

# The Knapsack

Raleigh Civil War Round Table

*The same rain falls on both friend and foe.*

Oct. 11<sup>th</sup>, 2021  
Our 248<sup>th</sup> Issue



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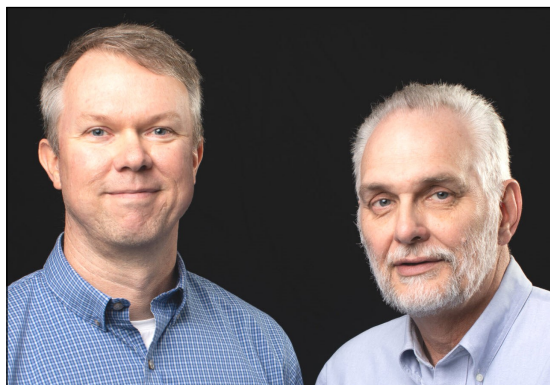
## Oct. 11<sup>th</sup>, 2021 Event Features

### Judkin Browning, Ph.D., and Timothy Silver, Ph.D., Speaking on the Topic *Environmental Influences on the Peninsula Campaign in 1862*

Our upcoming meeting will be on Monday, Oct. 11<sup>th</sup>, 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](mailto:Raleigh-CWRT@Yahoo.com) if you do not receive this invitation by Oct. 4<sup>th</sup>.**

October's meeting will feature a joint presentation by Dr. Judkin Browning, Ph.D., and Dr. Timothy Silver, Ph.D., Professors in the Department of History at Appalachian State University in Boone, NC, speaking on the subject of their recent co-authored book [\*An Environmental History of the Civil War\*](#) (UNC Press, 2020). Specifically, they will focus their talk on [\*Environmental Influences on the Peninsula Campaign in 1862\*](#).



*Dr. Judkin Browning (l.) and Dr. Timothy Silver*

#### Dr. Judkin Browning

Our first speaker, Dr. Judkin Browning, received his B.A. in History at Florida State University in 1996 and his M.A.

*The Knapsack (Revised)*

in Public History at North Carolina State University in 1999 before completing his Ph.D. at the University of Georgia in 2006. As of July 2006, he has been a professor of military history at Appalachian State University in Boone, NC. As an assistant professor, he was awarded the [\*William C. Strickland Outstanding Junior Faculty Award\*](#) in 2008. He was awarded the [\*Wayne Duncan Faculty Enrichment and Teaching Fellowship for Outstanding Teaching in General Education\*](#) in 2014. Dr. Browning is also editor of the [\*New Perspectives on the Civil War Era\*](#) series at the University of Georgia Press.

He has authored [\*Shifting Loyalties: The Union Occupation of Eastern North Carolina\*](#) (UNC Press, 2011), examining the effects of Union military occupation on the local whites, African Americans, Union soldiers, and northern benevolent societies that experienced or participated in the occupation of eastern North Carolina. He has also penned a history of [\*The Seven Days' Battles: The War Begins Anew\*](#) (Praeger, 2012), reassessing that campaign and the reasons for its ultimate outcome.

Judkin is currently working on two projects. One project explores the long-term effects of battle on soldiers, their families, and the communities from which they hailed, using the 24<sup>th</sup> Michigan and the 26<sup>th</sup> North Carolina Regiments as case studies. In another project, he is engaging in a comprehensive examination of North Carolina deserters during the Civil War, attempting to strip away the myths and legends in order to present a more nuanced study of who they were and why they abandoned the Confederate army.

Dr. Browning is currently Professor of Military History and Director of Graduate Studies in History at Appalachian State University. He has directed 12 theses. Two of his advisees--Chris Howard (2014) and Howell Keiser (2019)--won the university's Outstanding Thesis Award.

In his U.S. Civil War class, his lecture on [\*The Peninsula Campaign and the Seven Days Battles\*](#) was filmed by C-Span on Feb. 28<sup>th</sup>, 2017. In it, he reviewed Union General George McClellan's failed attempt to take the Confederate capital in Richmond, Virginia, and examined how terrain, disease, and nutrition impacted both sides.

His presentation can be viewed at <https://www.c-span.org/video/?423972-1/civil-wars-peninsula-campaign-days-battles>.

## Dr. Timothy Silver

Our second speaker, Timothy Silver received his Ph.D. in History from the College of William and Mary. He retired as Professor (as of July 1<sup>st</sup>, 2021) after 37 years in the History Department at Appalachian State University. His areas of study were:

- Environmental History of North America, with emphasis on the South and Southern Appalachia
- History of America's National and State Parks, and
- Ethno-history of Early America

Complementing his areas of study, selected graduate-level courses he taught included *Environmental History of North America*, *National Parks and American History*, and *Colonial and Revolutionary America*.

Dr. Silver is the author of *Mount Mitchell and the Black Mountains: An Environmental History of the Highest Peaks in Eastern America* (UNC Press, March 3<sup>rd</sup>, 2003).

*Mount Mitchell and the Black Mountains...* has won the following awards:

- **2003 Ragan Old North State Award**, given by the North Carolina Literary and Historical Association for Best Nonfiction book by a North Carolina Writer
- **2004 Phillip D. Reed Memorial Award for Outstanding Writing on the Southern Environment**, given by the Southern Environmental Law Center in the book category
- **2003-04 Wachovia Award for Environmental Research Achievement**
- **The Appalachian Outstanding Faculty Book Award, 2003-04**

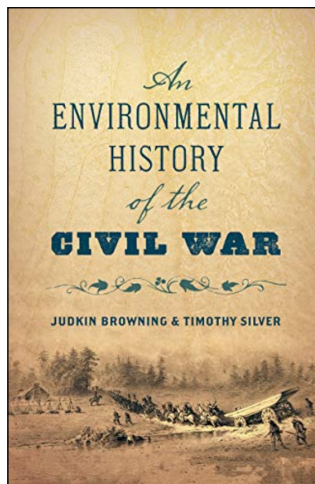
Other titles penned by Dr. Silver include the following:

- *A New Face on the Countryside: Indians, Colonists and Slaves in South Atlantic Forests, 1500-1800* (Cambridge University Press, July 12<sup>th</sup>, 1990).
- *A Useful Arcadia: European Colonists as a Biotic Factor in Chesapeake Forests*, in Philip D. Curtin, Grace Brush, and George Fischer, eds., *The Chesapeake: The History of a Watershed* (The Johns Hopkins University Press, 2001).
- *Big Tom Wilson*, in *Wildlife in North Carolina* magazine, Nov. 1997.
- *New Faces in an Old World*, in Peter Nabakov, ed., *Through Indian Eyes: The Untold Story of Native American People* (New York: Reader's Digest General Books, 1996).

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## *An Environmental History of the Civil War*

by Judkin Browning and Timothy Silver



"Just when you think the history of the Civil War has been done to death, some enterprising writer turns over a new line of inquiry into this singular American tragedy. In this case, it was Judkin Browning and Timothy Silver, Appalachian State University professors of military and environmental history, respectively, who joined forces to break new ground... Despite their keen eye on the science, the authors don't skimp on narrative, telling insightful, intriguing stories about how the environment's

most basic elements could prove vexing for war planners." --WNC Magazine

### Overview as Quoted in Amazon.com:

"This sweeping new history recognizes that the Civil War was not just a military conflict but also a moment of profound transformation in Americans' relationship to the natural world. To be sure, environmental factors such as topography and weather powerfully shaped the outcomes of battles and campaigns, and the war could not have been fought without the horses, cattle, and other animals that were essential to both armies. But here Judkin Browning and Timothy Silver weave a far richer story, combining military and environmental history to forge a comprehensive new narrative of the war's significance and impact.

"As they reveal, the conflict created a new disease environment by fostering the spread of microbes among vulnerable soldiers, civilians, and animals; led to large-scale modifications of the landscape across several states; sparked new thinking about the human relationship to the natural world; and demanded a reckoning with disability and death on an ecological scale. And as the guns fell silent, the change continued; Browning and Silver show how the war influenced the future of weather forecasting, veterinary medicine, the birth of the conservation movement, and the establishment of the first national parks.

"In considering human efforts to find military and political advantage by reshaping the natural world, Browning and Silver show not only that the environment influenced the Civil War's outcome but also that the war was a watershed event in the history of the environment itself."

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**Hardcover Edition Publisher:** The University of NC Press (April 13<sup>th</sup>, 2020); **ISBN-10:** 1469655381; **ISBN-13:** 978-1469655383

# Twelve Notable Instances of Rail Transportation During the Civil War

A Twelve-Part Series by Bob Graesser, Editor

## Introduction

This is part six 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 six examines how the Union army was supplied by rail during the Civil War's Gettysburg Campaign, June 3<sup>rd</sup> to July 7<sup>th</sup>, 1863.

## Part 6 Sources

- [Lloyd's American Railroad Map, Showing the Whole Seat of War, 1861. The only correct map of the Southern States.](#) This map was the work of James T. Lloyd in 1861 and depicts all railroads in operation at that time. It is housed in the Library of Congress.
- [Railroad Generalship: Foundations of Civil War Strategy](#) by Dr. Christopher R. Gabel; Combat Studies Institute, U.S. Army Command and General Staff College, Fort Leavenworth, Kansas, 1997.
- [The American Civil War: A War of Logistics](#) (A Master of Arts Thesis) by Franklin M. Welter, Graduate College of Bowling Green State University, December 2015.
- [Victory Rode the Rails: the Strategic Place of the Railroads in the Civil War](#) by George Edgar Turner, Bison Books, Reprint edition (Sept. 1<sup>st</sup>, 1992) [paperback], ISBN-10: 0803294239, ISBN-13: 978-0803294233; Indianapolis, IN: Bobbs-Merrill (1953) [hardcover], ASIN: B000RQPQ56.
- ["WE MARCHED AND FOUGHT THIS BATTLE WITHOUT BAGGAGE OR WAGONS" – The Army of the Potomac's Logisticians during the Gettysburg Campaign](#) by Mark A. Snell, Gettysburg Seminar Papers, *MR. LINCOLN'S ARMY: The Army of the Potomac in the Gettysburg Campaign* (2007).

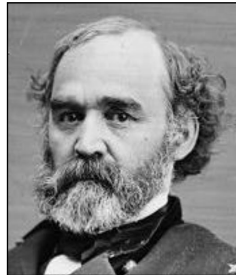
- [Western Maryland Railroad Played Role in Gettysburg Victory](#) by Mary Ann Ashcraft; Carroll County Times, June 20<sup>th</sup>, 2010, p. C3.
- [Working Magic with Cornstalks and Beanpoles – Records Relating to the U.S. Military Railroads During the Civil War](#) by David A. Pfeiffer; Prologue Magazine, Summer 2011, Vol. 43, No. 2.

## Prologue

Civil War historians generally agree that the most important role of the wartime Union railroads was in the active supply of the Union armies in the field. The success of coordinating the government-run railroads and the military was a major factor in the Union victory. Conversely, the fact that the Confederacy, due to States rights, had no corresponding centralized government-run control over Southern railroads, was a contributing factor in their ultimate defeat.

Noted nineteenth-century military theorist Baron Jomini defined logistics as the "practical art of moving armies and keeping them supplied." Tactical logistics can be defined as the movement and supply of troops in a given campaign or battle. This article focuses on that portion of tactical logistics during the Civil War's Gettysburg Campaign supported by the Union's military railroad system. This involved moving war-related *matériel* by rail from the permanent storage depot in Baltimore, Maryland to a temporary staging area as near to the battle site as possible.

What this article does **not** cover is the movement and distribution of *matériel* from this staging area to the battle site, itself. Nor does this article cover what *matériel* and quantities were transported. Those decisions and orders were under the purview of the Quartermaster General of the U.S. Army, Brigadier General Montgomery C. Meigs. But his exploits and those of his department are the subject of a separate article for some future date.



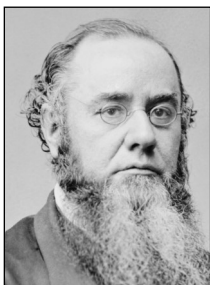
Montgomery Meigs

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

The Union clearly understood that controlling railroad logistics could provide the key to winning the war. One of the most significant railroad events of the Civil War was the act of Congress of Jan. 31<sup>st</sup>, 1862, authorizing the President to take possession of the civilian railroads when the welfare and safety of the country required it.

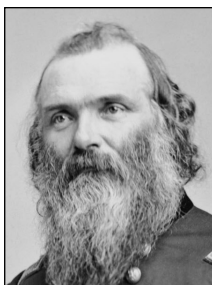
The Civil War was one of the first wars in which large-scale railroad transportation was used to move and supply armies rapidly over long distances. The United States Military Railroad (USMRR), a bureau operated by the War Department, ran the railroads captured in the areas of combat, using them as supply lines for Union troops.

### Daniel C. McCallum



Edwin M. Stanton

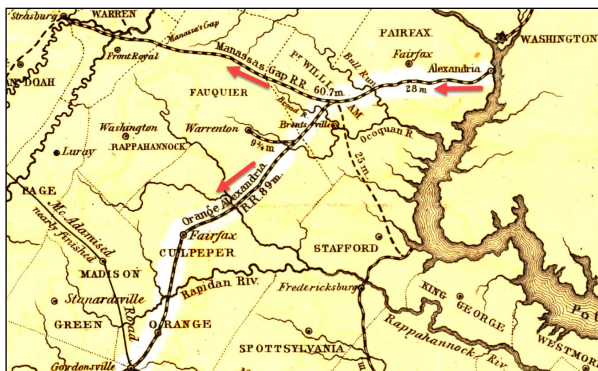
On Feb. 11<sup>th</sup>, 1862, Secretary of War Edwin M. Stanton appointed Daniel C. McCallum as director and superintendent of the USMRR bureau. McCallum had authority to "enter upon, take possession of, hold and use all railroads, engines, cars, locomotives, and equipment that may be required for the transport of troops, arms, ammunition, and military supplies of the United States, and to do and perform all acts ... that may be necessary and proper ... for the safe and speedy transport aforesaid." McCallum's view was that his organization "was a great construction and transportation machine, for carrying out the objects of the commanding generals."



Daniel C. McCallum

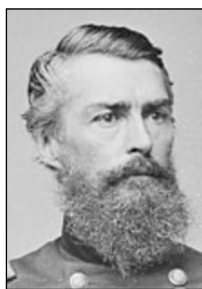
McCallum's prewar railroading experience was gained from his years as superintendent of the New York and Erie Railroad, beginning in 1854. There he developed a reputation as an autocratic leader, running his railroad with "strict precision and stern discipline." However, his engineering and administrative talents were enhanced by a pleasant personality which made his tenure a success.

When McCallum took over the USMRR bureau, the seven-mile road from Washington to Alexandria, Virginia, was the only railroad in federal government control. By May 1862 the Orange and Alexandria Railroad, which ran from Alexandria southwest toward Orange, Virginia, was an important supply line, as was the Manassas Gap Railroad, which connected Manassas Junction to Front Royal and Strasburg.



The Knapsack (Revised)

### Herman Haupt



Herman Haupt

While McCallum was the administrative head of the USMRR bureau, Herman Haupt, former civilian chief engineer of the Pennsylvania Railroad, was put in charge of the day-to-day operations and maintenance of the railroad in the field. On April 27<sup>th</sup>, 1862, Haupt was given the rank of colonel and appointed aide-de-camp to Maj. Gen. Irvin McDowell, then commanding the defenses of Washington City.

Herman was an industrious man, a skilled organizer, and an experienced railroad engineer who quickly mastered the art of bridge reconstruction. In his position, Haupt armed and trained railroad staff, and improved telegraph communications along the railroad lines. He seemed to work magic in getting troops and supplies to the battlefields and, with his Construction Corps, in rapidly repairing and fortifying war-damaged railroad lines and bridges in the vicinity of Washington City.

Haupt also established a system for tactical rail generalship that eventually came into use throughout both the eastern and western theaters. His principles were simple and direct and received the blessing of the secretary of war.

- No military officers were to interfere in the running of trains.
- Supplies would be sent forward only as needed.
- Trains reaching the front were to be unloaded immediately by anyone available. Officers who refused to cooperate faced dismissal.
- Where telegraph communications were unavailable, trains would run according to a rigid schedule. All trains departed on schedule, fully loaded or not. Extra trains would pick up the slack.
- On lines where the absence of sidings prevented opposing trains from passing each other, convoys of five or six trains would travel as a group. Each convoy delivered its cargo and returned to base before the next convoy started out.

By 1863, Haupt controlled an organization of full-time transportation experts to run the military railroads in Virginia. He organized his work force into distinct construction and operations functions. Haupt's Construction Corps was responsible for making rail lines fit for military use. It consisted of professional civil engineers, skilled workmen, and manual laborers who were provided with stocks of materials, tools, and their own transport. Among their materials were prefabricated components to speed the repair of damaged track and bridges.

The corps was organized into self-sufficient divisions, any one of which could respond to a crisis in its assigned sector and put rails in order without outside assistance or detailed direction from above. The Construction Corps stressed speed, not permanence, in its work. With an initial force of about 300 men in 1863, by the end of the war construction corps in the various the-

aters employed 10,000 men, many of whom were ex-slaves.



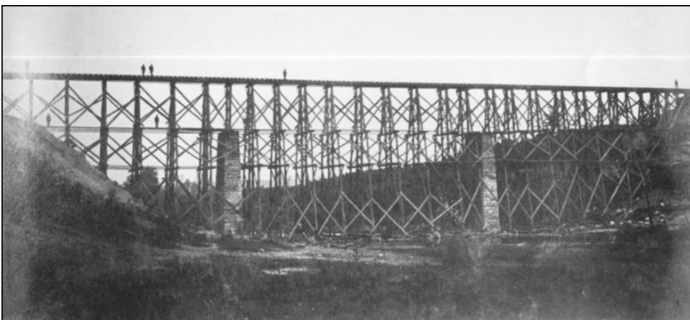
*The General Haupt, a wood-burning locomotive named for Herman Haupt*

Haupt's Transportation Corps performed routine maintenance and operated the trains just as the Transportation Department of a civilian railroad would do. In fact, most of its personnel were civilian railroad men hired for government

service. It too was organized into divisions with responsibility for specific sections of the line.

All in all, Haupt deserves much credit for the successful supply of the Army of Virginia and the Army of the Potomac, in addition to his expertise in the construction and destruction of railroads.

Among Haupt's most challenging assignments in northern Virginia was restoring the Richmond, Fredericksburg, and Potomac Railroad main line from Alexandria to Aquia Creek and Fredericksburg. One of his most famous feats was the speedy reconstruction of a railroad bridge a few miles north of Fredericksburg. This was accomplished in only nine rainy days.



*The Richmond, Fredericksburg, and Potomac Railroad's Potomac Creek Bridge after reconstruction.*

In a visit to the site on May 28<sup>th</sup>, 1862, Union president Abraham Lincoln was greatly impressed, even though the bridge looked flimsy. As he later related to his cabinet, "That man Haupt has built a bridge four hundred feet long and eighty feet high, across Potomac Creek, on which loaded trains are passing every hour, and upon my word, gentlemen, there is nothing in it but cornstalks and beanpoles."

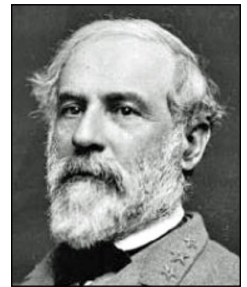
In addition to the Potomac Creek Bridge, Haupt supervised the reconstruction of other bridges as well as 1,000 feet of wharf at Aquia Creek. The reconstruction of the Richmond, Fredericksburg, and Potomac Railroad meant that by May 19<sup>th</sup>, trains were running the 15 miles to Fredericksburg from Aquia Creek, at least temporarily. Haupt had showed what his Construction Corps could do. The intensity of destruction and reconstruction activity in this area meant that some railroad lines were destroyed and rebuilt as many as five times during the war.

## The Gettysburg Campaign

Robert E. Lee's brilliant victory in the Chancellorsville Campaign (April 30<sup>th</sup> to May 6<sup>th</sup>, 1863) was made bitter-sweet by the accidental mortal wounding of "Stonewall" Jackson by his own troops. As he reorganized his Army of Northern Virginia and pondered his options, Lee saw a number of opportunities in making a second invasion of the North:

- This would relieve pressure on Northern Virginia, whose food and forage production potential had been greatly diminished by the constant destructive back-and-forth fighting across the area.
- By living off the unspoiled land in Maryland and Pennsylvania, his men, horses, and cattle would have a fresh source of sustenance.
- A victory in the North would further demoralize Union sentiment, perhaps leading to overwhelming demands to end the war and recognize the Confederacy's nationhood and right to exist.
- Confederate President Jefferson Davis and Lee still held out hope that a victory on Northern soil would sway the British, French and, perhaps, other European countries to officially recognize the Confederacy as a legitimate nation and, consequently, provide support in matériel, food, and arms as well as apply diplomatic pressure on the Union to end the war.
- A victory on Northern soil might still at this late date prompt the border state of Maryland to align with the Confederacy.

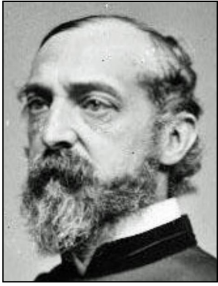
Lee began his thrust into the North on June 3<sup>rd</sup>, 1863 by breaking camp and slipping unnoticed past elements of the Army of the Potomac keeping watch on the Army of Northern Virginia's position in Fredericksburg, Virginia. As Lee's veterans advanced once more into the North, they took rail cars and nearly seventy miles of track stretching from Martinsburg to Sykesville, with the important depot of Harpers Ferry between, maintaining the potential to assault Baltimore. Flanking guards went as far West as the Alleghenies. In all, the Confederates occupied a front of one hundred and sixty miles.



*Robert E. Lee*

From the onset of what would become the Battle of Gettysburg, the B&O Railroad was in the thick of it. As they advanced, the Confederates burned cars and bent the rails, the campaign kicking off with the capture of a B&O train and fifteen cars, all of which would be destroyed. Fuel stations and water supplies for the steam engines were put to the torch. Depots to hold the supplies and smithing shops to repair the trains were raised to the ground. While only seven total miles of track were destroyed, Lee knew that the bridges were crucial and would be the most difficult to repair. Every bridge and crossing between Cumberland, Maryland and Harpers Ferry, Virginia were destroyed.

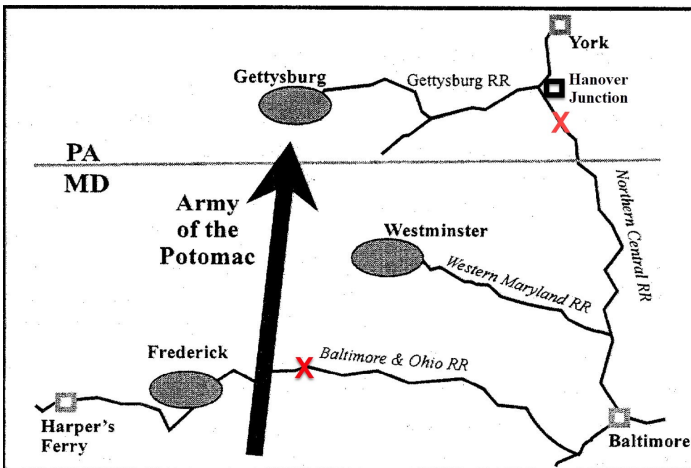
By late June 1863, elements of the Army of Northern Virginia swarmed all over south central Pennsylvania. Union General George Meade's Army of the Potomac moved to stop the incursion, always maintaining a position between Lee's reported position and Washington City. Tired, hot, and hungry Union soldiers marched north through Maryland as fast as they could to intercept the Confederates. Union wagon trains rumbled over the dusty roads, but the huge Union Army of the Potomac needed more men and supplies if it was to successfully fight a battle of any size.



George Meade

Haupt, in reconnoitering the situation, determined that a significant confrontation would probably take place in the vicinity of Gettysburg, Pennsylvania. Fortunately, Haupt had lived in Gettysburg before the war; in fact, he and his wife had married there over twenty years before. Thus, Haupt was intimately familiar with the railroads in the area.

Because both the Baltimore and Ohio Railroad which reached Frederick, Maryland, and the Northern Central Railroad which reached Hanover Junction, Pennsylvania, had recently been cut by Confederate troops, the Western Maryland Railway which crossed Carroll County, Maryland was the only initial choice to deliver supplies close to the anticipated battle.



Potential Union forward supply depots showing the two lines that had been recently cut (X) by Rebel raids, leaving only the Western Maryland RR to Westminster as a viable initial option

From	To	From	To	Total
Baltimore, MD	Hanover Junction, PA	Gettysburg, PA		
Miles	48	28		76
From	To	From	To	Total
Baltimore, MD	Westminster, MD	Gettysburg, PA		
Miles	29	24		53
From	To	From	To	Total
Baltimore, MD	Frederick, MD	Gettysburg, PA		
Miles	49	37		86

The table at the bottom of the left-hand column shows the distances from Baltimore to the three potential forward supply depots. Note that the only initially viable route is also the shortest one (miles shown in green).

Haupt's major contribution to the Union victory was the conversion of this single-track, 29-mile-long railroad between Baltimore and Westminster, its main station, from one in poor condition into the successful supply line of Meade's army during the campaign. Thus, a forward supply depot to service the Union army at Gettysburg was set up adjacent to the Westminster railroad station.



A more detailed map showing the railroads around Washington City. Note that USMRR lines are highlighted in red. These are lines captured by the Union from Confederate control.

Haupt arrived at Westminster on July 1<sup>st</sup> to take charge, noting that the Western Maryland Railway had no telegraph line, little rolling stock, no sizable depot in Westminster, no turntable, and no adequate sidings. Until telegraph lines could be strung, he sent messages via horse to both Gettysburg as well as Baltimore.

After assessing the situation, Haupt immediately brought order to a very confusing situation. Moving with lightning speed, he sent for construction supplies, tools, lanterns, wood for fuel, and 400 laborers. He also borrowed rolling stock from several other railroads.

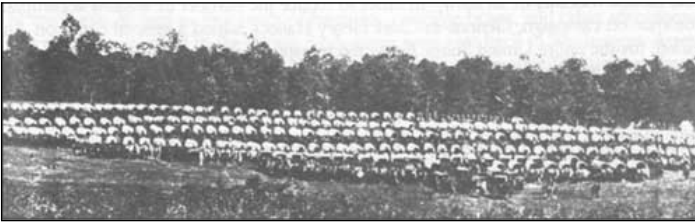
Since there was only one track and no acceptable sidings, Haupt sent the trains to and from Westminster in three convoys a day, five or six trains at a time, with ten cars per train, a total of 150 cars per day. He stressed the importance of rapid unloading of the trains upon arrival at their destination in order to maintain this pace.

Haupt calculated that by keeping to this plan, he could move 1,500 tons of supplies a day from Baltimore, and return with 2,000 to 4,000 wounded soldiers. He also positioned soldiers to protect bridges along the route to ensure neither Confederate troops nor Southern sympathizers would blow them up, and the convoys themselves carried guards.

As of July 1<sup>st</sup>, the other two rail lines mentioned earlier, i.e., the North Central from Baltimore to Hanover Junction,

tion, PA and the B&O to Frederick, MD had also become available for use, thanks to Haupt's instructions to the Construction Corps to quickly repair those lines. However, most supplies continued to be sent over the Western Maryland Railroad, since the route through Westminster was the most direct path to Gettysburg.

All this activity associated with the railroad added to the huge military presence in Westminster – about 5,000 wagons, 30,000 mules, and about 10,000 troops. Ultimately, Haupt's whole operation was so successful that when the Union Army began its half-hearted pursuit of the fleeing Confederates after their defeat at Gettysburg, it experienced no shortage of supplies.



*Civil War supply wagon train park. Each wagon was typically pulled by a full team of 6 mules and held 2,400 lbs. of supplies.*

During the battle from July 1<sup>st</sup> to 3<sup>rd</sup>, Haupt remained in near constant contact with Quartermaster General Meigs, in order to ensure that the movement of wounded, supplies, and material was uninterrupted. B&O trains ran almost nonstop for the duration of the battle, with conductors, firemen, and engineers going with very little or no sleep for the entirety of the engagement.

Despite his efforts, Haupt was unable to establish a direct rail line to Gettysburg itself since the fighting around the town made it impossible for his men to repair a direct line to the Union army.

As the battle at Gettysburg grew in intensity, Haupt faced growing problems with supplies. No less than thirteen bridges had been destroyed in the first day and a half of fighting, while he could only repair two or three at a time, each of which would take two or three days to bring back to a useable condition. As a result he was forced to become more creative with how supplies were sent to Westminster, and from where those supplies came. Two thousand tons of supplies had arrived by July 2<sup>nd</sup>, and Haupt expected another two-to-three thousand tons in the next day. As a result, Haupt did something which he had not done previously, though he had the power to do, as given to him on June 27<sup>th</sup> by General Halleck:

*Brig. Gen. H. Haupt, U.S. Volunteers, is hereby authorized and directed to do whatever he may deem expedient to facilitate the transportation of troops and supplies to aid the armies in the field in Virginia, Maryland, and Pennsylvania.*

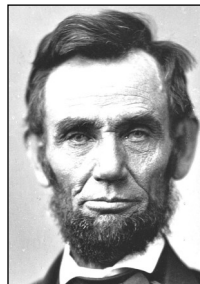
To maximize the source of supplies, Haupt temporarily commandeered railroad lines, stitching together reliable routes stretching from Ohio to Baltimore and New York in order to ensure that the army had what it needed. The result was a success.

On July 4<sup>th</sup>, Haupt met up with Meade as the last bridge to Gettysburg was repaired. The next day, the Gettysburg Railroad opened for traffic and assisted in the evacuation of 16,000 wounded soldiers. At the same time,

Haupt's trains continued to deliver 1,500 tons of supplies per day to Westminster. This quantity exceeded the daily needs so the excess was left behind for the use of hospitals.

George Edgar Turner, author of *Victory Rode the Rails: the Strategic Place of the Railroads in the Civil War*, summed up the verdict of most historians concerning Haupt's use of the railroads to supply the troops at Gettysburg when he wrote, "*Considering all the circumstances in which it was accomplished, this feat rarely, if ever, has been surpassed.*" Haupt's work was especially noteworthy since he had not been able to start appraising the situation until July 1<sup>st</sup>.

## Epilogue



*Abraham Lincoln*

Haupt personally met with President Lincoln on July 6<sup>th</sup> to both receive congratulations on his work, as well as to give Lincoln his own thoughts on the battle. Lincoln then asked Haupt what would be required in order to ensure such effective use of the railroads in the future. In response, Haupt answered: militarize all railroads in the country for the duration of the war. Private railroads had screamed at the temporary takeover during the Gettysburg Campaign, and Haupt knew that such an action on such a scale would not be tolerated again. While Lincoln may have understood why Haupt made such a request, it could not be granted for political reasons.

Despite having matriculated at West Point, Haupt had resigned his commission as a second lieutenant only two months after graduation to become a civilian civil engineer. In April 1862, in accepting the position of leading the USMRR bureau in the field, Haupt had been given the rank of Colonel. Five months later he had been promoted to Brigadier General, but he officially refused the appointment, explaining that he would be happy to serve without official rank or pay, but he did not want to limit his freedom to work in private business (and he privately was never comfortable with military discipline, constraints, bureaucracy, and red tape).

In September 1863, Haupt had had enough and resigned his position to return to civilian life in railroad, bridge, pipeline, and tunnel construction, his frustrations with the army having reached a peak. Among his later accomplishments were the invention of a drilling machine that won the highest prize of the Royal Polytechnic Society of Great Britain and being the first to prove the practicability of transporting oil in pipes.

In assessing the big picture, the USMRR bureau had, at different times during the Civil War, used parts of 17 railroads as military lines in Virginia, Maryland, and Pennsylvania and 23 in Tennessee, Georgia, Mississippi, Arkansas, and North Carolina. By the end of the war, the bureau operated 2,105 miles of railroad, with a combined rolling stock of 419 engines and 6,330 cars, 642 miles of track, and 26 miles of bridges built or rebuilt, at a cost of nearly 30 million dollars. That figure translates to an equivalent of 503.5 million dollars in 2021 terms.

## 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.

United States					
Since 1/1/2020	10/9/2021	9/8/2021	8/6/2021	7/4/2021	6/3/2021
Total Cases	44,290,052	40,343,255	35,541,106	33,717,458	33,323,356
Pct Change from Previous Month	+9.8%	<b>+13.5%</b>	+5.4%	+1.2%	+2.9%
Total Deaths	712,693	651,448	615,816	605,526	596,359
Pct Change from Previous Month	<b>+9.4%</b>	<b>+5.8%</b>	<b>+1.7%</b>	+1.5%	+3.4%
Total Vaccine Doses Administered	399,175,036	374,724,113			
Pct Change from Previous Month	+6.5%	NA			
<b>Past 28 Days</b>					
Total Cases	3,428,197	4,224,866			
Pct Change from Previous Month	<b>-18.9%</b>	NA			
Total Deaths	52,833	32,190			
Pct Change from Previous Month	<b>+8.8%</b>	NA			
Total Vaccine Doses Administered	19,205,517	19,033,691			
Pct Change from Previous Month	+0.9%	NA			
The World					
Since January 2020	10/9/2021	9/8/2021	8/6/2021	7/4/2021	6/3/2021
Total Cases	237,227,127	222,273,570	201,430,552	183,738,373	171,917,046
Pct Change from Previous Month	+6.7%	<b>+10.3%</b>	+9.6%	+6.9%	<b>+13.3%</b>
Total Deaths	4,842,478	4,591,915	4,274,316	3,976,162	3,581,030
Pct Change from Previous Month	+5.5%	+7.4%	+7.5%	<b>+11.0%</b>	<b>+12.4%</b>
Total Vaccine Doses Administered	6,424,712,258	5,557,958,436			
Pct Change from Previous Month	<b>+15.6%</b>	NA			
<b>Past 28 Days</b>					
Total Cases	13,461,577	17,912,568			
Pct Change from Previous Month	<b>-24.9%</b>	NA			
Total Deaths	226,443	272,104			
Pct Change from Previous Month	<b>-16.8%</b>	NA			
Total Vaccine Doses Administered	760,800,039	978,127,682			
Pct Change from Previous Month	<b>-22.2%</b>	NA			

**Key:** a green box indicates a % decrease in the rate of an illness parameter versus the previous month. A box with a red % indicates a % increase in the rate versus the previous month. Double figures are indicated in bold. Opposite rules apply to vaccines.

While the world has shown a consistent decrease in the death rate month to month since April 2021, the U.S. has shown a consistent increase in the death rate month to month since July 2021. This is mainly due to the delta variant, mask issues, breakthrough cases affecting those already fully vaccinated, and pandemic fatigue. Virtually all new hospitalizations continue to be of the unvaccinated. Please continue to follow guidelines.



From American Battlefield Trust's website ([Save 150 Endangered Acres at Gaines' Mill and Cold Harbor | American Battlefield Trust \(battlefields.org\)](https://www.battlefields.org)):

“Over the course of two years, two battles were fought on land near Richmond — the Battle of Gaines' Mill, the third of the Seven Days Battles, and the Battle of Cold Harbor, part of a series of Overland Campaign battles fought as the Union Army made its way south toward the Confederate capital.

“There are few opportunities to save the hallowed ground where two battles occurred. But given the support and generosity of fellow Trust members, we were able to raise sufficient funds for the one-acre tract where fighting occurred two years apart. Now we have the opportunity to secure **99 additional acres at what we call “The Intersection,”** around the site of the original McGhee farmhouse that will allow us to unite these properties. This is an unprecedented opportunity to preserve contiguous battlefield property for prosperity.

“Because of the size of the property that encompasses these two battles, the Trust has divided up the project into a multi-year campaign we are calling the **Gaines' Mill & Cold Harbor Saved Forever Campaign**. Our efforts to secure the 99 acres at the property amount to Phase Two. We now need to raise \$529,429 to match the \$1,192,430 that has already been committed by generous benefactors.

*“Absolutely incomparable. No unpreserved battlefield property in North America resonates with higher historical value than this land. Its crucial location on the Gaines' Mill battlefield might be matched by some other sites; so might its importance for Cold Harbor be matched. No single property anywhere, though, ranks as so powerfully significant for each of two distinct battles. In fact, I think it is safe to say that it rates higher than any of the tremendous preservation coups we have achieved to date. It stands alone.”* — Historian Robert K. Crick

“A third location, 51 acres of the 2<sup>nd</sup> Deep Bottom Battlefield southeast of Richmond, has also been rolled into this same campaign, because the opportunity to get these properties at the same time is too enticing to pass up.”

**PHASE TWO OF GAINES' MILL & COLD HARBOR SAVED FOREVER CAMPAIGN**

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150

ACRES TARGETED

**LOCATION**  
 Gaines' Mill Battlefield  
 Cold Harbor Battlefield  
 2<sup>nd</sup> Deep Bottom Battlefield

**DONATION MATCH**  
 \$3.25-to-\$1.00

**OUR GOAL**  
 \$529,429



# News of the RCWRT



## Upcoming 2021 RCWRT Meetings

We are once again 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
Oct. 11 <sup>th</sup> , 2021	Judkin Browning & Timothy Silver	Environmental Influences on the Peninsula Campaign in 1862 (meet in person)
Nov. 8 <sup>th</sup> , 2021	Colby L. Stevens	Expansion Plans for the Bentonville Battlefield as Related to Mower's Charge and Hardee's Counterattack (meet in person)
Dec. 2021	Holiday Break	No Meeting

### General Robert E. Lee's Parole and Citizenship

Prologue Magazine, Spring 2005, Vol. 37, No. 1

Confederate Gen. Robert E. Lee surrendered to Union Gen. Ulysses S. Grant at Appomattox on April 9<sup>th</sup>, 1865. "After agreeing upon terms of the surrender, the generals each selected three officers to oversee the surrender and parole of Lee's army. Later that day, Lee and six of his staff signed a document granting their parole."

"On May 29<sup>th</sup>, 1865, President Andrew Johnson issued a Proclamation of Amnesty and Pardon to persons who had participated in the rebellion against the United States. There were fourteen excepted classes, though, and members of those classes had to make special application to the President.

"Lee sent an application to Grant and wrote to President Johnson on June 13<sup>th</sup>, 1865 to 'apply for the benefits, & full restoration of all rights & privileges extended to those included in its terms.'

"On Oct. 2<sup>nd</sup>, 1865, Lee signed his Amnesty Oath, thereby complying fully with the provision of Johnson's proclamation. But Lee was not pardoned, nor was his citizenship restored. And the fact that he had submitted an amnesty oath at all was soon lost to history.

"In 1970, an archivist at the National Archives discovered Lee's Amnesty Oath among State Department records. Apparently Secretary of State William H. Seward had given Lee's application to a friend as a souvenir, and the State Department had pigeonholed the oath.

"In 1975, Lee's full rights of citizenship were posthumously restored by a joint congressional resolution effective June 13<sup>th</sup>, 1865."



## The Knapsack

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

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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: 129 / 159

Five New Members Joined the RCWRT in Sept. 2021:  
We welcome the following:

Steven and Katherine Hegyi	Wake Forrest, NC
Karl Kunkel	High Point, NC
Ash and Margie Pipkin	Raleigh, NC

### Did You Know?

Jefferson Davis had been specifically excluded from earlier resolutions restoring rights to other Confederate officials, and a movement arose to restore Davis's citizenship as well. This was accomplished with the passing of Senate Joint Resolution 16 on Oct. 17<sup>th</sup>, 1978. In signing the law, President Jimmy Carter referred to this as the last act of reconciliation in the Civil War.

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

We meet on the second Monday of each month. We are once again meeting in person at the NC Museum of History, 5 East Edenton Street, Raleigh, NC starting at 6:30 p.m. to allow 30 min. for mingling.

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

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