total Deaths	4,591,915	4,274,316	3,976,162	3,581,030	3,187,378
Pct Change from Previous Month	+7.4%	+7.5%	+11.0%	+12.4%	+13.1%
Total Vaccine Doses Administered	5,557,958,436				
Past 28 Days					
Total Cases	17,912,568				
Total Deaths	272,104				
Total Vaccine Doses Administered	978,127,682				

Key: a green box indicates a % decrease in the rate of a parameter versus the previous month. A box with a red % indicates a % increase versus the previous month. A % rate increase in double figures is indicated in bold red.

The U.S. shows a strong uptick in both total cases and # of deaths over the past two months. This is mainly due to the delta variant, breakthrough cases affecting those already fully vaccinated, and pandemic fatigue. Nearly ninety-nine percent of all new hospitalizations are of the unvaccinated. Also of note is that in the past week, 25% of all new cases involved children and teenagers, again mainly due to the delta variant and to vaccine ineligibility due to age. Please continue to wash hands frequently, wear a mask, socially distance, and get vaccinated/booster shot when eligible.



AMERICAN BATTLEFIELD TRUST EVENT

Date: September 11, 2021

Time: 10:00 AM - 3:00 PM

Location: Lee's Headquarters at Gettysburg
401 Buford Avenue
Gettysburg, PA 17325

During the Battle of Gettysburg, this small stone house located next to the Chambersburg Pike on top of Seminary Ridge — home of 69-year-old widow Mary Thompson — served as the headquarters of Gen. Robert E. Lee. Mrs. Thompson remained in her home throughout the battle, despite its proximity to intense fighting. The four acre property surrounding the house played a pivotal role in the severe fighting on July 1, 1863 and was a key position in the Confederate line for the rest of the engagement.

Today, the landscape and the Mary Thompson house, itself, have been preserved and restored to its wartime appearance by the American Battlefield Trust.

During this open house, take the opportunity to step back in time inside the Mary Thompson house. The self-guided interpretive trail, with five signs explaining the dramatic events at the headquarters from July 1-3, 1863, is open daily from dawn to dusk.

In the decades after the battle, the Thompson house and adjacent property became a popular attraction, then host to a museum and motel complex; but in 2014 the Civil War Trust announced plans to buy and restore the property as much as possible to its 1863 appearance. The Trust worked diligently to rehabilitate the home, return the landscape to its Civil War appearance, and install a new interpretive walking trail on the property — which opened on October 28, 2016.

The Mary Thompson house is open to the public only on special occasions. Eventually, Lee's Headquarters will be donated to the National Park Service for incorporation into the existing military park.

Coincidentally, Gen. George Meade also made his headquarters at the home of a widow, Lydia Leister, who had six children. As the soldiers approached, Lydia left her home, returning after the battle to find her house severely damaged from iron and lead, and her yard dotted with dead horses. As of June 2014, the Leister House is safely within the holdings of the National Park Service.

News of the RCWRT



Upcoming 2021 RCWRT Meetings

As of our August 2021 monthly RCWRT meeting, we are meeting in person. Those unable to attend in person can join in remotely via Zoom software. **In person attendees should wear masks to comply with the Governor's new guidelines, brought about by the delta variant of the Covid-19 virus.**

Date	Speaker(s)	Topic
Sept. 13 th , 2021	Dave Bright, Lt. Commander, USN (Retired)	Locomotives Up the Turnpike (meet in person)
Oct. 11, 2021	Judkin Browning & Timothy Silver	Environmental Influences on the Peninsula Campaign in 1862 (meet in person)
Nov. 8, 2021	TBD	TBD (meet in person)
Dec, 2021	Holiday Break	No Meeting

Five Battlefield Tracts in Three States of the Western Theater Need Your Help to be Saved

Five endangered battlefield tracts totaling over 400 acres in the States of Mississippi, Louisiana, and Tennessee need your support in order to be preserved.

These include portions of four pivotal battles: Port Hudson, LA (May 24–July 9, 1863); Champion Hill, MS (May 16, 1863); Corinth, MS (April–May siege, October 3–4, 1862 battle), and; Lookout Mountain, TN (November 24, 1863). All resulted in Union victories.



For more information, visit the American Battlefield Trust's website at <https://www.battlefields.org/give/save-battlefields/help-protect-407-acres-across-four-sacred-battlefields>. Each \$1.00 you donate is matched by \$9.27, thanks to private, state and federal grants. The goal is to raise \$307,450. When matched, this would pay for the total cost of the land: \$2,850,600.



The Knapsack

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(August 2021 Circulation: 415)

Staff

Bob Graesser, Editor

Contributors

Griff Bartlett

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

RCWRT Board of Directors (2020-22)

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

Paying Memberships / Total Members: 124 / 156

A New Member Joined the RCWRT in August 2021:
We welcome Jessica Hoover, Clayton, NC

Please note: This month's speaker, Dave Bright, Lt. Commander, USN (Retired), curates a website at www.csa-railroads.com devoted to Confederate Railroads. His site has 22,000 pages of pictures, maps, essays, and period documents (transcribed). This information appears on the Civil War-Related Links page of the Raleigh CWRT website.

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

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

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

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