



# **The Hancock Rebel**



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THE SHIELDSBORO RIFLES CAMP #2263 NEWSLETTER

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## **The Charge**

*"To you, Sons of Confederate Veterans, we will commit the vindication of the cause for which we fought. To your strength will be given the defense of the Confederate soldier's good name, the guardianship of his history, the emulation of his virtues, the perpetuation of those principles which he loved and which you love also, and those ideals which made him glorious and which you also cherish.*

*Given at New Orleans, LA in a speech on April 25, 1906 to the SCV National Convention by Lt. Gen. Stephen D Lee.*

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## **From the Commander's Desk**

**By: Camp Commander Don Green**

*Greetings everyone,*

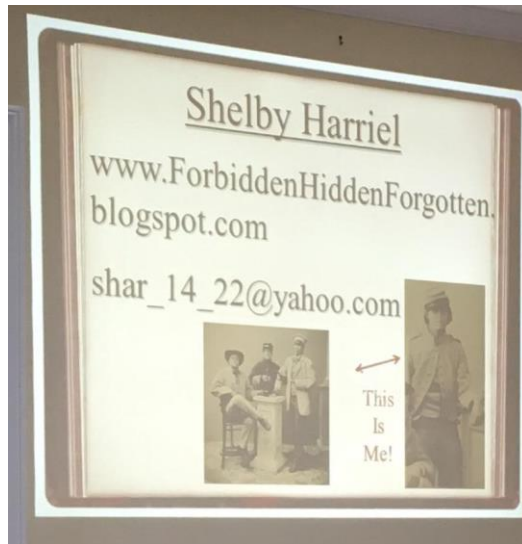
*Spring has sprung and that means St. Patrick's Day has come & Easter is nearby. That also means Confederate Heritage Month is a few days away. With the coming of April, there will be a lot of events to attend to defend our heritage. These range from Memorials all over the state to reenactments spread all over the South. Locally, we need to support the Live Oak Rifles Memorial on April 15 at 2pm as well as Beauvoir's Confederate Memorial Celebration the following Saturday on April 22. This month we have Robert Bonner & Chris Becker from the Washinton Artillery 4<sup>th</sup> Company of Reenactors to tell us about the History of the WA. Last month Shelby Harriel gave us a wonderful presentation on Women in the CW and I believe we will be impressed this month as well. We will meet Tomorrow Tuesday March 28, 2017 at 6pm. If you have not made a meeting in a while. This will be a good meeting to make. If you have a friend who maybe interested in joining, bring them with you. We hope you will make plans to attend.*

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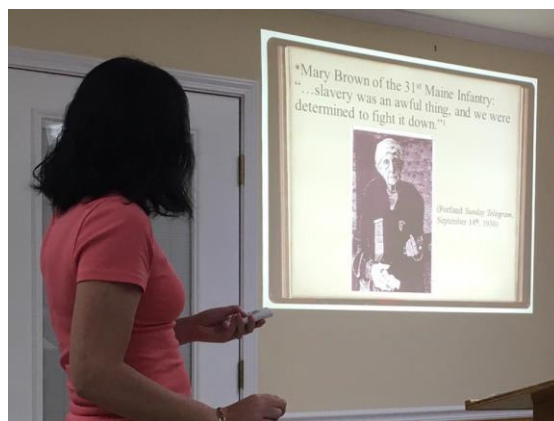
## Camp Photos



*Shelby Harriel presented on Forbidden, Hidden and Forgotten which was about women who served in the CW.*



*Information about the presenter who teaches at Pearl River Community College.*



*The presentation was mostly a slideshow with help from her fiancée' from Iowa.*



*The 3<sup>rd</sup> Mississippi Infantry drills for the first time at Beauvoir's Living History February 18, 2017.*



*The 3<sup>rd</sup> Mississippi Infantry took a photo with the 7 Stars Artillery at Confederate Flag Day March 4, 2017.*



*The 3<sup>rd</sup> Mississippi Infantry poses with Derek Erickson and his son Reid at 3<sup>rd</sup> Living History March 18, 2017.*

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## **Schedule of Events**

**April 8, 2-17 Beauvoir Garden Work Day**  
**Biloxi, MS. 8am-Noon**

**April 15, 2017 Live Oak Memorial Service**  
**Gautier City Cemetery; 2pm (3<sup>rd</sup> Miss MAX EFFORT)**

**April 22, 2017 Beauvoir Memorial Service (Also Beauvoir Living History)**  
**Biloxi, MS. 12pm Lunch; 2pm Service (3<sup>rd</sup> Miss MAX EFFORT)**

**April 22, 2017 MS Division Memorial Service**  
**Soldier's Rest; Vicksburg, MS. TBA.**

**May 6, 2017 Taylor's Surrender; Camp Pushmataha**  
**Citronelle, AL. 10am**

**May 19-21, 2017 Thunder on the Bay 2017; Fort Gaines**  
**Dauphin Island, AL. (3<sup>rd</sup> Miss MAX EFFORT)**

**May 20, 2017 3<sup>rd</sup> Saturday Living History at Beauvoir**  
**Biloxi, MS.; 9am**

**May 26, 2017 5<sup>th</sup> Brigade Meeting**  
**Dixie Community Center; Hattoesburg, MS. 7pm**

**June 3, 2017 Pres. Jefferson Davis Birthday**  
**Beauvoir; Biloxi, MS.; TBA**

**June 9-11, 2017 MS Division Reunion;**  
**Oxford, MS.; <http://www.mississippiscv.org/division-reunion>**

**June 16-18, 2017 Ship Island Event**  
**Fort Massachusetts; Ship Island(3<sup>rd</sup> Miss MAX EFFORT)**

**June 17, 2017 3<sup>rd</sup> Saturday Living History at Beauvoir**  
**Biloxi, MS.; 9am**

**July 15, 2017 3<sup>rd</sup> Saturday Living History at Beauvoir**  
**Biloxi, MS.; 9am**

**July 19-23, 2017 SCV National Reunion**  
**Memphis, TN.; More to come**

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## Call to Arms

*We are looking to form our own unit to be the 3<sup>rd</sup> Mississippi Infantry for Memorial Services and Reenactments here locally. This is an idea we have had for sometime now and other members are showing interest. We want to be able to field our own unit to participate in events to honor our ancestors, as well as the namesake for our Camp. We will welcome others to fall in with us to form a good, diverse Confederate Company. The impression will be coastal defense which will allow for a mixture of branches ranging from dismounted cavalry to artillery. The main drill will be Hardee's Tactics which will mainly put us as infantry. But, my experience will allow us to have flexibility for the impression we want to use for that event. We want to be able to outfit the unit with uniforms, camp all weekend if need be, and enjoy the comradery that has brought us all together. Between Beau, myself and some others who will join us along the way, we can supply uniforms and gear to get started. If you do not have any gear, or have partial gear, come anyway and we will finish supplying you with the necessary items. If we can not complete your uniform, we will borrow from othes at the event. We completed our first drill at the Third Saturday Living History at Beauvoir Saturday February 18, 2017 with success. We have formed up at Confederate Flag Day on March 4, 2017 and set up a Living Histpry March 18, 2017 both at Beauvoir. Color Bearer Oran Thomas has made the unit a beautiful regimental flag shown below and we have started a Facebook page to communicate with one another. Photos of the 3<sup>rd</sup> can be seen in the Camp Photos section of this newsletter. Upcoming will be company elections April 22<sup>nd</sup> and the schedule is listed in the Upcoming Events section above. All who are interested in joining and participating, contact Commander Green for more planning of the 3<sup>rd</sup> Miss. Inf.*



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## **Media Pages Update**

*We are looking at creating a new website for a minimum fee, possibly free, for the Camp. Our original website was a bit costly and has not been renewed as of yet. 2<sup>nd</sup> Lt. Commander J. P. is looking at this for us and will report to us at the Banquet.*

*Camp Website: In Progress*

*Brigade Website: [www.dgreen1865.wix.com/5th-brig-ms-div-scv](http://www.dgreen1865.wix.com/5th-brig-ms-div-scv)*

*Division Website: [www.mississippiscv.org](http://www.mississippiscv.org)*

*Beauvoir Website: [www.visitbeauvoir.org](http://www.visitbeauvoir.org) ; [www.beauvoir.org](http://www.beauvoir.org)*

*National Website: [www.scv.org](http://www.scv.org)*

*Camp Facebook Page: Shieldsboro Rifles, SCV Camp 2263*

*3<sup>rd</sup> Miss. Inf. Facebook Page: 3<sup>rd</sup> Mississippi Infantry Regiment*

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## **Order of the Confederate Rose**

*ORDER OF THE CONFEDERATE ROSE*



*HANCOCK COUNTY CHAPTER  
HANCOCK COUNTY, MS*

*Camps #2263 and 373 will be helping to start an OCR Chapter in Hancock County. All ladies 12 years and older are eligible to join. We had a lot of interest this year and feel like 2017 will be the year to charter this wonderful organization. Contact Breezy Bice at [blbice@live.com](mailto:blbice@live.com) for more information.*





**Illustration of nineteen men involved in the Great Locomotive Chase—seventeen Union soldiers and two railroad employees who chased them**

***Major General [Ormsby M. Mitchel](#), commanding Federal troops in middle [Tennessee](#), sought a way to contract or shrink the extent of the northern and western borders of the Confederacy; by pushing them permanently away from; and, out of, contact with the Ohio and Mississippi valleys. This could be done; by first, a southward, and then and eastward penetration from the Union base at Nashville, that seized and severed the [Memphis & Charleston Railroad](#) between Memphis and Chattanooga (at that time (1862/63) there was no other railway link between the Mississippi river and the east). And then, captured the water and railway junction of [Chattanooga](#), Tennessee. Thereby severing the Western Confederacy's contact with both the Ohio and Mississippi river valleys.***

***At the time, the standard means of capturing a city was by encirclement to cut it off from supplies and reinforcements, then would follow artillery bombardment and direct assault by massed infantry. However, Chattanooga's natural water and mountain barriers to its east and south made this nearly impossible with the forces that Mitchel had available. But, if he could somehow block railroad reinforcement of the city from Atlanta to the southeast, he could take Chattanooga. The Union Army would then have rail reinforcement and supply lines to its rear, leading west to the Union-held stronghold and supply depot of [Nashville](#), [Tennessee](#).***





## *James J. Andrews*

***James J. Andrews, a civilian scout and part-time spy, proposed a daring raid to Mitchell that would destroy the Western and Atlantic Railroad as a useful reinforcement and supply link to Chattanooga; from Atlanta; and the rest of Georgia. He recruited the men known later as "Andrews' Raiders". These were the civilian William Hunter Campbell and 22 volunteer Union soldiers from three Ohio regiments: the 2nd, 21st, and 33rd Ohio Infantry. Andrews instructed the men to arrive in Marietta, Georgia, by midnight of April 10, but heavy rain caused a one-day delay. They traveled in small parties in civilian attire to avoid arousing suspicion. All but two (Samuel Llewellyn and James Smith) reached the designated rendezvous point at the appointed time. Llewellyn and Smith joined a Confederate artillery unit, as they had been instructed to do in such circumstances. Andrews' proposal was a combined operation; General Mitchel and his forces would first move on Chattanooga; then, the Andrews' Raid would promptly destroy the rail line between Chattanooga and Atlanta. These essentially simultaneous actions would bring about the capture of Chattanooga. Andrews' Raid was intended to deprive the Confederates of the integrated use of the railways to respond to a Union advance, using their interior lines of communication.***

***When the Union Army threatened Chattanooga, the Confederate States Army would (from its naturally protected rear) first reinforce Chattanooga's garrison from Atlanta. When sufficient forces had been deployed to Chattanooga to stabilize the situation and hold the line, the Confederates would then launch a counterattack from Chattanooga with the advantage of a local superiority of men and materiel. It was this process that the Andrews raid sought to disrupt.***

## *The chase*

***Because railway dining cars were not yet in common use, railroad timetables included water, rest, and meal stops. In addition, as the locomotives of the time needed to frequently replenish fuel and water, stops for passenger and crew meals were combined with the stops to replenish the locomotive's needs.***



*The raiders set a train car on fire to try to ignite a covered railway bridge and thwart pursuit, from Deeds of Valor*

*The raid began on April 12, 1862, when the regular morning northbound passenger train from Atlanta, with the locomotive [General](#) made its fuel, water, and meal stop at Big Shanty, Georgia (now [Kennesaw](#)), on its regular run to Chattanooga. The locomotive would be fully serviced to prepare for the steep grades further north. This time allowed for the passengers and crew to have breakfast at the Lacy Hotel. There Andrews and his raiders hijacked the [General](#) and the train's first car. Their plan was to take the train north towards Chattanooga, stopping to damage or destroy track, bridges, telegraph wires, and track switches behind them, so as to prevent the Confederate Army from being able to move troops and supplies from Atlanta to Chattanooga. The Raiders planned to cross through the Federal siege lines on the outskirts of Chattanooga and rejoin Mitchell's army. They chose to capture the train at Big Shanty station because it had no telegraph office. They steamed out of Big Shanty, leaving behind startled passengers, crew members, and onlookers, which included a number of Confederate soldiers from Camp McDonald, directly opposite the Lacy Hotel.*

*The train's [conductor](#), [William Allen Fuller](#), and two other men, chased the stolen train, first on foot, then by [handcar](#). Locomotives of the time normally averaged 15 miles per hour (24 km/h), with short bursts of an average speed of 20 miles per hour (32 km/h). In addition, the terrain north of Atlanta is very hilly, and the [ruling grades](#) are steep. Even today, average speeds are usually never greater than 40 miles per hour (64 km/h) between Chattanooga and Atlanta. Since Andrews intended to stop periodically to perform acts of sabotage, a determined pursuer, even on foot, could conceivably have caught up with the train before it reached Chattanooga.*

*In his footrace north, Fuller spotted the locomotive [Yonah](#) at Etowah and commandeered it, chasing the raiders north all the way to [Kingston](#). There, Fuller switched to the locomotive William R. Smith and continued north towards [Adairsville](#). Two miles south of Adairsville, however, the raiders had destroyed the tracks, and Fuller was forced to continue the pursuit on foot. Beyond the damaged section, he took command of the southbound locomotive [Texas](#) at Adairsville, running it backwards, [tender](#)-first, northward.<sup>[1]</sup>*

*The raiders never got far ahead of Fuller. Destroying the railway behind the hijacked train was a slow process. The raiders were too few in number and were too poorly equipped with the proper railway track tools and demolition equipment, or with suitable igniters and explosives to effectively close the line. Also, the raiders had stolen a regularly scheduled train on its route, and they needed to keep to that train's timetable. If they reached a siding ahead of schedule, they had to wait there until scheduled southbound trains passed them before they could continue north. As well, railway officials in Chattanooga had sufficient time to evacuate engines and rolling stock to the south, hauling critical railroad supplies away from the Union threat, so as to prevent their either being captured by General Mitchell or trapped uselessly inside Chattanooga during a Union siege of the city.*

*Andrews' claimed to the station masters he encountered that his train was a special northbound ammunition movement ordered by General Beauregard in support of his operations against the Union forces threatening Chattanooga. This story was sufficient for the isolated station masters Andrews encountered (as he had cut the telegraph wires to the south), but it had no impact upon the train dispatchers and station masters north of him, whose telegraph lines to Chattanooga were working. These dispatchers were following their orders to dispatch and control the special train movements southward at the highest priority.*

*As the first of the southbound freight evacuation trains approached, Andrews inquired of that train's conductor why his train was carrying a red marker flag on its rear car. Andrews was told that Confederate Railway officials in Chattanooga had been notified by Confederate Army officials that Mitchel was approaching Chattanooga from Stevens, Alabama, intending to either capture or lay siege to the city, and as a result of this warning, the Confederate Military Railways had ordered the Special Freight movements. The red train marker flag on the southbound train meant that there was at least one additional train behind the one which Andrews had just encountered, and that Andrews had no "authority for movement" until the last train of that sectional movement had passed him. This gave Fuller all the time he needed to close the distance.*

*The raiders considered stopping to attack and overwhelm the first work party they encountered, who were operating a locomotive, the Yonah, at Etowah. If the Yonah had been seized, it could possibly have been run at high speed and derailed, demolished, and/or its boiler deliberately exploded in a tunnel or covered bridge. This would have not only stopped Fuller's pursuit, but it would also have achieved the raiders' mission of closing the line between Marietta and Chattanooga. However, given the size of the Yonah's work party (even though unarmed) relative to the size of the raiding party, Andrews judged that any firefight would be too long and too involved, and would alert nearby troops and civilians.*



*The General Monument near Ringgold, Georgia*

*The Texas train crew had been bluffed by Andrews into taking the station siding, thereby allowing the General to continue northward along the single-track main line. Fuller, when he met the Texas, took command of her, picked up eleven Confederate troops at Calhoun, and continued his pursuit.*

With the Texas still chasing the General tender-first, the two trains steamed through [Dalton](#) and [Tunnel Hill](#). The raiders continued to sever the telegraph wires, but they were unable to burn bridges or damage Tunnel Hill. The wood they had hoped to burn was soaked by rain.



**Andrews' men abandon the General**

Finally, at [milepost](#) 116.3, north of [Ringgold, Georgia](#), just 18 miles from Chattanooga, with the locomotive out of fuel, Andrews' men abandoned the General and scattered. Andrews and all of his men were caught within two weeks, including the two who had missed the hijacking.

### Aftermath



**Depiction of the court-martial of one of the raiders in Knoxville**

Confederate forces charged all the raiders with "acts of unlawful belligerency"; the civilians were charged as [unlawful combatants](#) and spies. All the prisoners were tried in military courts, or courts-martial. Tried in Chattanooga, Andrews was found guilty. He was executed by [hanging](#) on June 7 in Atlanta. On June 18, seven others who had been transported to Knoxville and convicted as spies were returned to Atlanta and also hanged; their bodies were buried unceremoniously in an unmarked grave (they were later reburied in [Chattanooga National Cemetery](#)).

Writing about the exploit, Corporal [William Pittenger](#) said that the remaining raiders worried about also being executed. They attempted to escape and eight succeeded. Traveling for hundreds of miles in pairs, they all made it back safely to Union lines, including two who were aided by slaves and Union sympathizers and two who floated down the Chattahoochee River until they were rescued by the [Union blockade](#) vessel [USS Somerset](#). The remaining six were held as [prisoners of war](#) and exchanged for Confederate prisoners on March 17, 1863.

***Secretary of War Edwin M. Stanton awarded some of the raiders with the first Medal of Honor. Private Jacob Wilson Parrott, who had been physically abused as a prisoner, was awarded the first. Later, all but two of the other soldiers who had participated in the raid also received the medal, with posthumous awards to families for those who had been executed. As civilians, Andrews and Campbell were not eligible.***

*Courtesy of: [https://en.wikipedia.org/wiki/Great\\_Locomotive\\_Chase](https://en.wikipedia.org/wiki/Great_Locomotive_Chase)*