

**My Fellow Roundtable Members:** Our next meeting is on Wednesday, October 11, 2017 at 7 pm at La Navona, 154 North Hamilton Road, Gahanna, Ohio 43230. Our speaker is our own Steven Ball, and his topic is Civil War music. Steve Ball is a musician from Columbus, Ohio specializing in the music of the American Civil War, and the music and life of Stephen Foster. Steve has studied the American Civil War since his teens, and has devoted the past twenty years to studying the music of this era in American history. Steve has done programs for the Ohio Statehouse, the National Civil War Museum, the American Civil War Museum of Ohio, and countless historical societies, genealogical societies, libraries, museums, Civil War Round Tables and other historical venues such as re-enactments or living history programs. He has released two CD's of the music of the Civil War and is currently working on a CD of Stephen Foster tunes. Steve has been an instructor for Life Long Learning through Central Ohio Technical College. He also provides the music for the annual Springfield Ohio Civil War Symposium, and is the narrator for the 73rd Ohio Volunteer Infantry Civil War Brass Band. He is a member of the Sons of Union Veterans of the Civil War, and a member of the Civil War Preservation Trust. He has participated in the annual Windham New York Civil War Music Gathering, and the Gettysburg Music Muster at the Gettysburg Military Park visitor center.

Steve's presentation features tunes starting in the mid 1850's that would become important regarding the climate of the country before the war began in 1861. As the presentation unfolds, there will be patriotic songs cherished by both sides, a sing along, and finally tunes that reflected the loss and melancholy the war would produce. The history and influence of each tune is shared, as well as the progress of the war itself.

As a collector of vintage instruments, mainly guitars, Steve has built a collection of Civil War Era guitars, the earliest being an 1845 Martin size 3 model 17, followed by an 1848 Martin size 1 model 21, then, an 1852 size 2 model 30, an 1855 size 1 model 26, and then an 1860's size 2 model 20, as well as an 1850 James Ashborn size 2 guitar. Steve uses all of these guitars in his performances. All guitars are in their original cases, and all are used in performances to minimize the amount of wear to any single instrument.

Steve has also accumulated a large collection of Civil War era sheet music.

I have attached Tom Ayres' Secretary's Report for the September meeting. Tom is working on a longer report for the website, but he needs to get some information back from Greg Biggs in order to finish it.

Dave DeLisio's Treasurer's Report for September is as follows:

Treasurer's Report for Sept 2017

*Beginning checking account balance 9/1/2017 = \$2,914.93*

*This month receipts = \$122.00 from book raffle*

*This month expenses = \$280.00 for Greg Biggs (Aug. meeting speaker)*

*Ending checking account balance 9/30/2017 = \$2,756.93*

Please continue to support our book raffle. Once again, I will match raffle sales up to \$50 if everyone at the meeting buys at least one ticket.

We are getting close to the end of our "Rally on the Battery" raffle. The print is on artist's color giclée on a 30" x 17" canvas, and I will continue to bring it to meetings so you can see it. We have sold twelve of the 25 tickets. Tickets are \$20. I am going to hold the drawing for the print no later than the November meeting, so don't delay getting into the raffle. This raffle will raise up to \$500 for the Roundtable. Please see me to buy a raffle ticket at the next meeting, or email me if you are interested in participating.

Battlefield Tour Report: Please save the dates of April 12 2018 through April 15, 2018 for a trip to Chickamauga.

I have attached a PDF entitled "Honor Our Legacy" regarding several events in Pennsylvania to honor Dr. Jonathan Letterman, "The Civil War Doctor Who Pioneered Battlefield Care" in November. If you choose to attend, you may wear Civil War attire during the Dedication Ceremony on Veterans Day, November 11 and to the lecture on November 16 by Scott McGaugh, *The New York Times* bestselling author of *Surgeon in Blue*, the biography of Major Jonathan Letterman.

Finally, there is an event in the Cleveland area:

## SAVE THE DATE

The 4<sup>th</sup> Annual

# GARFIELD SYMPOSIUM

Hosted by the James A. Garfield Civil War Round Table  
discussing

## THE GARFIELDS OF NORTHEAST OHIO

Saturday, November 4, 2017 – 10:00 AM to 3:00 PM  
Cuyahoga County Public Library – Chagrin Falls Branch  
Please RSVP to [JamesAGarfieldCWRT@gmail.com](mailto:JamesAGarfieldCWRT@gmail.com)

by October 27, 2017. Registration is required.

Admission to the Symposium is Free.

There is a charge for lunch.

If you have questions, please contact Andrew Mizzak at (440) 550-9620 or :  
[AndrewMizzak@gmail.com](mailto:AndrewMizzak@gmail.com)

James G. Ryan  
President, Central Ohio Civil War Roundtable

## Behind the scenes of Sherman's 1864 campaign to Atlanta

Behind the scenes of Sherman's 1864 campaign to Atlanta As General William Tecumseh Sherman's vast army was maneuvering and attempting to flank General Joseph E. Johnston's smaller rebel force on the march from Chattanooga to Atlanta in the spring of 1864, an equally vast force of rail engineers, builders and workers, train engineers, conductors and crews, mess cooks, teamsters, hod carriers, stone and brick masons, carpenters, common laborers, warehousemen, horses, mules and assorted livestock supported Sherman night and day in the background.

Sherman's great army of some 110,000 departed Chattanooga in early May under George Thomas (Army of the Cumberland), James B. McPherson (Army of the Tennessee), John Schofield (Army of the Ohio) and Oliver O. Howard. Opposing them were some 50,000, reinforced by 15,000, rebel infantry and cavalry under John B. Hood, William J. Hardee, Leonidas Polk and Joe Wheeler, reporting to General Joseph E. Johnston.

It's the quartermaster corps and rail builders and operators that served Sherman off stage that well-traveled Civil War and military lecturer Greg Biggs, of Clarksville, Tennessee, spoke about to the Roundtable in September.

Mountainous northwest Georgia was great for growing trees but worthless for crops and forage. Sherman determined that his moving army requiring arms, bullets, food, ordnance, and his livestock vast amounts of feed, would best be served by rail. Thus, railroads became his lifeline from Louisville to Nashville (whose depot alone employed 13,000 workers) through northeast Alabama and Chattanooga and along the 100-mile string of Georgia hamlets — Dalton, Resaca, Adairsville, Cartersville, Allatoona, Acworth, Big Shanty and Marietta — as he made his way south. For the four months until Atlanta fell on September 2, Sherman drove his suppliers as hard as he did his soldiers. Despite this reliance and dependence on rail, Sherman's army included as many as 60,000 animals, beasts of burden that required many pounds of feed daily to pull thousands of wagons and artillery carriages.

Fortunately, Sherman was ably served by a collection of masterful, even brilliant, engineers and supply officers. Among the notables in this cast was Daniel McCallum, who as superintendent of the New York and Erie Railroad before the war, was the pre-eminent wooden rail bridge designer and builder in the U.S. Also an architect, McCallum is rightly credited with crafting the first modern principles of management and organizational charts. Secretary of War Edwin Stanton tapped McCallum in February 1862 as military director and superintendent of Union railroads. He was empowered to take control of all track and rolling stock needed to move military supplies. McCallum's construction corps would grow from an initial 300 men to some 10,000 by 1865. The U.S. Military Railroad command under Colonel (later General) McCallum would eventually control parts of 40 rail lines from Maryland to Arkansas.

McCallum's assistant was Herman Haupt, whom Biggs described as the genius of the war, who directed all rail operations in the field. Also a brilliant civil engineer like McCallum, Haupt held patents as well for his rail bridge designs before the war. Though a West Pointer, Haupt bristled during the war at military protocol and was denied appointments because of his demands for authority. But he advised the military with astounding success. For example, with an inexperienced workforce and serious damage to repair, Haupt was able to restore the Richmond, Fredericksburg and Potomac Railroad, including the partially destroyed Potomac Creek bridge, in under two weeks. On a visit to the line President Abraham Lincoln marveled at the accomplishment. Haupt believed in and practiced the most efficient utilization of rail cars, insisting that they be unloaded immediately and returned, filled with other supplies or wounded soldiers, to depots. Given the thousands of cars in service at any one time, this was a Herculean feat of organizational skill.

Other notables included Colonels William Innes, who built blockhouses to protect rail lines, and William Wright, who led a brigade of combat engineers who were equally adept at building, repairing and fighting. Also, Colonel James Donaldson, chief quartermaster of the Department of the Cumberland, later promoted to brigadier general as chief quartermaster of the military division of Tennessee, managing all the sprawling supply bases serving Sherman. And Lewis B. Parsons, chief of all rail transportation, often overseeing the movement of troops and supplies from one theater to another. Biggs's top three Union senior commanders on the basis of logistical knowledge and management: Ulysses S. Grant, Sherman and William S. Rosecrans, all Ohioans.

Tom Ayers, Secretary COCWRT



