

IMPORTANT NOTICE: This month's meeting will be held on **WEDNESDAY, SEPTEMBER 29**. The location and meeting time will be the same. Only the date will be different. Mark those calendars correctly!

The Baltimore & Ohio Railroad was the first American railroad designed to carry passengers and general freight. Chartered by the state of Maryland in 1827, the railroad's cornerstone was laid on July 4, 1828, by Charles Carroll, who at the time was the only surviving signer of the Declaration of Independence. The train that traveled on the first section of the Baltimore & Ohio was drawn by horses.

The Baltimore Riots in April of 1861 showed the potential importance of the B & O as Southerners interfered with the transport of Federal recruits from Philadelphia to Washington D.C. With Maryland remaining in the Union B & O President John W. Garrett, a brilliant and hard-working man, and the indefatigable Master of Transportation, William P. Smith, used the railroad to help the Federal government move troops and supplies. Early in 1861 the Confederate government threatened retaliation against Garrett if he operated his trains in Rebel territory. About 188 miles of B & O track ran through Virginia, most of which comprised the critical road from Harpers Ferry to Wheeling and the trunk line from Grafton to Parkersburg. Confederate officials believed that to hold Union counties in Western Virginia, they had to control the B & O line which also provided access to the Shenandoah Valley.

The B & O stood as the boundary between the North and South in the East and was the "*pawn and tool*" of both sides. Furthermore, it was the only railroad that ran into Washington D.C. from the North, thus it was vital to the Capital's protection and as a supply line for the Army of the Potomac.

When Stonewall Jackson held Harpers Ferry early in the war, he was ordered to tear up the B & O at Martinsburg. His men systematically ripped up track and burned cross-ties. Others set fire to the round houses and machine shops. Some 56 locomotives and tenders, as well as at least 305 coal cars, were either set fire, heaved into the Opequon River, or dismantled to the point of uselessness. "*The fires were great,*" Lexington's John Lyle stated, "*and the work looked like vandalism.*" One elderly and indignant matron shouted repeatedly to the Confederates that she hoped General Winfield Scott would hang the last man of them. Oddly, the B & O had personal meaning to Jackson, as he took his first trip by rail on this line prior to the war. And, it was also on this line that he discovered his famous horse, "*Little Sorrel.*"

This month Steve Hawks will present "*Embattled Baltimore & Ohio: Front Line Railroading in the Civil War.*" Steve is a member of the Grand Rapids CWRT and is employed by the William Group, a communications company. A multi-media producer, Steve specializes in creating CD-ROMS and websites. He is also the author and producer of the award-winning CD-ROM documentary, "12 Roads to Gettysburg." Many of you were in attendance for Steve's fine program in September, 2001, "The Union Surrender at Harpers Ferry." For this month's meeting Steve promises the "director's cut."

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The Michigan Regimental expresses its thanks to **Neil Martin** for last month's exceptional program: "*Gettysburg, Failure of the Confederate Command, Part I.*" Neil gave convincing arguments that Robert E. Lee's subordinates, namely Richard Ewell, A.P. Hill, Robert Rodes, Jubal Early, Henry Heth, and Richard Anderson, caused the Confederate shambles on the first day at Gettysburg. We look forward to Part II and later Part III.

FALL FIELD TRIP: Everything is all set for this year's excursion to Chattanooga/Chickamauga. We'll have a full bus load of Civil War enthusiasts, hoping for prime weather. We will meet at 7:30P.M. on Friday, October 22 at the Comfort Inn Conference Center at 6710 Ringgold Road in Chattanooga. My directions say: Take I-75 South to Exit 1. Left off exit, hotel on right. Have a safe trip!

**QUIZ: All questions pertain to Civil War railroads....**

1. Four separate railroads existed in parts of the Shenandoah Valley. Two were the Baltimore & Ohio and a separate branch. Name the other two.
2. What were the 2 nicknames given to the railroad track that Federal forces tore up and twisted around trees during the "March to the Sea"?
3. During the Civil War the Railroad Act authorized the construction of a transcontinental railroad. Which company started eastward and from which city did it begin?
4. Which company started westward and from which city did it begin?
5. Which 5 railroad lines ran out of the vital city of Petersburg, Virginia?
6. Which Union official scandalized the Federal government by charging soldiers a fare of 2-cents per mile for travel on Pennsylvania railroads? And, who did President Lincoln appoint as military director and superintendent of railroads in the U.S.?
7. Which U.S. officer (later a general in the Civil War) resigned from the army in 1857 to become Chief Engineer of the Illinois Central Railroad? And, which Confederate general, who lost a leg and was captured at Gettysburg, resigned from the U.S. army in 1832 to enter the field of Railroad Development, later serving as an engineer?
8. Besides the B & O, which other railroad line ran through Harpers Ferry? And, which Confederate general was Chief Engineer of the Northern Pacific and Canadian Pacific Railroads after the war and later served as a brigadier general of U.S. Volunteers during the Spanish-American War?
9. Which railroad ran southwest out of Manassas Junction? And, which railroad line crossed High Bridge along the Appomattox River?
10. Which former West Pointer, and professor of Pennsylvania College in Gettysburg, was selected by the Lincoln administration to oversee the construction and transportation of U.S. military railroads? And, how did he die?

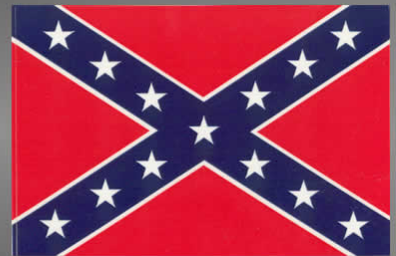
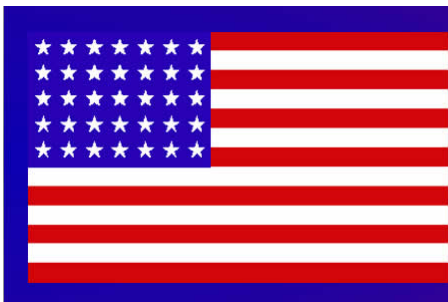
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A Chickamauga story....

Thirty-six-year-old Brigadier General William Haines Lytle commanded the 1st Brigade in Phil Sheridan's Division. Born in the family mansion in Cincinnati, Ohio, Lytle longed to attend West Point and follow in the military footsteps of his many ancestors. Instead he yielded to his artistic nature, inherited from his mother, Elizabeth, and he attended Cincinnati College where he graduated at age sixteen. He later practiced law, served in the legislature, became a splendid orator, and wrote poetry. When the Civil War began, Lytle was appointed colonel of the 10th Ohio, a Cincinnati Irish regiment.

On September 10, 1861, at Carnifex, [West] Virginia, Lytle was badly wounded by a ball from a squirrel rifle, which killed his horse and then passed through his own leg. He fell from his horse within thirty yards of the Confederate front, but Lytle managed to escape capture. During the Battle of Perryville on October 8, 1862, Lytle was wounded in the face and left on the field. Confederates soon captured him and took him to a hospital. His wound was marked by a ragged half-inch tear on the right side of his face in front of his ear. Surgeons found that the ball had passed from the rear and had lodged in the soft parts near the point of his chin. He was patched up and exchanged the following February.

Now at the Battle of Chickamauga his brigade stood near the Widow Glenn farmhouse. Lytle was one of the most beloved brigade commanders of the Union army. He exuded confidence; his face seemed to glow in combat. His brigade included the 21st Michigan Infantry which stood immediately around the small log house. The Michigan men went to work promptly to make the knoll defensible. They took over the house, knocked the chinking from between the logs, and tore down the barn, corncrib and stables to use the lumber for fortifications. Ordered to move his men double-quick to the north, Lytle merely had time to begin the movement. Just then the Confederates broke through the center of the Federal



line and assailed the right of William Rosecrans' army. Lytle could see that his situation was hopeless but had no thought of retreat. Turning to a staff officer, Lytle said if his men had to die, they "*would die in their tracks with their harness on.*" As he pulled on his gloves, he stated, "*If I must die, I will die as a gentleman.*"

Surveying the Confederates who were now swarming up the hill, Lytle decided on an act of boldness. To his men of the 88th Illinois, he announced: "*All right, men, we can die but once. This is the time and place. Let us charge.*" The enemy at first seemed to be repulsed by this act of bravado, but then came on again toward the Glenn house. Hand-to-hand combat ensued, both sides using bayonets, gun butts, and stones. Lytle had scarcely begun his counterattack when a bullet found him. He told one of his staff officers that he had been wounded in the spine and was afraid he would have to retire, but he stayed on his mount in front of his men. Soon he was hit by three bullets almost at the same second and was dropped from his horse. Captain Howard Green caught the general as he fell. The wounded hero must have been suffering great pain from bullets in his spine and body but he did not utter a murmur, and merely smiled gratefully at the captain who eased him to the ground. Others rushed up and tried to carry him back out of the inferno raging around them. Two of the orderlies were shot dead as they undertook to raise him. Lytle remained conscious but did not speak. They finally laid him under a big tree on the knoll. He removed his sword and handed it to an orderly and again motioned them to the rear. There under the tree he died.

Confederate William C. Oates of the 15th Alabama saw what he described as a "*richly caparisoned horse*" and rushed over to make a prize of the animal. But the horse had been badly shot through the joint of a foreleg and was unserviceable. Oates then looked down and saw the body of Lytle "*lying in the hot sun.*" Oates took Lytle's body by the arms and dragged it into the shade, then went on to his own regiment. Other Southern officers, however, would not leave Lytle's body unattended. Major Douglas West secured the general's pistol, spurs, sword belt, scabbard and memorandum book. Surgeon E.W. Thomasson, who had known Lytle before the war, had Lytle's body taken to his tent where he cut off a lock of hair to be sent to Lytle's sister. Under a flag of truce Lytle was taken to Union lines. Ultimately Lytle was buried in Cincinnati, the funeral being the largest in the city's history.

QUIZ ANSWERS:

1. Manassas Gap Railroad and the Virginia Central Railroad
2. "Sherman's Neckties" and "Sherman's Hairpins"
3. Central Pacific and Sacramento, California
4. Union Pacific and Omaha, Nebraska
5. Norfolk RR, City Point RR, Richmond-Petersburg RR, Weldon RR, and Southside RR
6. Sec. of War Simon Cameron who was president of the Pennsylvania RR and Daniel C. McCallum
7. George McClellan and Isaac Trimble
8. Winchester & Potomac RR and Thomas Rosser
9. Orange & Alexandria RR and Southside RR
10. Herman Haupt and he suffered a heart attack on December 14, 1905, and died aboard a train in New Jersey

REMINDER: Our meeting this month will be on **WEDNESDAY, SEPTEMBER 29** at the Farmington Public Library (Grand River and Farmington Road). It starts at 6:30P.M. Come hear **Steve Hawks** present: "*Embattled Baltimore & Ohio: Front Line Railroad in the Civil War.*" You won't want to miss it!