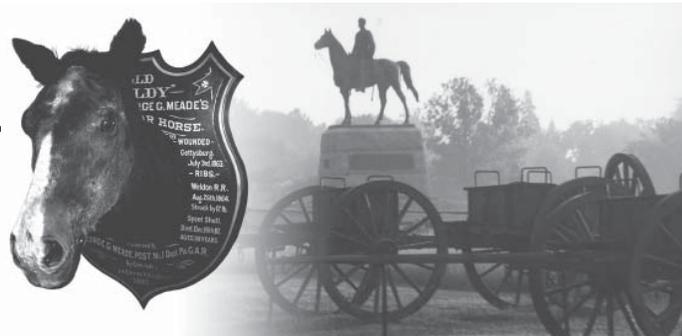


Old Baldy Civil War Round Table of Philadelphia

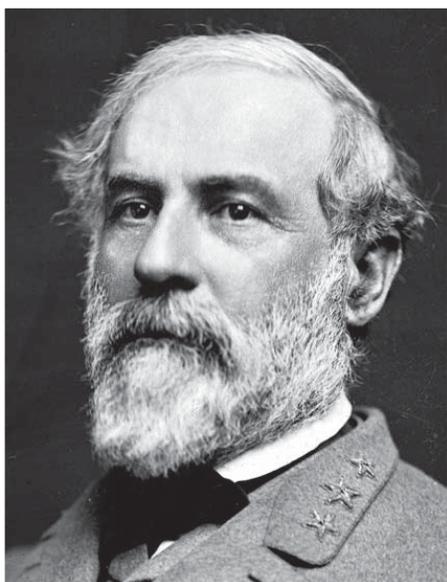


April 17, 2008, The One Hundred and Forty-Eighth Year of the Civil War

“Appomattox/Lee’s Retreat”

at the April 17th meeting of Old Baldy CWRT.

A week later than the usual second Thursday due to a scheduling conflict at the Museum, the next meeting of the Old Baldy Civil War Round Table will be Thursday, April 17 starting at 7:30 PM at the Civil War and Underground



General Robert Edward Lee
LOC

Railroad Museum at 1805 Pine Street in Philadelphia. Our guest speaker will be Mr. Peter A. Romeika, doing a PowerPoint presentation on an overview of the Appomattox Campaign, delving into the personalities and images of the campaign and Lee’s retreat. This is certainly appropriate timing for this presentation, as the actual event at Appomattox Court House, Virginia, took place on April 9, 1865, a scant few days before this April 17th meeting of the Old Baldy CWRT.

Pete began his studies of diverse aspects of the Civil War in the mid-eighties. His special interests include Shiloh & Corinth, Vicksburg, Mobile Bay and other sites on the Gulf Coast and the Blockade, and Philadelphia during the Civil War. He is a graduate of Mt. Saint Mary’s University in Emmitsburg, Maryland, founded in 1808, which witnessed various aspects of both the Antietam and Gettysburg campaigns. Pete is also a member of the GAR Library & Museum, Delaware Valley CWRT, Compuserve Civil War Forum, Villanova Civil War Forum, the General Meade Society, and a reenactor with the 98th Penna. Volunteer Infantry, Co A. Be sure to join us on Thursday, April 17 for this most interesting and informative presentation. If you can, join us at 5:30 as we head out to the “Marathon Grille” for a bite to eat before the meeting.

Harry Jenkins, Program Chairman

President’s Message

I will have to admit that I get my best thinking done in the bathroom, which means that I usually get about 15 to 19 minutes of lucidity each day, including showering and shaving if I am careful not to cut myself. So the other day I was standing in the “head” at work and I had a revelation: Pickett’s Charge shouldn’t be called Pickett’s Charge or the Pickett-Pettigrew Assault or even Longstreet’s Second Attack! All these years that great charge has been misnamed through one of the great tragedies of history....

You may recall that a similar incident was “righted” when the Custer Battlefield National Monument was renamed Little Bighorn National Monument back in 1991 by President George H.W. Bush. At the time I was asked by a number of people (a number of whom were undoubtedly looking to get a rise out of me) what I thought of the idea? Surprisingly to most people (but not to my Mdewakonton Lakota Sioux ancestors), I was all for the change. My argument was that no other national battlefield park was named for the loser of the battle. “Gettysburg,” I would tell them, “is not named for Robert E. Lee....” Besides, the Little Big Horn (yes, I think it should be three words instead of two – another endless debate!) is named for the geographic river or mountains, which is quite appropriate.

So now we get to my moment of clarity while standing in the staff bathroom on the ground floor of the Central Library (which, I might add, is less than awe-inspiring as of all the bathrooms in the building, it is the only one yet to be remodeled). Pickett’s Charge isn’t Pickett’s Charge, Longstreet’s second attack, or the Pickett-Pettigrew attack except for good public relations by folks such as Jubal Early, Sallie Corbell Pickett and the Reverend William N. Pendleton. The assault, in truth, should be known more appropriately as “Hancock’s Repulse,” “Hancock’s Second Repulse” (if we want to honor the action’s of the second day), or even “Webb’s Repulse.” As we’re all Hancock and Second Corps fans around here, I propose we stick with “Hancock’s Repulse” and that we start a movement to correct history!! I’m not going to copyright or trademark the phrase – but you heard it here first.... Now is our chance to right a wrong and redeem a little bit of history! I know there are a number of Gettysburg Licensed Battlefield Guides who read this newsletter – so I hope they will take up this cause and tell the real story of “Hancock’s Repulse!”

Finally, I would like to thank all those who attended the annual OBCWRT Fund Raising Dinner! I think everyone had

a wonderful time. Nearly everyone who attended walked away with a door prize (thanks to **Blake Magner**, **Mike Cavanaugh**, and others who donated materials). **Dr. Tom Lowry** presented a fantastic program, as usual. Many thanks to **Mike Cavanaugh** and **Herb Kaufman** for coor-

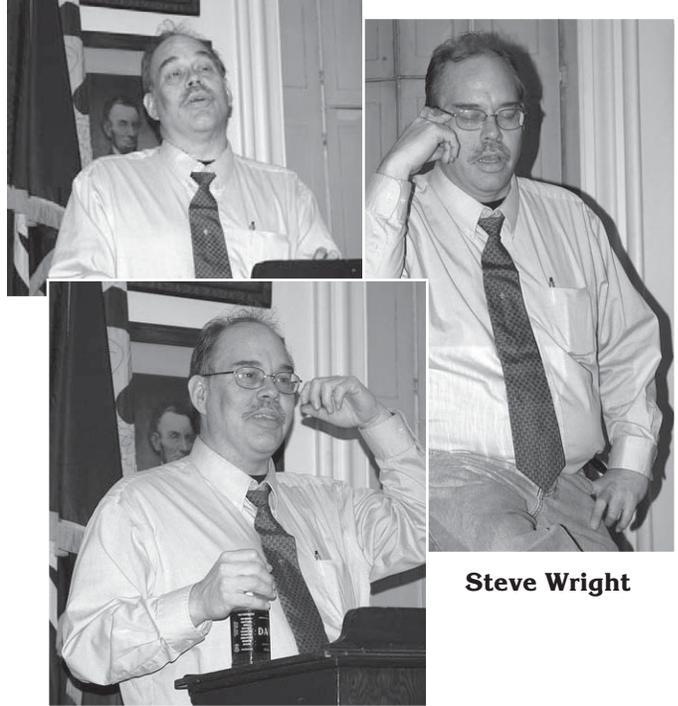
dinating the dinner. Through everyone's efforts we are able to make a substantial donation to battlefield preservation.

As always, I look forward to seeing you at the next meeting!

Steven J. Wright, President

March 13, 2008 meeting "John Bachelder's Gettysburg: His Influence Then and Now"

Steve discussed the role that John Badger Bachelder played in the preservation of the battlefield and ultimately the impact that he had on how the battlefield looks today. Steve explored some of the controversies that Bachelder's research explored, including the Weir/Hancock controversy (and the suicide of Captain Gulian Weir), the wounding of General Winfield Scott Hancock, and the actions of the 72nd Pennsylvania Infantry and the placement of their monument. Steve's talk has contributed to some articles in this issue and some of the future ones on the history of the battlefield. Steve's talks are all great and everyone who comes enjoys them to the fullest.



Steve Wright

Battlefield Avarice: The Construction of the Gettysburg Electric Railway

By Herb Kaufman

In his famous book, *This Hallowed Ground*, Bruce Catton eloquently describes the Battle of Gettysburg, "Gettysburg was an act of fate; a three-day explosion of storm and flame and terror, unplanned and uncontrollable, coming inevitably out of the things that hard-pressed men had done in the light of imperfect knowledge..." Gettysburg, states Catton "would come to symbolize all the war."

Almost as soon as the fighting had come to its bloody and terrible conclusion, hundreds of visitors and curiosity seekers began to flood the town and the battlefield. As if drawn by some irresistible force, young and old alike began to flock to the town to see where so many had fought and died.

Gettysburg attorney David McConaughy quickly realized that the blood-spattered fields and ridges must be preserved for future generations. He began to purchase some of the farms and land over which the battle had been fought including Stevens Knoll, much of East Cemetery Hill, part of Culp's Hill, and a portion of the fields and slopes of Little Round Top. In September 1863, the Adams Sentinel newspaper editorialized that as a



The Powerhouse and Car Barn in Gettysburg - GNMP

result of McConaughy's foresight, "the natural and artificial defenses which are thus to be secured from the vandalism of avarice, and saved from destruction... have become historic and destined to an immortality of fame, among the great places and events of the world's history."

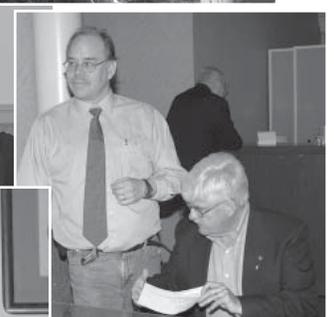
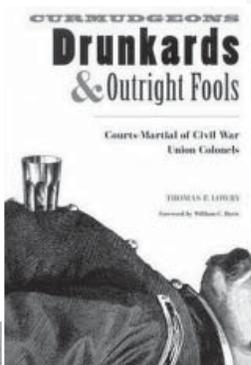
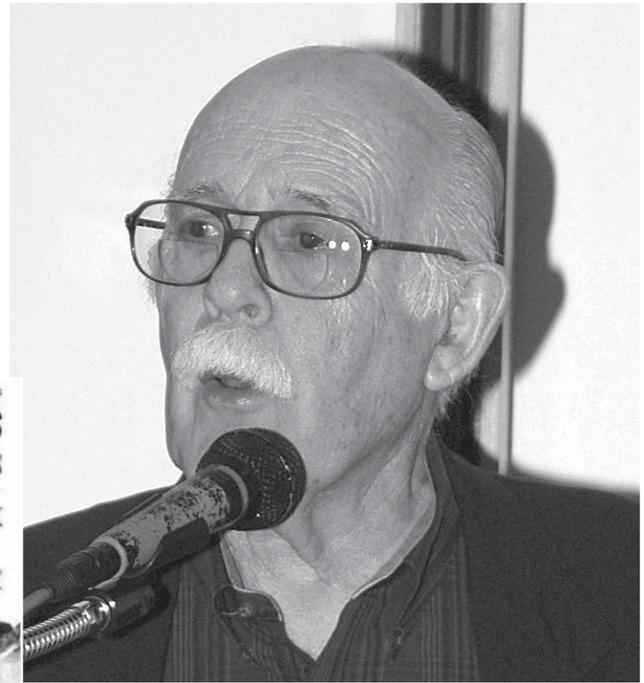
On April 30, 1864 the Pennsylvania legislature granted a charter to the new Gettysburg Battlefield Memorial Association (GBMA). Over the next 30 years the GBMA

April 5, 2008 Fund Raising Dinner

Dr. Thomas P. Lowry

Curmudgeons, Drunkards, and Outright Fools: Court-martials of the Civil War

We all had a very special evening at Williamson's Restaurant on Saturday April 5th with Dr. Lowry's expertise on the subject of Court-martials of the Civil War and his renown wit, as promise a most entertaining night. The title of his talk (also one of his books), *Curmudgeons, Drunkards, and Outright Fools: Court-martials of the Civil War*. Money was raised for the all important Battlefield Preservation and almost everyone there walked away with a Civil War book (raffle prize). A very enjoyable evening and Dr. Lowry is always welcome at Old Baldy....



slowly continued to purchase land and develop a policy for the placement of tables and monuments. But, progress was slow and by 1894 the association owned the deeds to but 500 acres of this hallowed ground.

During this period, many local townspeople also realized the commercial and financial potential of the tourists and visitors that continued to descend on the town. Some like Capt. James Long and Luther Minnagh became the first tour guides, others opened hotels and restaurants, livery services expanded, and a railroad spur was cut into the battlefield, across the field of Pickett's charge and terminating along the north side of Little Round Top.

In 1866, sixteen year old William Tipton became the manager of the Tyson photographic gallery. Tyson and Tipton began to photograph the battlefield and created a series of stereographic views for sale to the public. By 1880, Tipton had become the sole proprietor of the photography business and assumed the name The Battlefield Photographer.

While today, Tipton's photographs document much of the history and evolution of the battlefield, at the time his motivation was only that of financial gain. William Tipton was an astute businessman and "took full advantage of the growing commercialism of the battlefield." He was a staunch Republican and became actively involved in town and county politics. He was a member of the town council and a member of almost every fraternal and community organization in the area.

Tipton Park covered 13 acres of historic ground just east of Devil's Den. Tipton Park held a restaurant, souvenir stand, and, of course, a photographic gallery. He stationed his cameras at strategic locations and documented the visits of thousands of tourists.



Cemetery Hill - GNMP

As Tipton's business interests on the battlefield flourished, Edward M. Hoffer, a farm equipment salesman, also realized that the battlefield offered considerable commercial and money-making opportunities. In 1891, Hoffer received a charter to operate the Gettysburg Electric Railway. Hoffer's scheme to purchase a right-of-way through the battlefield received the support of the town council, lead by William Tipton. Of course, the route of the railway would traverse Tipton Park, where the riders could then disembark for refreshments and photographs.

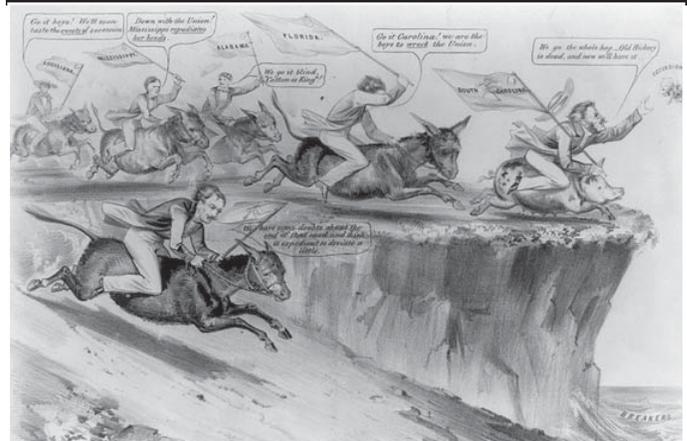
In April, 1893 the company began blasting a right-of-way through he boulders of Devil's Den. Hoffer planned to operate the electric lines from town through the entire

battlefield. There were many in the town and across the country who were shocked by the desecration and destruction of the battlefield. Many veterans were so angry of the mutilation of the battlefield that they vowed to tear up the tracks. General Daniel Sickles urged calm and advised the veterans "to let the trolley alone," but do nothing for its benefit, "do not put a penny in its treasury; do not ride on its cars."

In spite of the outcry of the veterans, the company continued to construct its tracks with blatant disregard of the topography and history of the land. They used explosives to construct their rail lines through the Devil's Den and behind the loop near the Wheatfield. They cleared an area directly below Little Round Top and built a bridge across Plum Run. This construction was accomplished within several weeks with a total indifference of the sanctity of the battlefield.

To be continued next month

Today in Civil War History



The Secession Movement - LOC

Wednesday April 17, 1861 Secessionist States Set Stakes

Like ominous dominoes falling in a row, states lined up to refuse Lincoln's call for militia, then secede from the Union altogether. Virginia's governor said that since in his opinion Lincoln "inaugurated the war" they would send no troops, since "the people of this Commonwealth are free men, not slaves." (He was, of course, only 3/5ths correct.) The governor of Missouri, also a secessionist, called the militia request "illegal, unconstitutional, revolutionary, inhuman, diabolical and cannot be complied with." Kentucky was not amused either.

Thursday, April 17, 1862 Farragut Faces Flooded Forts

Flag Officer Farragut was preparing for the attack on New Orleans. This preparation included amassing Union troops at Ship Island, Miss, and in the area below Fort Jackson and Fort St. Phillip. These latter's efforts involved not just preparation but rescue—they were severely flooded, and the troops stationed there had to spend more time bailing and moving guns and ammunition above the water's reach than they did getting ready for battle.

Friday April 17, 1863 Coincidentally Coordinated Cavalry Chases Commence

A Union cavalry force led by Colonel Benjamin Grierson set off today on an extended raid through Louisiana and Mississippi. The 1700-man expedition's main purpose was to support Grant's final push on Vicksburg by tying up any Confederate forces that might be sent to the city's aid. Conversely, Brigadier General John S. Marmaduke led a Confederate cavalry group into attacks on Union posts in Missouri. Both forces continued operating until May 2.

Sunday April 17, 1864 Executive Excludes Exact Exchanges

General Ulysses S. Grant, head of all Union military forces, issued an order today that he felt would shorten the war, although inflicting hideous suffering. He ordered an end to prisoner exchanges, which up till now had sometimes seemed like a revolving door, as men captured in one battle were often back in time for the next. Grant also ordered that there would be no distinction between exchanges of white and colored soldiers, which infuriated the South even though it was rather a moot point.

www.civilwarinteractive.com



Excavation in front of "Angle" - Harper's Weekly

The Gettysburg Desecration

by John Reed Scott

**(Harper's Weekly Saturday, July 1, 1893.
Volume XXXVII—No. 1906)**

Within the last few weeks a storm of protests has broken upon the heads of those who are responsible for the scheme of running an electric railway over the famous battle-field of Gettysburg. It is thirty years since Meade and Lee decided the issue between the North and the South at that little town, within seven miles of the Maryland line. Since then the veterans of the blue have regarded as holy the scenes of the three days' awful struggle, and Gettysburg has become known the Union over as the "American Mecca." With a reverence unappreciable by the ordinary civilian the veteran has journeyed back to it, and standing bareheaded on some hallowed spot, has recalled with mental vision the awful carnage that swept from the Round Tops to the Cemetery. The imagination was not taxed greatly to reproduce the scenes, for the field has remained mainly as it was in '63, and the conditions that existed then have been preserved by the gratuitous efforts of the Memorial Association, aided by the various States that were represented in the Army of the Potomac.

The battle-field of Gettysburg covers twenty-five square miles, the first day's engagement having occurred to the north and west of the town, and that of the second and third days to the southward. It is over the second and third days' field that the electric railway has run its desecrating track, ploughing, hacking, blasting, and destroying everything that impeded its progress, and shattering with vandalistic completeness all the sentiment that has hung over the blood-stained ground.

The trolley goes out the Emmitsburg road—that runs about midway between Seminary and Cemetery ridges, upon which the two armies were stationed—to the Peach Orchard. Here it turns to the left, and pursues the narrow lane leading to the Taneytown road. Just before reaching the Wheat Field it deflects abruptly to the right, making for the Devil's Den region.

The Memorial Association has from the first opposed the electric railway, and scorned their request for a right of way over its land and avenues. Consequently the trolley purchased from private parties the necessary privileges, and wherever possible it has run its route along the line of the Memorial Association's land.

Below the "Loop," at the southwest edge of the Wheat Field, there is a three-foot fill directly on the ground over which Brooks's brigade charged against Longstreet's columns on the afternoon of the second day. Back of the Devil's Den there is one cut twelve feet deep, that has destroyed that locality beyond reparation, and made it an eye-sore to the tourist and stranger.

A group of granite rocks seventy-five by twenty-five feet that formed a portion of the defences in front of the left of the Third Corps have been blasted for material to fill a swampy portion of the track. The boulders that covered the combatants in the desperate engagement between the Fourth Maine and Fortieth New York and the Forty-fourth Alabama and the right of Benning's Confederate brigade have also been put to the same use.

In the words of Colonel Bachelde, of the United States commission: "For the distance of over one mile before reaching this locality the road cuts through the scene of some of the most desperate encounters of the



Past the "Loop" and Wible Woods - Harper's Weekly

battle, in which De Troubriand's, Tilton's, Sweetzer's, Zook's, Kelley's, Cross's, and Word's Union brigades, and Kershaw's, Semme's, Wofford's, Anderson's, and Robertson's Confederate brigades, contended for hours. The railway cuts straight through lines of battle, forest trees are leveled, boulders and ledges blasted, streams are bridged, and the whole character of the field is changed."

After curving around to the southward of the Devil's Den, the trolley swings abruptly northward and tears its way toward the "Valley of Death." This was the most romantic portion of the battle-field. Thick, heavy pines, making in their density a solid wall of verdure, lent a magnificent impenetrableness to the region between the Den and Big Round Top. Down the very centre of this locality the trolley vandals have hewed their course of destruction, and all the pristine beauty is gone forever, the victim of corporate greed.

But it is through the "Valley of Death" itself that the desecration rules supreme. Over this ground General Crawford led his division of Pennsylvania Reserves against Hood's Confederates, and sent them headlong from the Federal front. Huge bowlders litter the valley, every one of which sheltered a soldier and afforded a rest for his musket. The place won its sanguine name honestly. Plum Run ran red with blood, and the turf was carpeted with the bodies of the slain, blue and gray, that lay side by side where death had found them in the struggle. But all of the sacredness of such associations has been as naught, and with a ruthlessness that resembles the ruthlessness of the Vandals that King Attila led, the trolley has blasted the bowlders asunder, piled the fragments into a road-bed, and run the hideous track right down the centre of the "Valley."

The railway then climbs around the western and northern faces of Little Round Top, disfiguring the landscape by cuts and fills of from ten to twelve feet, and then effects a juncture with the Reading Railroad branch. At this portion of the line a few days ago one of the gangs unearthed the



Near Cemetery Gates - Harper's Weekley

bones of some of McCandless's Pennsylvania Reserves. Without a moment's hesitation they were tossed into the cart with the dirt and dumped away with it. A citizen of Gettysburg, however, sickened by such wantonness, gathered as many of the bones as possible and gave them decent burial.

The Reading tracks are followed toward the town as far as Hancock station. Here the trolley turns to the right in front of the line of battle of the Second Corps. If there is one spot on the battle-field that should be sacred it is this stretch from where Hancock fell wounded to the Brian House, along which Pickett's division of Virginians beat in vain in the grandest charge of the century, and which has gone into history as designating the "high-water mark of the rebellion."

The trolley vandals have run directly across the line of Stannard's Vermont Brigade, over the position of Battery C (Wier's), Fifth U. S. Artillery, over the advanced positions of thirty-eight Confederate regiments, which comprised

Pickett's command, right along in front of the "Bloody Angle," and the spot where General Garnet died is buried beneath the electric road-bed.

From the Brian House the trolley passes along the north side of Zeigler's Grove over a huge fill, follows the Taneytown road to the field south of the Soldiers' National Cemetery, and turning to the left, skirts the cemetery wall to the Baltimore Pike, and thence returns to the town, passing the place from which General Howard directed the Federals into position after their retreat of the first day.

The railway through its entire length is a piece of dissolute vandalism, without excuse or purpose beyond the destruction of the greatest battle-field of the continent, for the sake of an investment that is now shown to be hare-brained in the extreme. The veterans who visit Gettysburg and see the extent of the desecration are filled with indignation. The Commander-in-Chief of the G.A.R. has appointed a committee to take whatever measures may be deemed within the power of the order. The United States has expressed its determination to acquire the entire battle-field, and make of it a national park and a regular army post. The power to take the battle-field has been delegated to the general government by an act of the Pennsylvania Legislature in 1889, and the sole means of preserving the field from further desecration now lies in the prompt action of the War Department. The government commissioners have recommended immediate action, and there is nothing now but to wait and hope. **Thanks to Lew and Ginny Gage for this article**

Schedule of Old Baldy CWRT Speakers and Activities for 2008

April 17, 2008 - Thursday
(Date may change; watch for details.)

"Appomattox/Lee's Retreat"

An overview and Power Point presentation
Mr. Peter Romeika

May 8, 2008 - Thursday

"Forever In Our Hearts He Dwells"

The Lives and Legends of Drummer Boys in the Civil War
OBCWRT Member Harry Jenkins

June 4, 2008 - Thursday

"The War in the West"

Mr. Terry Winschel of the National Park Service, Vicksburg, MS

July 10, 2008 - Thursday

(To Be Determined; Reserve the Date)

September 4, 2008 - Thursday
(Topic TBD)

Mr. Gordon Rhea Historian/Author

(Other dates and topics to be determined.)

**All meetings, unless otherwise noted, begin
at 7:30 PM at the**

**Civil War and Underground Railroad Museum,
1805 Pine Street, Philadelphia, Pennsylvania
Questions to Harry Jenkins at 856-428-8773 or
hj3bama@comcast.net**

**Members go out to a local restaurant for dinner between
5:30 & 6 P.M.**

You're Welcome to Join Us!

While cruising around visiting Civil Wars site, Rich Jankowski and his family attend ballgames at Minor League Baseball Parks. To commemorate the 100th park, they are hosting a celebration on June 29th in Allentown at Coca-Cola Park to watch the Lehigh Valley Ironpigs play the Syracuse Chiefs at 1:30. Tickets are \$9 and include a voucher for use in the park. Tickets can be ordered at:

<https://www.alumniconnections.com/olc/pub/BRD/events/BRD2154521.html>

This new ballpark is located South of U.S. 22 below Lehigh Valley International Airport. Come be one of the lucky 100 fans and enjoy an afternoon of fun, games, prizes and fellowship.

Philadelphia Area Alumni Baseball Game Event Hosted by the Philadelphia Area Bradley Alumni Chapter
Jun 29, 2008
1:30PM ET

Description: Bradley University Philadelphia Area Alumni Event Lehigh Valley Ironpigs vs. Syracuse Chiefs Sunday, June 29, 2008 1:30 p.m. Coca Cola Park Allentown, PA \$9 per person RSVP by May 29th

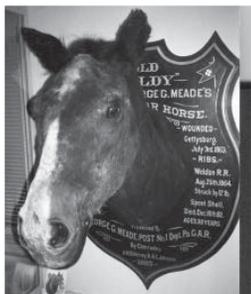
For more information, contact Rich Jankowski '83 at (856) 427-6966 or jediwarrior1@comcast.net

Special Saturday Programs at the Civil War and Underground Railroad Museum

By Herb Kaufman

In another article you will learn that toward the end of July this historic museum will close for approximately two years while funds are raised for the new museum to be located at the First Bank of the United States located at 3rd and Walnut Streets, near the historic district. Now is your final opportunity to visit the finest Civil War Museum in the country in its original setting as intended by the veterans themselves.

If you anticipate visiting the museum, and I strongly urge you to do so, you should consider a visit on either Saturday, April 12 or Saturday, June 14.



"Old Baldy"

On April 12, at 11:15 AM, Nancy Caldwell will present her outstanding program highlighting the role of the unsung heroes of the Civil War, the Civil War horses. At this presentation you will have the opportunity to learn about the significant roles that horses played in the war. Just imagine how difficult it would have been for the armies to move without horses. Neither the cavalry, artillery, nor

couriers could have moved without horses; all officers and their staff rode horses; while ambulances, supplies, and equipment would have been useless without the aide of horses. This is a superb program that you should not miss.



Lincoln's Life Mask and Hands

On June 14, also at 11:15 AM, Hugh Boyle will present his exceptional program on the Lincoln Assassination. Hugh is a consummate Lincoln historian and his presentation delves into the hidden secrets and cloak-and-dagger facts relating to the conspiracy to assassinate the President.

Come celebrate Flag Day by visiting the museum and joining Hugh in the mysterious world of the Lincoln conspiracy.

The Civil War and Underground Railroad Museum is located at 1805 Pine Street, and is open Thursday, Friday and Saturday from 11:00 AM to 4:30 PM. I hope that you will take this opportunity to visit the museum prior to its closing and see this historic collection in its original location.

Final Months to Visit the Civil War and Underground Railroad Museum



By Herb Kaufman

Toward the end of July, the Civil War and Underground Railroad Museum will close its doors for two years prior to the anticipated move to its new location. Therefore, you have only a short time period to visit the museum and see its outstanding collections in its original historic building.

The museum, originally called the War Library, is the oldest chartered Civil War Museum in the United States. On May 24, 1888 members of the Military Order of the Loyal Legion of the United States (MOLLUS) signed the charter as the founding subscribers. The three veterans who appear on the Charter as founders are three esteemed officers from Philadelphia, Colonel H. Earnest Goodman, M.D., Brvt. Lt. Col. John P. Nicholson, and Brvt. Brig. General Lewis Merrill.

In 1922 MOLLUS purchased the building at 1805 Pine Street, just around the corner from the home of Major General George G. Meade. The building became the National and State Commandery and headquarters of the organization; a role that the building held until the early 1990's.

In the 1980's the name of the museum was changed to the Civil War Museum and Library. Then, in anticipation of the move to a new location, the museum again revised its name to the current, Civil War and Underground Railroad Museum.

A major fund raising drive is now underway lead by the President and CEO, Ms. Sharon Smith. It is anticipated

Continued on page 8

that the new museum will open in 2010 in another wonderful historic facility, the First Bank of the United States, located at 3rd and Walnut Streets.

Now is your final opportunity to visit the museum and see its world class collections in their original location as they were placed by the veterans themselves. The museum collections include the Battle Flag of Maj. Gen. Meade that flew outside of his headquarters at Gettysburg, John Reynolds saddle and equipment from the Battle of Gettysburg, a life mask of Abraham Lincoln, the robe of Jefferson Davis, the personal flag of George A. Custer, and so much more. On display are dozens of original photographs, engravings, oil paintings, and lithographs as well as battle flags, uniforms and military weapons of all descriptions.



John Reynolds' Saddle from Gettysburg

While we anticipate the new home of the museum

will be a first class facility, I believe that it is important for all interested in the Civil War to see this historic collection in its original setting.

The museum is open on Thursday, Friday and Saturday from 11:00 AM to 4:30 PM. It is located at 1805 Pine Street in center city Philadelphia.

The Civil War Institute

Still time to register for the remaining class... All classes are Act 48 approved. Class hours are 6:30 till 8:30 pm, except where noted for the Saturday morning class.

Call (215) 884-2218 to register or for an application for the certificate program. Manor College is located at 700 Fox Chase Road in Jenkintown, PA. For full course details see www.dvcwrt.org/courses.html

Certificate core courses are indicated by *, elective courses by **.

** Civil War Tactics and Weapons

- 6 hr - 0.6 CEUs - Act 48 Approved. - This course will examine the weapons of the Civil War, and how they were utilized in combat. The course will cover the weapons and tactics of infantry, cavalry, and artillery. Students will utilize historical scenarios and Civil War artifacts to gain a greater understanding of the weapons and their impact on the war.

Date: Wednesdays, April 23, 30; May 7

Time: 6:30 to 8:30 PM

Fee: \$45

Andrew Coldren, also curator of the Civil War & Underground Railroad Museum, will be the instructor for this new program.

Old Baldy Civil War Round Table of Philadelphia

1805 Pine Street

Philadelphia, Pennsylvania 19103

215.735.8196

Founded January 1977

Annual Memberships

Students: \$12.50

Individuals: \$25.00

Families: \$35.00

President: Steve Wright

Vice President: Richard Jankowski

Treasurer: Herb Kaufman

Secretary: Bill Hughes

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