

RAILROADS OF THE CONFEDERACY AND THE BORDER STATES

Source: *Map of
General Nathan F.*

4-6 1/2" gauge
connections with
constructed in 1861

Large of this
railroad section

Legend

- 4-6 1/2" gauge
- 5' gauge
- 5' gauge built during war
- 5-6" gauge

SOUTHEASTERN UNITED STATES,
1861



Railroads Of The Confederacy

G Orfield



Railroads Of The Confederacy:

The Railroads of the Confederacy Robert C. Black III, 2018-08-25 Originally published by UNC Press in 1952 The Railroads of the Confederacy tells the story of the first use of railroads on a major scale in a major war Robert Black presents a complex and fascinating tale with the railroads of the American South playing the part of tragic hero in the Civil War at first vigorous though immature then overloaded driven unmercifully starved for iron and eventually worn out struggling on to inevitable destruction in the wake of Sherman's army carrying the Confederacy down with them With maps of all the Confederate railroads and contemporary photographs and facsimiles of such documents as railroad tickets timetables and soldiers passes the book will captivate railroad enthusiasts as well as readers interested in the Civil War

The Railroads of the Confederacy Robert C. Black, 1952 The Railroads of the Confederacy tells the story of the first use of railroads on a major scale in a major war looking at the railroads of the American South and how they played the part of tragic hero in the Civil War Includes maps of all the Confederate railroads and contemporary photographs and facsimiles of such documents as railroad tickets timetables and soldiers passes

Rails To Oblivion: The Decline Of Confederate Railroads In The Civil War [Illustrated Edition] Dr. Christopher R. Gabel, 2014-08-15 Includes 2 charts 7 maps 7 figures and 5 Illustrations Renowned Military Historian Dr Christopher Gabel charts the decline of the Confederate Railways system that was to spell ultimate doom to the outnumbered soldiers of the Southern states Military professionals need always to recognize the centrality of logistics to military operations In this booklet Dr Christopher R Gabel provides a companion piece to his Railroad Generalship which explores the same issues from the other side of the tracks so to speak Rails to Oblivion shows that neither brilliant generals nor valiant soldiers can in the long run overcome the effects of a neglected and deteriorating logistics system Moreover the cumulative effect of mundane factors such as metal fatigue mechanical friction and accidents in the civilian workplace can contribute significantly to the outcome of a war And no matter how good some thing or idea may look on paper or how we delude ourselves we and our soldiers must live with and die in reality War is a complex business This booklet explores some of the facets of war that often escape the notice of military officers and as COL Jerry Morelock intimated in his foreword to Railroad Generalship these facets decide who wins and who loses

Railroads in the Civil War John E. Clark, Jr., 2004-10-01 By the time of the Civil War the railroads had advanced to allow the movement of large numbers of troops even though railways had not yet matured into a truly integrated transportation system Gaps between lines incompatible track gauges and other vexing impediments remained in both the North and South As John E Clark explains in this compelling study the skill with which Union and Confederate war leaders met those problems and utilized the rail system to its fullest potential was an essential ingredient for ultimate victory

Victory Rode the Rails George Edgar Turner, 1953

Railroad Raiders of the Civil War James M. Volo, 2013-11-30 About Railroad Raiders The focus of this selection concerns both the Federal and Confederate efforts to disable or maintain the railroads within the active theaters of the war Real

railroads of iron and steam and ribbons of steel vanishing into the horizon quickly became a strategic objective of both armies in the Civil War Raiders and protectors were deployed both North and South The damage inflicted on roadways and rolling stock was not always easy to accomplish The simplest method of slowing a train was to remove a small section of rail but once spotted the gap was not difficult to repair Both sides learned to tear up long sections of track pile up and set fire to the ties and heat and bend the iron This was temporarily effective but the rails could often be reheated straightened out and spiked back into place The destruction of bridges trestles rolling stock and especially engines was more difficult and expensive to undo It was found that to permanently disable a locomotive however smashing cylinder heads pumps links and valve stems was not enough The parts had to be scattered taken away or buried or thrown into an inaccessible body of water It is the author s purpose to record this often under reported aspect of the Civil War for both military and railroading enthusiasts Most Civil War historians concentrate on the strategic and military aspects of the railroading industry and they rather uncritically mention engineering and other technical factors as if they were simply founded or well established They were not In many cases the same sources and traditions are always quoted with no investigation into their accuracy and no further understanding of the matter at hand is attempted The Confederate Railroads for instance have only been given a detailed examination once The Railroads of the Confederacy by Robert Black 1952 was written sixty years ago To the topic the present author brings both the wide knowledge of a military historian and the technical knowledge of a professor of physics Those readers who are impatient to read about the raids without a knowledge of the foundations of Civil War railroading may scroll to In the War Zone midway through this book but they will miss much of the underlying meaning and should return to read the earlier sections Those unfamiliar with the geography of the region should look to the maps in the rear

The Northern Railroads in the Civil War, 1861-1865 Thomas Weber, 1999-03-22 Time has been very good to Thomas Weber s Northern Railroads in the Civil War 1861 1865 First published by Columbia University Press in 1952 it has been out of print since the 1970s but never out of demand It has emerged as the premier account of the impact of the railroads on the American Civil War and vice versa Not only did the railroads materially help the north to victory through movement of troops and materiel but the war materially changed the way railroads were built run financed and organized in the crucial years following the war We are still waiting 9 1 98 for the reviews to come from the author s files Thomas Weber s study of northern railroads during the Civil War remains the obvious treatment of an important topic His analysis rests on solid research and leaves no doubt that the North s excellent use of railroads contributed significantly to Union victory Gary W Gallagher shortened Thomas Weber s analysis rests on solid research and leaves no doubt that the North s excellent use of railroads contributed significantly to Union victory Gary W Gallagher

Iron Confederacies Scott Reynolds Nelson, 1999 During Reconstruction an alliance of southern planters and northern capitalists rebuilt the southern railway system using remnants of the Confederate railroads that had been built and destroyed during the Civil War In the process of linking

Virginia th **Rails to Oblivion** Christopher Richard Gabel,2002 Explores how mundane factors such as mental fatigue mechanical friction and accidents in the civilian workplace can have a cumulative and significant contribution to the outcome of a war *Confederate Neckties* Lawrence Ernest Estaville,1989 *Railroad Generalship: Foundations Of Civil War Strategy [Illustrated Edition]* Dr. Christopher R. Gabel,2014-08-15 Includes 4 figures 13 maps and 4 tables Renowned Military Historian Dr Christopher Gabel investigates the effects of the Railroad on the strategies employed by both the Union and Confederate Generals of the Civil War According to an old saying amateurs study tactics professionals study logistics Any serious student of the military profession will know that logistics constantly shape military affairs and sometimes even dictate strategy and tactics This excellent monograph by Dr Christopher Gabel shows that the appearance of the steam powered railroad had enormous implications for military logistics and thus for strategy in the American Civil War Not surprisingly the side that proved superior in railroad generalship or the utilization of the railroads for military purposes was also the side that won the war **The Effects Of Southern Railroads On Interior Lines During The Civil War** Thomas George Ziek Jr.,2015-11-06 The purpose of this paper is to study the effects of the Southern railroad system on interior lines during the Civil War and determine whether or not the South enjoyed the advantage of interior lines The use of railroads during this conflict placed an enormous physical strain upon the limited industrial resources of the Confederacy and a great strain upon the intellectual agility of the Confederate High Command Based upon the evidence studied and the time space comparisons of both Northern and Southern railway operations several conclusions can be drawn the South entered the war with a rail system that was unable to meet the demands of modern war the Confederate leadership understood the importance of the railroad and its importance to strategic operations early in the war but were unwilling to adopt a course of action that best utilized their scarce assets Southern railroad speeds decreased dramatically by 1863 due to the inability of Southern railroads owners to perform needed maintenance on their railroad equipment tactical reverses on the field of battle especially the losses of both Corinth in May of 1862 and Knoxville in September of 1863 increased the distances that reinforcements would have to travel to fight a mobile intra theater war Union control maintenance and organization of its railway assets ensured that it would be able to move large numbers of troops at the strategic level efficiently from early 1863 to the end of the war Based on these conclusions the Confederacy lost the ability to shift troops on the strategic level more rapidly than the Union by 1863 This was a result of its physically weakened railroad system and military setbacks which caused Southern railroads to move forces over longer distances *The Railroads of the Confederacy*, by Robert C. Black III. Robert C. Black III.,1952 **Vital Rails** H. David Stone,2008 Spanning more than one hundred miles across rice fields salt marshes and seven rivers and creeks the Charleston Savannah Railroad was designed to revolutionize the economy of South Carolina s lowcountry by linking key port cities This history of the railroad records the story of the C S and of the men who managed it during wartime **Destroyer of the Iron Horse** Jeffrey Norman Lash,1991 In support of the recent thesis that

Civil War historians and military critics have over estimated the abilities of Confederate generals as compared to Northern commanders this study reveals serious deficiencies in logistical command exhibited by high ranking rebel generals Lash argues that Johnston s failure to effectively use the South s railroads seriously damaged the Confederate effort Annotation copyrighted by Book News Inc Portland OR **Virginia Railroads in the Civil War** Angus James Johnston,1961 Author is an alumnus of Evanston Township High School class of 1934 **Confederate States of America, Railroad Bureau, Richmond, Va., August, 1863** Confederate States of America. Railroad Bureau,1863 *Texas in the Confederacy* Clayton E. Jewett,2002 Historians examining the Confederacy have often assumed the existence of a monolithic South unified behind the politics and culture of slavery In addition they have argued for the emergence of a strong central state government in the Confederacy In *Texas in the Confederacy* Clayton E Jewett challenges these assumptions by examining Texas politics with an emphasis on the virtually neglected topic of the Texas legislature In doing so Jewett shows that an examination of state legislative activity during this period is essential to understanding Texas s relationship with the Indian tribes the states in Trans Mississippi Department and the Confederate government Jacket **The Confederacy** Henry Putney Beers,1968

Confederate Political Economy Michael Brem Bonner,2016-05-11 In *Confederate Political Economy* Michael Bonner suggests that the Confederate nation was an expedient corporatist state a society that required all sectors of the economy to work for the national interest as defined by a partnership of industrial leaders and a dominant government As Bonner shows the characteristics of the Confederate States political economy included modern organizational methods that mirrored the economic landscape of other late nineteenth century and early twentieth century corporatist governments Southern leaders Bonner argues were slave owning agricultural capitalists who sought a counterrevolution against northern liberal capitalism During secession and as the war progressed they built and reinforced Confederate nationalism through specific centralized government policies Bolstered by the Confederate constitution these policies evolved into a political culture that allowed for immense executive powers facilitated an anti party ideology and subordinated individual rights In addition the South s lack of industrial capacity forced the Confederacy to pursue a curious manufacturing policy that used both private companies and national ownership to produce munitions This symbiotic relationship was just one component of the Confederacy s expedient corporatist state other wartime policies like conscription the domestic passport system and management of southern railroads also exhibited unmistakable corporatist characteristics Bonner s probing research and new comparative analysis expand our understanding of the complex organization and relationships in Confederate political and economic culture during the Civil War

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