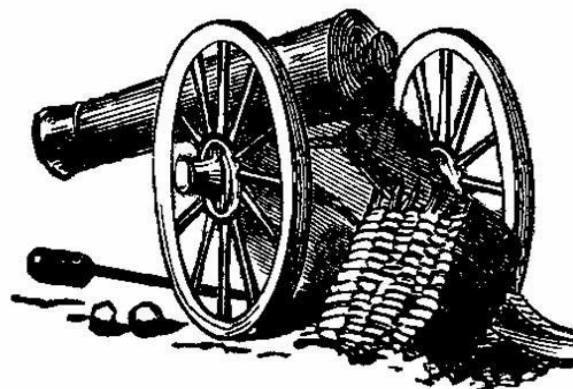


Scottsdale Civil War Roundtable. Inc. 501 (C) (3) non profit corporation  
Founded 1978

# The Grapeshot

## Newsletter

January  
2021



This month's guest presenter:

**Dr. Steven Ramold**

Start 2021 with Dr. Steven Ramold as he presents "The Confederate Surrenders After Appomattox".

Follow us on [Facebook](#)

Presented through Zoom

January 19, 2021

6 pm

## ***About Our Speaker***

On January 19, 2021, the Scottsdale Civil War Roundtable will present Dr. Steven Ramold on “The Confederate Surrenders After Appomattox”. While much has been written on Lee’s surrender, the other Confederate surrenders, particularly those west of the Appalachians, are less well known. Join us for what is sure to be a fascinating discussion.

A native Nebraskan, Steven Ramold received his Ph.D. from the University of Nebraska. He has previously worked as an archivist at the Nebraska State Historical Society, and taught at the University of Nebraska, Doane College, Virginia State University, and, since 2005, at East Michigan University, where he is currently Professor of American History. Professor Ramold is the author of four books: *Slaves, Sailors, Citizens: African Americans in the Union Navy*; *Baring the Iron Hand: Discipline in the Union Army*; *Across the Divide: Union Soldiers View the Northern Front*; and *Obstinate Heroism: The Confederate Surrenders after Appomattox*. In 2014, Dr. Ramold was the recipient of the Ronald W. Collins Teaching Award, the highest award granted by Eastern Michigan to its faculty, and in 2015 he was named Eastern Michigan University Professor of the year.

ZOOM Meeting Details:

Join Zoom Meeting <https://us02web.zoom.us/j/84900847764?pwd=eHpPZXlyZzE3QzBXcnE4S0xkMXFMdz09>

Meeting ID: 849 0084 7764

Passcode: 174279

## SCOTTSDALE CIVIL WAR ROUNDTABLE SPEAKERS 2021

All meetings at 6PM on dates below and via Zoom until further notice.

**Jan 19 - Steven Ramold, “Obstinate Heroism: Confederate Surrenders After Appomattox”**

**Feb 16 - A Wilson Greene, “Crossing the James and the Attack on Petersburg”**

**March 16 - Chris DeRose, “The Presidents’ War”**

**April 20 - Frank O’Reilly, “Malvern Hill”**

**May 11 - Brian Wills, “Inglorious Passages: Noncombat Deaths In The Civil War”**

***From Around the Campfire...A Message from Our  
President John Bamberl***



Because of the pandemic and the closing of the library we have been having our regularly scheduled speakers give us a Zoom presentation. The notices of the meetings are sent out by Constant Contact near the first of the year so you can put it on your calendar. Those that don't open the first mailing are re-sent the email 4-5 days later. A reminder is sent the day of the meeting. I am only getting a 65-70% open rate by the membership. Despite this we had 84 people at the last Zoom meeting.

The Saddlebrook CWRT, in Sun City West, and the Tucson CWRT are invited.

The notices are also placed on our Facebook page and our web site at [scottsdalecwrt.org](http://scottsdalecwrt.org).

If you are not reading our pages regularly, you are missing out on some of the entertaining and useful information.

Our web site is updated about a week after our last meeting and all the information about our next speaker will be attached.

Also, the Grapeshot is published on our web site along with the last 12 years of newsletters.

Under Resources on the right hand side of the web site, under External , there are some interesting Civil War articles. And under “Shotgun’s Home” you can find a first-hand account of almost any Civil War subject you would like to read about.

There are new articles and pictures posted on the Facebook page weekly. I also post the meeting schedule on there monthly.

The Civil War Congress publishes free lectures weekly and has a “Friday with Grant” series on Fridays. An attachment to their web site is found on the front page of our web site.

So let’s all get active and utilize the sources available to us.

# ***Officers, Staff, and Meetings***

## **OFFICERS/BOARD MEMBERS**

PRESIDENT: Dr. John Bamberl 480-699-5844

VICE PRESIDENT: Mark Stoler

SECRETARY: Hal Bliss

PARLIAMENTARIAN: Hal Bliss

TREASURER: Michael Harris

ASSISTANT TREASURER: Richard Cox

PROGRAM CHAIRMAN: Mark Stoler

BOARD MEMBERS (thru 5/2021): Cal Thompson, David Smith, Shelly Dudley, Hal Bliss

BOARD MEMBERS (thru 5/2022): Richard Cox, David Ward, Tom Merrill, Jo Roberts

## **COMMITTEES**

Book Table: Cal Thompson

Bylaws: Chairman Hal Bliss, Richard Cox, Mark Stoler

Grapeshot: Chairman Jo Roberts, Richard Cox, David Ward

Greeters: John Bamberl

History: Chairman Richard Cox, Brad Cox, Mark Fischer

News Release: Chairman Shelley Dudley

Program: Mark Stoler, Gordon Dudley, George Bennet

Social Media: Chairman John Bamberl

Student Outreach: Chairman Tom Merrill

Webmaster: Mark Echeveste

## **MEETINGS**

Zoom Meetings scheduled the 3rd Tuesday of the month at 6 PM by email invitation

September thru May

\$35 Annual Dues (individual)

\$45 Annual Dues (family)

## ***EVERYONE WELCOME***

[www.scottsdalecwr.org](http://www.scottsdalecwr.org)

SCWRT #274

7349 N Via Paseo Del Sur Ste 515

Scottsdale AZ 85258-3749

e-mail: [scottsdalecwr@gmail.com](mailto:scottsdalecwr@gmail.com)

## *Trivia Questions*

1. On October 6, 1863, Johnny Fry, a courier for Union General James G. Blunt, was attacked by Confederate guerillas and killed while carrying dispatches. What was Fry's earlier job that made his name famous throughout the country?
2. The Grand Army of the Republic, the association of Union Army veterans, wore distinctive bronze medals. From what were the medals made?
3. The skirmish known as the Battle of Picacho Pass on April 15, 1862, resulted in three Union deaths. Where are the soldiers buried?
4. On April 15, 1861, three days after the attack on Fort Sumter, President Lincoln issued a proclamation calling for the states to raise 75,000 militia troops to suppress the southern rebellion. What was the first state to offer troops to Lincoln?

Answers on page 12.

### **This Month in Civil War History**

January 9, 1861. After seceding from the Union on December 20, 1860, South Carolina initiates hostilities by firing on the Star of the West, an unarmed merchant vessel hired by the U.S. government to deliver troops and supplies to Fort Sumter in Charleston Harbor. Governor Francis Pickens gives the order to fire. The ship turns back. These are the first Confederate shots fired at a vessel flying the U.S. flag.

# Scottsdale Civil War Round Table

## Membership

### Please Join Us!

Your membership enables SCWRT to help with battlefield preservation and attract the best Civil War experts from around the country as keynote speakers at our meetings, September thru May! Please fill out this form and return it with your check payable to Scottsdale Civil War Roundtable. Mail to this address:

***Scottsdale Civil War Roundtable***

**#274 7349 N. Via Paseo Del Sur Ste 515 Scottsdale, AZ 85258-3749**

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, & Zip \_\_\_\_\_

Phone # \_\_\_\_\_

E-mail \_\_\_\_\_

Student Membership (no charge) \_\_\_\_\_

Active Duty Military (complimentary) \_\_\_\_\_

Individual Membership \$35 \$ \_\_\_\_\_

Family Membership \$45 \$ \_\_\_\_\_

Additional contribution of \$ \_\_\_\_\_

*100% of your contribution (minus expenses) goes to battlefield preservation.*

**TOTAL ENCLOSED** \$ \_\_\_\_\_

\*Our monthly newsletter "The Grapeshot" will be emailed to you.

*Scottsdale Civil War Roundtable is approved by the IRS as a 501 c (3) non-profit organization. Contributions are tax deductible for federal and state income tax returns. Check with your tax consultant.*

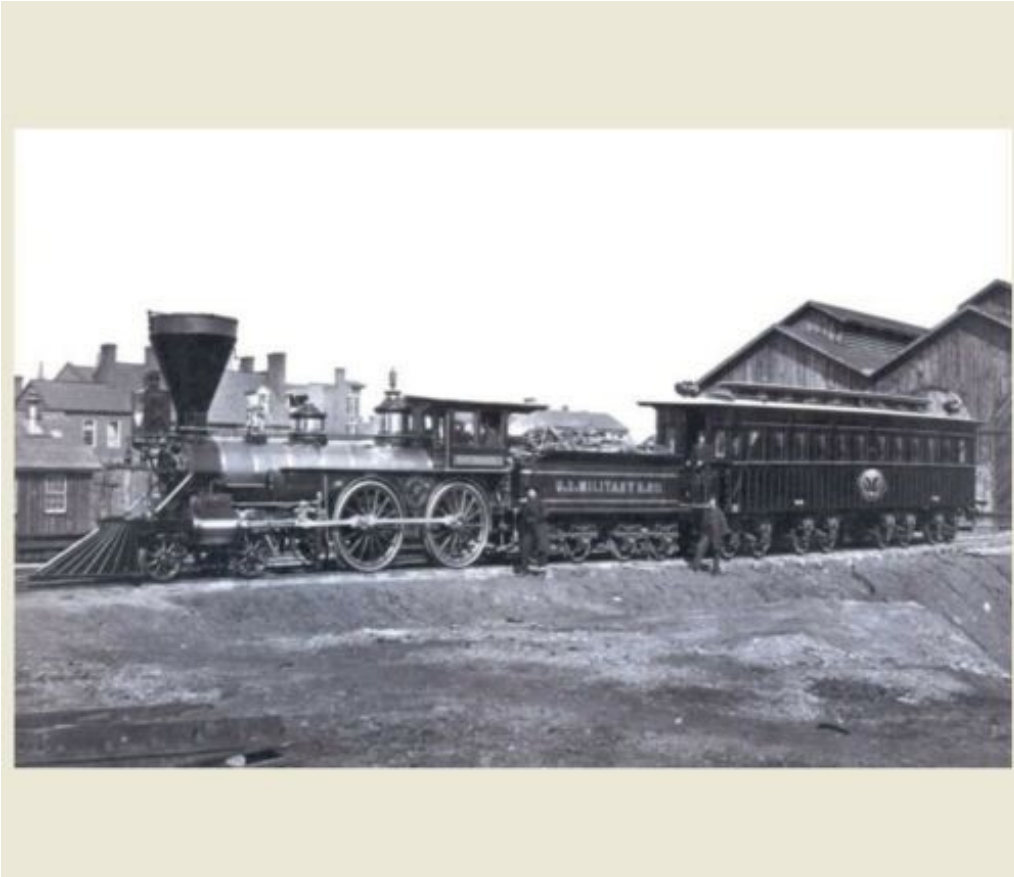
[www.scottsdalecwr.org](http://www.scottsdalecwr.org)

Scottsdale Civil War Roundtable

480/699-5844



**The Strange History and Fate of the “Lincoln Car”**  
**Copyright © 2020 Richard P. Cox. All Rights Reserved.**



*The Lincoln Car, 1865*

Henry M. Leland, the founder of the Cadillac Motor Company, was fascinated with Abraham Lincoln. After he sold Cadillac to General Motors, he was committed to building another luxury car company that would honor the 16<sup>th</sup> president. He started the Lincoln Car Company in 1917 and erected a statue of Lincoln on the factory grounds. Even after the Ford Motor Company acquired the Lincoln Company, the marque set a standard for luxury and quality it retains to this day.

It's unknown whether Leland ever knew about the very first "Lincoln Car," a car of a quite different sort. Before the advent of the automobile, the term "car" had a different meaning. A car was a railway passenger carriage. In Lincoln's time people didn't ride on the train, they traveled "in the cars." When railroad cars were linked, they became known as a "train of cars," later shortened simply to "a train."

The story of what became known as the Lincoln Car is full of ironies. For starters, it's not precisely known who ordered the car built or for what purpose. But there are clues. The car was built by the U.S. Army. As several Lincoln biographers have pointed out, the president did not take threats to his personal safety very seriously. But others did. It's generally assumed that Secretary of War Edwin Stanton arranged for the army to build a railway carriage for the president's (and perhaps the cabinet's) use when traveling outside of Washington. The car was to be a "traveling White House," a 19<sup>th</sup> century Air Force One. A private car could be more easily secured against threats and afforded more privacy.

The army built the Lincoln Car in the U.S. Military R.R. shops at the Orange & Alexandria R.R. yards in Alexandria, Virginia in 1864. It was ready for use in January, 1865. The car was one of the most elaborately appointed railroad vehicles of that period. It had upholstered walls, etched-glass windows, 16 wheels (adaptable to both standard and five-foot gauge tracks) to ensure a smooth ride, and rooms for working and relaxation. Outside the inner walls reportedly were sheets of boiler plate strong enough to stop rifle bullets. The outside walls were painted a dark wine color and there was a large American eagle in the center.

Ironically, the army may have done too good a job. Hearing about the car's ornate appointments, Lincoln refused to use it. He said using such an ostentatious and luxurious car during wartime would send a terrible message to the people. Ironic too is that Lincoln may have finally relented now that the war had ended and was scheduled to inspect the car on April 15, 1865, the day he died.

And so Lincoln's one and only trip in the Lincoln Car was to his burial in Springfield. His coffin was placed in the forward compartment and that of his son Willy, who had died in the White House in 1862 of typhoid fever, was placed in the rear. The "train of cars," including eight other coaches carrying a military guard, invited guests and a hearse, slowly traveled the 1,662-mile distance between Washington and Springfield. The trip took nearly two weeks and closely followed Lincoln's route from Springfield to Washington for his inauguration in 1861.

Given its association with the assassination, neither the Johnson administration nor the army had any appetite for using the "funeral car." It was sold to Thomas C. Durant, president of the Union Pacific R.R., who used it for a time as his private car. After he acquired one of George Pullman's special coaches, Durant's board members and associates made inspection trips in the car, no doubt comforted by the metal plates in the sides when they encountered hostile Indians. Later, the ornate fittings were removed, crude wooden seats were installed, and the car was used to transport immigrants at bargain rates into the late 1870s.

The car was then sold to a small railroad in Colorado, which the Union Pacific later bought, and so got the car back. It was then sold to an entrepreneur who intended to take it on tour, but nothing came of it. It languished in St. Louis until 1905. That year, Thomas Lowry, the president of the Twin City Rapid Transit Company in Minneapolis, bought it and hoped to restore it to its former splendor. Lowry died before restoration could begin, and the car passed into the hands of the Minnesota Federation of Women's Clubs. The Federation wanted to put the car on display, but on March 18, 1911 a grass fire erupted near the siding where the car was being stored and quickly engulfed it. All that remained was the burnt-out shell of its frame.

In 2015, for the 150<sup>th</sup> anniversary of Lincoln's assassination, the Kloke Locomotive Works in Elgin, Illinois, rolled out a replica of the Lincoln Car. Dave Kloke, the car's builder, assembled photos, the few artifacts that survived from the original car and historical experts to construct what he believes is a reproduction that is "95 percent accurate." The new Lincoln Car is now in private ownership in Pennsylvania, on a siding that is, fittingly, near the route over which the original Lincoln Car passed on its sad journey to Springfield.



**The 2015 Kloke Locomotive Works Lincoln Car**

*Dick Cox is a SCWRT board member and chair of the Roundtable's History Committee. He is also an avid railroad buff.*

## Trivia Answers

1. Answer: An excellent horseman, he became the first rider on the Pony Express. Fry's route ran from St. Joseph, Missouri to Seneca, Kansas, an 80-mile journey. Fry lost his job when the Pony Express filed for bankruptcy after 18 months. The completion of the transcontinental telegraph, which made communication with the West much faster, put the company out of business.
2. Answer: Many of the early medals were made from melted down captured Confederate bronze Napoleon cannons.
3. Answer: The three fatal casualties, Lieutenant James Barrett, George Johnson and William S. Leonard, all from the 1st California Cavalry, were initially buried near where they fell. Johnson's and Leonard's bodies were later found and taken to the military cemetery at the Presidio in San Francisco. Efforts were made to locate Barrett's body but were unsuccessful. His unknown burial site is believed to lie between Interstate 10 and the Union Pacific railroad tracks east of Picacho Peak.
4. Answer: Minnesota. Minnesota's governor, Alexander Ramsey, happened to be in Washington at the time and immediately offered to raise a regiment of 1,000 troops.