

SEMAPHORE

The Official Voice of the 51st Annual

Great Locomotive Chase Festival

Friday, Saturday and Sunday - October 4, 5 and 6, 2019

A Special Supplement to *The North Bartow News*





SCHEDULE OF EVENTS

FRIDAY

Main Stage — Downtown

6 p.m. — Morgan Taylor
8 p.m. — TJ Cochran Band

Logtown Stage - Food Court

5:30 p.m. — Square Dance Demonstration
6:30 p.m. — Shelbi Gulledge
8 p.m. — Austin Zachary Band

— Cover Art by Skip McNutt



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SATURDAY

Main Stage — Downtown

- 11 a.m. — Parade
- Noon — Boogie Down Skaters
- 1 p.m. — Dixie Fire Cloggers
- 1:30 p.m. — Dance Expressions
- 2 p.m. — Championship Karate
- 2:30 p.m. — Miss Locomotive Pageant
- 6 p.m. — Drop Dead Dangerous
- 8 p.m. — Babes Bayou
- 10 p.m. — Fireworks
- 10:30 p.m. — Raffle Drawings

Logtown Stage — Food Court

- 11 a.m. — Parade
- Noon — Max Dutton & The North Georgia Ramblers
- 2:05 p.m. — SEO Martial Arts, Calhoun
- 2:30 p.m. — A.M. Radio Show
- 4 p.m. — Connor Priest Band
- 6 p.m. — Chip McGuire Band
- 8 p.m. — Hunter Blalock
- 9 p.m. — Chloe Litton
- 10 p.m. — Taylor Cole



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SCHEDULE OF EVENTS

SUNDAY

Main Stage — Downtown

- 12:30 p.m. — Duane Dover
- 1 p.m. — The Neymans
- 1:30 p.m. — Charlie Long
- 2 p.m. — Rescued
- 2:30 p.m. — Danny Pilkey
- 3 p.m. — Renewed Trio
- 3:30 p.m. — Vernon Greeson
- 4 p.m. — The Redeemed
- 4:30 p.m. — Traveling By Faith





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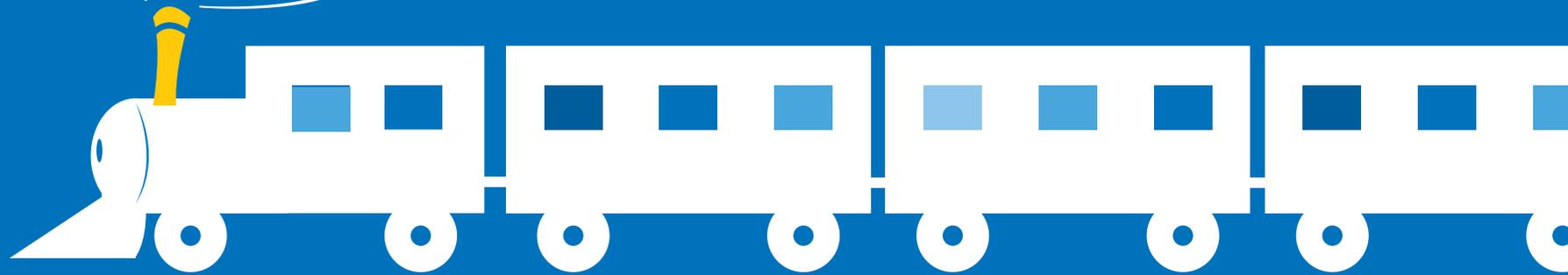
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51st Great Locomotive Chase Festival

Location: Historic Downtown Adairsville

More Event Info:

adairsvillega.net/events
Facebook: @CityofAdairsville306
Instagram: @CityofAdairsville

Oct. 4 - Oct. 6

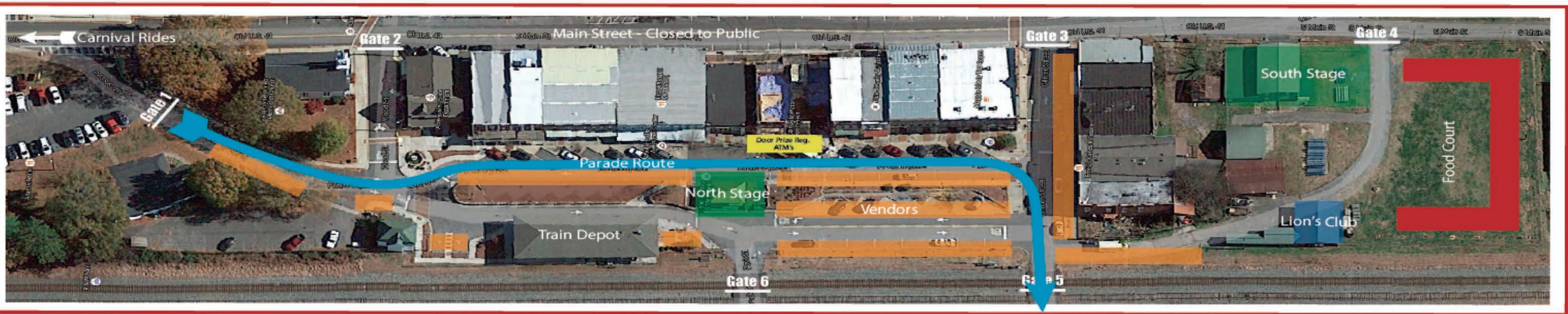
Friday - Saturday - Sunday

Parade Oct. 5 @ 11:00
Miss Locomotive Chase Pageant Oct. 5 @ 2:30
Fireworks Oct. 5 @ 10:30 PM

Carnival Rides - Craft Vendors - Live Music
Games - Activities - Food Court



Advance Adairsville



ANDREWS' RAID

Shaking the Feeling and Rattling the Rails

By MICHAEL K. SHAFFER
Special Contributor



Shaffer

Venturing behind enemy lines during the American Civil War carried great risk; military personnel caught in civilian attire faced the hangman's noose.

Making a trek some 100 miles into unfriendly territory to steal a 25-ton locomotive, did someone have his head in the clouds?

Well, perhaps not in the clouds, but Brigadier General Ormsby Mitchel, nicknamed "Old Stars," a pre-war astronomer, may have had his sights set on the stars, as in adding one to the single star on his shoulder. Mitchel, operat-

ing under the command of Major General Don Carlos Buell, received orders to "...march south across Tennessee into north Alabama to occupy the Memphis

& Charleston Railroad when the opportunity offered."

Mitchel also sought an opportunity to destroy the Confederate supply line from Atlanta to Chattanooga, the Western & Atlantic Railroad.

To accomplish this ancillary portion of his orders, the general turned to a civilian, James Andrews, who had made frequent trips into Georgia. Becoming a recognized face along the tracks of the W&A, Andrews befriended several locals, as on each of his forays, he brought needed supplies like quinine.

Distributing his welcomed goods afforded Andrews the opportunity to obtain valuable information. He made a note of the train schedules, placement of various Confederate troops, and any other potential obstacles he might encounter when attempting to steal a train.

Each member of the party, dressed in civilian attire, would make their way to Chattanooga on foot (roughly 90 miles). If questioned along the way, Andrews told them to state they hailed from Fleming County, Kentucky, and were making their way to Georgia to join the Confederate army. Andrews had spent time in Fleming County, a pro-Union county in the Bluegrass State, and knew the region had contributed no troops to the Confederacy, thus eliminating the risk of a soldier in gray not recognizing the men.

Breaking their meeting, each member of what would eventually enter history as Andrews's Raiders, left Shelbyville and started on their journey to Chattanooga.

The rain began to fall, downpours at times, and continued for days. Muddy roads, poor visibility, and just the general horrid weather conditions slowed the progress toward Chattanooga, forcing Andrews to delay his planned theft of a locomotive by one day. This rescheduling would signal the beginning of the end of the raid, although Andrews had no way of knowing this at the time.

Twenty-two of the raiders arrived in Chattanooga on April 11. During the trek from Shelbyville, two of the party — Llewellyn, and Smith — encountered a group of Confederate soldiers

who forced them to enlist outside Chattanooga. Llewellyn quickly deserted, while Smith remained in an artillery battery. The raiders purchased tickets to Marietta on the 5 p.m. train.

Before leaving Chattanooga, they learned Mitchel had captured Huntsville, Alabama; the rains had not slowed his army, as Andrews had speculated.

The party arrived in Marietta near midnight and headed for the Fletcher House (home today of the Marietta Museum of History). Much to the delight of the hotel's proprietor, business boomed, and he only had room for 20 of the 22 members of Andrews's party. Hawkins and Porter found lodging in the Marietta Hotel, forgot to tip the desk clerk to wake them early the next morning, and the two overslept and missed the adventure ahead.

After making their way to Camp McDonald in Big Shanty (Kennesaw today), they attempted to enlist in the Confederate service, but their stories did not make sense to the questioning officer, and night fell on April 12 with both in jail.

During his numerous trips, Andrews had discovered the rail station at Big Shanty did not have a telegraph office; therefore, he targeted the morning breakfast stop — at the Lacy Hotel — as the prime location to exact his deed.

The first northbound train out of Atlanta on the morning of April 12 steamed into Marietta, took on passengers, including the raiders, and continued toward Big Shanty. Rolling to a stop in front of the hotel, the passengers could already smell, and probably taste, Mrs. Lacy's famous biscuits and gravy.

SEE CHASE, PAGE 9

Not sure where to quite start or have questions?

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Chase

From Page 8

The conductor, William Fuller, called out "Big Shanty! Twenty minutes for breakfast!" The crew (Fuller, Jeff Cain, and Anthony Murphy) and passengers quickly exited the cars and eagerly headed toward the breakfast tables. Andrews and his raiders remained behind and uncoupled the mail car and two box cars, all within sight of Camp McDonald, Georgia's largest wartime training site.

Interrupting his breakfast, the rattling of plates. Fuller jumped to his feet, rushed to the door, and saw his beloved locomotive, the General, steaming away.

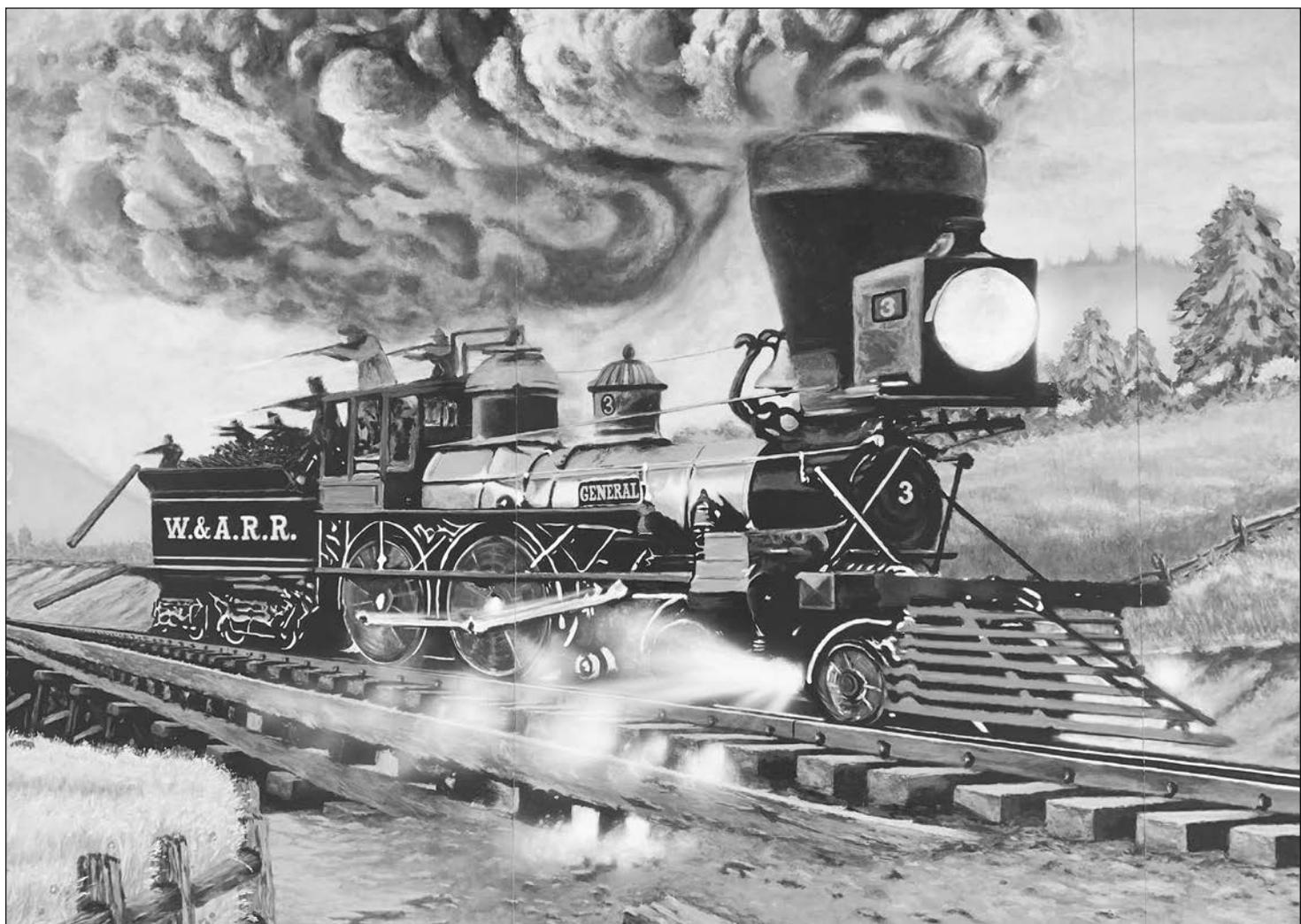
What to do? Reacting quickly, Fuller, Cain and Murphy began pursuit on foot. The low grade of the W&A made running somewhat more comfortable, but three men on foot could never catch a steaming locomotive.

Or could they? After briefly stopping at Moon's Station to cut telegraph wire and stack crossties on the tracks, the raiders steamed on. Fuller and crew, along with two members of a nearby work crew, commandeered a pole car and picked up speed as they continued the pursuit. Rushing across the Etowah River, Andrews ignored a small yard engine on a siding. When the pursuit party arrived, they boarded this little engine, the Yonah, and continued, but with an enhanced speed.

Rolling into Kingston, where Andrews knew he would have to pull the General onto a siding and await a southbound train, he met with an unwelcome surprise. Mitchel's capture of Huntsville had prompted Confederate officials in Chattanooga to remove material out of the city. The rails of the W&A hummed.

Not one, but three southbound trains forced Andrews and the raiders to wait for more than an hour in Kingston. Fuller and crew, according to accounts, ran the Yonah at speeds of more than 60 miles per hour and arrived in Kingston four minutes after Andrews and company steamed away. Fuller, spotting his friend Wiley Harbin, engineer of the William R. Smith, requested use of Harbin's locomotive to continue the chase. "Climb aboard," shouted Harbin, and the party, augmented with 30 to 40 militia troops lurched forward out of Kingston.

Screeching to a halt just outside of Adairsville, Andrews realized, perhaps for the first time during the mission, his mistake in failing to bring proper equipment to pry-up the rail lines. The raiders loosened a couple of rails and rolled away.



Art by Skip McNutt

Their work managed to stop the William R. Smith, but Fuller and Murphy continued the chase, again on foot.

They did not have to stretch their tiring leg muscles for long. Soon, they met the southbound engine, the Texas, and convinced engineer Peter Bracken to chase the General — in reverse!

Slowing to pass through Calhoun, Fuller picked up Dalton's telegraph operator Ed Henderson; another engine, the Cataosa joined in the chase, also running in reverse. Fuller reckoned a telegraph man might come in handy.

Between Calhoun and Resaca, Andrews ordered the raiders to uncouple one of the remaining cars, rolling an obstacle back toward the oncoming Texas. Bracken simply slowed, coupled to the orphaned car, and resumed the chase. He repeated this exercise when the raiders pushed another car in his direction.

Andrews began to fear for the success of his mission. The pursuers continued to close the gap, leaving the raiders little time stop and take on the fuel and water needed to power the General.

SEE CHASE, PAGE 10



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Chase

From Page 9

Passing through Dalton at breakneck speed, the invaders, after a close brush with derailment, continued northward. The Texas slowed just enough for Henderson to jump off and run into his telegraph office. He immediately began tapping a message Fuller had scribbled on a sheet of paper.

“My train was captured this A.M. at Big Shanty, evidently by Federal soldiers in disguise. They are making rapidly for Chattanooga, possibly with the idea of burning the railroad bridges in their rear. If I do not capture them in the meantime, see that they do not pass Chattanooga.”

Tap, tap, tap ... and then the wire went dead. The raiders, outside of Dalton, had cut the telegraph wire, leaving Henderson to wonder whether any of his communication had traveled the cables into Chattanooga.

Enough of the message got through before the wires went cold. Confederate Brigadier General Danville Leadbetter in Chattanooga received the telegraph and sent a group of soldiers southward past Chickamauga to a point

where they tore up rails and blocked the route north. The raiders pleaded with Andrews to stop at Tunnel Hill and engage their pursuers. Andrews, not a man with a military bent, preferred to continue moving northward. The Texas slowed to a crawl as she approached Tunnel Hill; Fuller and company convinced the raiders had laid some trap inside the dark passage. To their surprise, when the sun's rays once again danced across their faces as they emerged out the other end of the tunnel, the rail remained clear.

Nearing Ringgold, the General ran out of steam and rolled to a halt. Andrews yelled, “Jump off and scatter ... every man for himself!”

The party took to the nearby woods, each accomplice on his own in an attempt to reach the safety of Federal lines. Confederate cavalry quickly rounded them up. Rushing through the hills of north Georgia, covering a distance of 87 miles at speeds surpassing 60 miles per hour.

After five hours, the chase ended. Fuller recovered the General, and today, one can view her at the Southern Museum in Kennesaw.

Andrews was hanged on June 7 in Atlanta; on June 18, seven other raiders also hanged outside the city near

Oakland Cemetery. Six of the men, later part of a prisoner exchange, became the first recipients of the Medal of Honor. All of the surviving raiders eventually returned to active duty with their respective Ohio regiments.

William Pittenger, one of Andrews's Raiders, later wrote an account of their daring mission. He summed up the event in stating, “The idle boast that one Southern soldier was worth five ‘Yankees’ was probably never sincerely made in that extreme form; but there was a firm belief that, man for man, the advantage was on the side of the rebels. Nothing during the whole war did so much to shake this feeling as our raid. It was beating the enemy at his own game.”

— *Michael K. Shaffer: is a Civil War historian, author, lecturer, and instructor, who remains a member of the Society of Civil War Historians, Historians of the Civil War Western Theater and the Georgia Association of Historians. Readers may contact him or request speaking engagements via his website www.civilwarhistorian.net. Follow Michael on Facebook www.facebook.com/michael.k.shaffer and Twitter @michaelkshaffer.*



The History of the Adairsville Depot

By RANDALL GOLDEN

Adairsville was once the site of a major repair facility for the Western and Atlantic Railroad. In the Oothcalooga Valley region of Northwest Georgia, the city depended on the station for employment and shipping. The area is a vast agricultural center for the entire state.

The railroad was an essential part of Adairsville. Shortly after the depot was built, the entire town moved one mile south to be nearer to

SEE DEPOT, PAGE 11

The North Bartow News

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WE WOULD LIKE TO THANK EVERYONE WHO HELPED

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Depot

From Page 10

the station. A roundhouse was constructed near the depot to permit trains to turn around from 1845 to 1848, while construction on the Atlanta-Chattanooga run continued. In 1850, with the completion of the railroad through Tunnel Hill, the facility was converted to maintenance.

The station played a pivotal role in the Great Locomotive Chase. Leaving Kingston, James Andrews and his raiders lifted a piece of rail south of Adairsville to stop anyone pursuing the spies. They also cut the telegraph wire. Unable to reach Atlanta by telegraph for hours and now unable to reach Kingston, the Adairsville stationmaster was wary of their presence. He fired repeated questions at Andrews while they waited for a southbound freight. Finally, the train arrived, and as it passed The General, Andrews noted the name —“The Texas.”

A few minutes after leaving Adairsville depot, engineer Peter Bracken would stop for Conductor William Fuller, standing in the center of the tracks brandishing a gun. They contin-

ued south to pick up the other pursuers, and then returned to Adairsville in reverse to drop off the freight cars. Then they sped off after The General— in reverse.

In May, 1864 a number of minor skirmishes are fought in the area, including the battle of Woodlands, named for the estate on which it was fought. Godfrey Barnsley, who owned the estate, was one of the people from whom Margaret Mitchell based the character Rhett Butler. Although much of the town was destroyed during the Civil War, the depot remains intact, and is one of a few antebellum depots in northwest Georgia.

After the war, the station continued to serve the people of the area. In 1907, local residents joined in the “Elberta Peach Rush.” The peach crop would come in, the fruit picked, then quickly rushed to market at the same time, mostly to save on freight costs.

Encouraged by the success of Barnsley Gardens, a revitalization of the Adairsville downtown began in 1994. The restored depot and the 1902 Stock Exchange are anchor sites that were restored.

The first weekend in October, the city celebrates its role in The Great Locomotive Chase with a festival held in Downtown Adairsville.

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