



# Rebel Underground

Sons of Confederate Veterans  
Major John C. Hutto Camp #443  
Jasper, Alabama

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The Major John C. Hutto Camp's July camp meeting  
will be in Jasper, Alabama on

**Sunday, 21 July 2024 at 2:00PM**

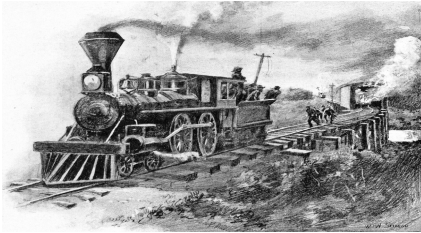
Meeting will be at the  
First Methodist Church's Adult Center

Speaker - Adjutant John McGraw

The information in this newsletter does not necessarily agree with the policies or beliefs of the Major John C. Hutto Camp. The articles are presented merely for the edification, education and/or amusement of our readers.

## The Other Great Locomotive Chase Robert Scott Davis

The Mitchel Raiders set a train car on fire in an attempt to set a covered railway bridge ablaze and thwart pursuit, from *Deeds of Valor; how America's Heroes won the Medal of Honor*, published in 1901. The event is referred to now as the Great Locomotive Chase, but *Deeds of Valor* refers to it as



"The Mitchell [sic] Raid." | public domain

The Western & Atlantic Railroad played a critical role during the Civil War. Built by the state of Georgia and opened in 1850, the W&A supplied the Confederate armies in Tennessee from the major railroad junction of Atlanta. This situation led to one of the most celebrated adventures of the Civil War.

On April 12, 1862, federal spy James J. Andrews and 19 Union soldiers disguised as civilians seized the locomotive *General* and three of its box cars at Big Shanty, near Marietta, Georgia. They planned to burn the W&A's bridges as Union general Ormsby Macknight Mitchel attempted to capture Chattanooga, Tennessee, and Huntsville, Alabama.

The *General's* conductor, William Allen Fuller, and the foreman of the railroad's wood supply, Anthony Murphy, pursued the raiders for 87 miles on foot, with a handcar, aboard the locomotives *Yonah* and *William R.*

# Route Map of the Great Locomotive Chase

April 12, 1862



Smith, and finally, in the locomotive Texas, while running the engine in reverse. Reinforced by armed Confederate recruits and track hands, they finally caught up with the General 2 miles north of Ringgold, Georgia.

With their engine out of steam, the raiders abandoned the General. Furthermore, because of determined pursuit of Fuller, they damaged no bridges. The saboteurs were all in custody within a few days. Andrews and seven of his raiders were hanged, but the survivors would be the first recipients of the Congressional Medal of Honor. Fuller became the hero of the “Andrew’s Raid,” or “the Chattanooga Railroad Expedition,” or “The Great Locomotive Chase,” later the subject of two motion pictures. Fuller, however, claimed he had another epic adventure. In 1902, he told of how in 1864 and 1865, as Sherman’s legions marched across Georgia, he saved the railroad’s 47 locomotives, 49 coaches, and 580 freight cars by taking them to Macon, Savannah, Charleston, Columbia, Augusta, and back to Atlanta, while losing only 17 freight cars.

The image of vast Georgia trains stretching for miles as they escaped destruction makes the Andrews Raid seem almost insignificant. But why did Fuller wait so long to mention this important event? The answer is that he made up the story after no one remained who could dispute him. Martin H. Dooley, the roadmaster for the W&A during that time, received the credit for saving a total of 40 engines and 500 cars from Sherman, but not at one time.

William A. Fuller, a legitimate Civil War hero, died on December 28, 1905, and was buried in Atlanta’s Oakland Cemetery, a short distance from the original railroad yards and from where James Andrews was hanged in 1862. His tombstone credits him with stopping the Andrews Raid but mentions no second “Great Locomotive Chase.”

**They Stole a Confederate Train for the Union. Now, 2 Civil War Privates Will Receive the Medal of Honor.**

**By Steve Beynon**



Pvt. Philip Shadrach (left) and Pvt. George Wilson (right).  
(Photos courtesy of the U.S. Army)

More than 160 years after they were captured and executed by Confederate rebels, two U.S. soldiers are set to be posthumously recognized for their valor during the Civil War with the Medal of Honor.

Pvts. Philip Shadrach and George Wilson will be recognized for their actions in 1862 when they, alongside 20 other Union soldiers and two civilians, infiltrated rebel territory and stole a train, taking it northward and destroying as much of the train tracks, bridges and other key logistical

infrastructure as they could. It was a mobile raid over roughly 200 miles during the course of a week while they were constantly pursued by Confederates.

President Joe Biden is set to present the medals to the soldiers' descendants at the White House on Wednesday afternoon. Shadrach and Wilson's awards were approved by Congress in 2008, but the ceremony kept getting shifted and was eventually forgotten about.

The raid is known as the Great Locomotive Chase, and was meant to cripple Confederate logistics and severely restrict where Southern troops could fight -- as trains were the key means of supplying the front lines. In particular, the mission was to obliterate train tracks, bridges and telegraph wires between Atlanta, Georgia, and Chattanooga, Tennessee.

Today, the Medal of Honor is the highest award for valor in the military. However, during the Civil War, it was the only award for valor, and members of the locomotive raid became its very first recipients.

Union soldiers, including Shadrach and Wilson of the 2nd Ohio Volunteer Infantry Regiment, snuck behind enemy lines and captured a train called "The General" in Atlanta when its crew stopped for lunch, and were quickly pursued by William Fuller, the conductor of the captured train, by handcar. Fuller would eventually take control of another train to pursue the Union soldiers during their raid.

Roughly 18 miles outside of Chattanooga, the Union soldiers abandoned their captured train. They were all captured within two weeks, including Shadrach and Wilson, and six were imprisoned for about a year and eventually freed in prisoner exchanges.

Eight of them, including Shadrach and Wilson, were hanged in Atlanta.

But a handful of others did manage to escape and, traveling hundreds of miles on foot, made it back to Union lines.

The soldiers who returned were awarded the new-at-the-time Medal of Honor; 1st Lt. Jacob Parrott, who was severely tortured as a prisoner of war, became the very first recipient.

They also were offered commissions to serve as officers by the Union Secretary of War Edwin Stanton. At least one, Parrott, took that commission offer.

Steve Beynon is a reporter based out of the Washington, D.C., area whose detailed investigations have covered urgent issues impacting soldiers. He has an extensive background in covering senior military leadership conduct, the Pentagon's recruiting struggles and extremist organizations.

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## HUTTO CAMP OFFICERS

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Commander	James R. Blackston
1 <sup>st</sup> Lt. Cmd	Trent Harris
2nd Lt. Cmd	Jeremy Jackson
Adjutant	John McGraw
Chaplain	Barry Cook
Judge Advocate	Cherokee Brasher
Communications	Barry Cook
Facebook	Brandon Prescott - Jeremy Jackson
Quartermaster	Barry Cook
Newsletter Editor	James Blackston

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Website: [www.huttocamp.com](http://www.huttocamp.com)

Facebook - [Hutto Camp](#)

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