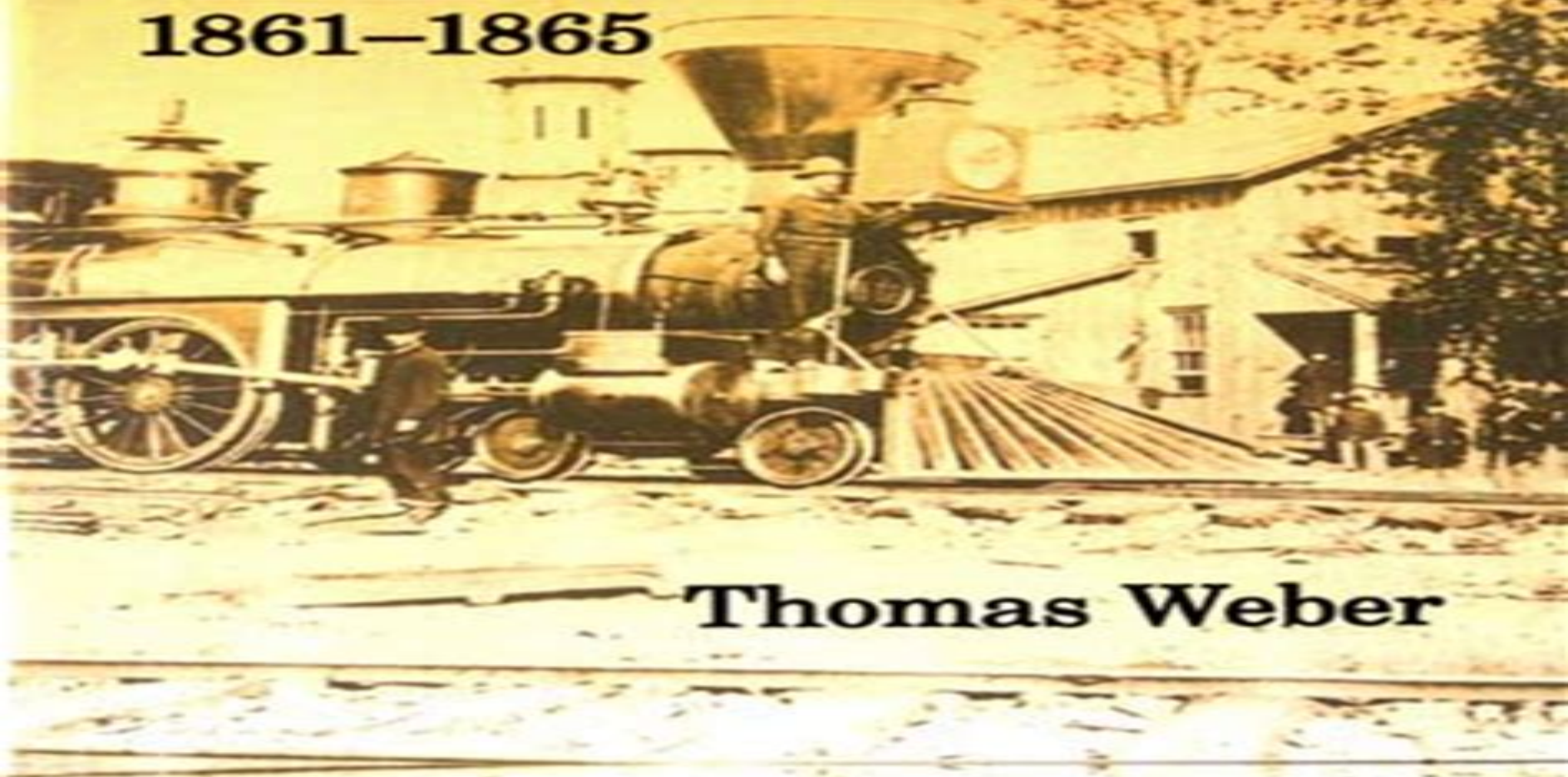


The
**Northern
Railroads**
in the
Civil War
1861–1865



Thomas Weber

Northern Railroads In The Civil War 1861 1865

James Schouler



Northern Railroads In The Civil War 1861 1865:

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

The Northern Railroads in the Civil War 1861-1865. Reprinted Thomas Weber, 1970 *Railroads in the Civil War* John E. Clark, Jr., 2004-10 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

The North Carolina Railroad, 1849-1871, and the Modernization of North Carolina Allen W. Trelease, 2018-07-25 In telling the story of the North Carolina Railroad's independent years 1849 71 Trelease covers all aspects of the company and its development including its construction and rolling stock its management labor force and labor policies its passenger and freight operations and its role in the Civil War He also assesses the impact of the railroad on the economic and social development of North Carolina Originally published in 1991 A UNC Press Enduring Edition UNC Press Enduring Editions use the latest in digital technology to make available again books from our distinguished backlist that were previously out of print These editions are published unaltered from the original and are presented in affordable paperback formats bringing readers both historical and cultural value

History of the Civil War, 1861-1865 James Schouler, 1899 American Civil War Railroad Tactics Robert R. Hodges Jr., 2012-08-20 A fully illustrated account of the chases battles tactics and organization of the railroad armies of the American Civil War The American Civil War was the world's first full blown railroad war The well developed network in the North was of great importance in serving the Union armies logistic needs over long distances and the sparser resources of the South were proportionately even more important Both sides invested great efforts in raiding and wrecking enemy railroads and defending and repairing their own and battles often revolved around strategic rail junctions Robert Hodges reveals the thrilling chases and pitched battles that made the

railroad so dangerous and resulted in a surprisingly high casualty rate He describes the equipment and tactics used by both sides and the vital supporting elements maintenance works telegraph lines fuel and water supplies as well as garrisoned blockhouses to protect key points Full colour illustrations bring the fast paced action to life in this fascinating read a must have volume for rail and Civil War enthusiasts *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 **Food and Agriculture during the Civil War** R. Douglas Hurt,2016-01-11 This book provides a perspective into the past that few students and historians of the Civil War have considered agriculture during the Civil War as a key element of power The Civil War revolutionized the agricultural labor system in the South and it had dramatic effects on farm labor in the North relating to technology Agriculture also was an element of power for both sides during the Civil War one that is often overlooked in traditional studies of the conflict R Douglas Hurt argues that Southerners viewed the agricultural productivity of their region as an element of power that would enable them to win the war while Northern farmers considered their productivity not only an economic benefit to the Union and enhancement of their personal fortunes but also an advantage that would help bring the South back into the Union This study examines the effects of the Civil War on agriculture for both the Union and the Confederacy from 1860 to 1865 emphasizing how agriculture directly related to the war effort in each region for example the efforts made to produce more food for military and civilian populations attempts to limit cotton production cotton as a diplomatic tool the work of women in the fields slavery as a key agricultural resource livestock production experiments to produce cotton tobacco and sugar in the North and the adoption of new implements **Railroads and the American People** H. Roger Grant,2018-11-01 A wealth of vignettes and more than 100 black and white illustrations Does a fine job of humanizing the iron horse The Wall Street Journal In this social history of the impact of railroads on American life H Roger Grant concentrates on the railroad s golden age from 1830 to 1930 He explores four fundamental topics trains and travel

train stations railroads and community life and the legacy of railroading in America illustrating each with carefully chosen period illustrations Grant recalls the lasting memories left by train travel both of luxurious Pullman cars and the grit and grind of coal powered locals He discusses the important role railroads played for towns and cities across America not only for the access they provided to distant places and distant markets but also for the depots that were a focus of community life and reviews the lasting heritage of the railroads in our culture today This is an engaging book of train stories from one of railroading s finest historians Choice Highly recommended to train buffs and others in love with early railroading Library Journal With plenty of detail Grant brings a bygone era back to life addressing everything from social and commercial appeal racial and gender issues safety concerns and leaps in technology A work that can appeal to both casual and hardcore enthusiasts Publishers Weekly starred review

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 Era of the Civil War--1820-1876 Louise A. Arnold-Friend,US Army Military History Institute,1982

Targeted Tracks Scott L. Mingus,Cooper H. Wingert,2019-03-05 Anyone who is interested in Civil War logistics wartime railroads and the Cumberland Valley of Pennsylvania needs to read this study Eric J Wittenberg award winning historian and author The Civil War was the first conflict in which railroads played a major role Although much has been written about their role in general little has been written about specific lines The Cumberland Valley Railroad for example played an important strategic role by connecting Hagerstown Maryland to Harrisburg Pennsylvania Its location enhanced its importance during some of the Civil War s most critical campaigns

Because of its proximity to major cities in the Eastern Theater the Cumberland Valley Railroad was an enticing target for Confederate leaders and an invaluable resource for the Union Army In October 1859 abolitionist John Brown used the CVRR in his fateful Harpers Ferry raid The line was under direct threat by invading Confederates during the Antietam Campaign and the following summer suffered serious damage during the Gettysburg Campaign In 1864 Rebel raiders burned much of its headquarters town Chambersburg including the homes of many CVRR employees The railroad was as vital to residents of the bustling and fertile Cumberland Valley as it was to the Union war effort Targeted Tracks is grounded on the railway s voluminous reports the letters and diaries of local residents and Union and Confederate soldiers official reports and newspaper accounts The primary sources combined with the expertise of the authors bring this largely untold story to life Mingus and Wingert have done a splendid job telling the story of the industrial economic social and military history of the CVRR engaging Ted Alexander chief historian ret Antietam National Battlefield The Great Railroad Revolution Christian Wolmar,2012-09-25 The epic tale of America s railroads the largest rail network in the world and how they built a modern nation The Cavalry at Gettysburg Edward G. Longacre,1993-02-01 Bristles with analysis details judgments personality profiles and evaluations and combat descriptions even down to the squadron and company levels Civil War Times Illustrated

John W. Garrett and the Baltimore and Ohio Railroad Kathleen Waters Sander,2017-05-25 How John W Garrett and the B O Railroad he headed for twenty six years helped to transform America by linking the nation Chartered in 1827 as the country s first railroad the legendary Baltimore and Ohio played a unique role in the nation s great railroad drama and became the model for American railroading John W Garrett who served as president of the B O from 1858 to 1884 ranked among the great power brokers of the time In this gripping and well researched account historian Kathleen Waters Sander tells the story of the B O s beginning and its unprecedented plan to build a rail line from Baltimore over the Allegheny Mountains to the Ohio River considered to be the most ambitious engineering feat of its time The B O s success ignited railroad fever and helped to catapult railroading to America s most influential industry in the nineteenth century Taking the B O helm during the railroads expansive growth in the 1850s Garrett soon turned his attention to the demands of the Civil War Sander explains how despite suspected Southern sympathies Garrett became one of President Abraham Lincoln s most trusted confidantes and strategists making the B O available for transporting Northern troops and equipment to critical battles The Confederates attacked the B O 143 times but could not put Mr Lincoln s Road out of business After the war Garrett became one of the first of the famed Gilded Age tycoons rising to unimagined power and wealth Sander explores how when he was not fighting fierce railroad wars with competitors Garrett steered the B O into highly successful entrepreneurial endeavors quadrupling track mileage to reach important commercial markets jumpstarting Baltimore s moribund postwar economy and constructing lavish hotels in Western Maryland to open tourism in the region Sander brings to life the brazen risk taking clashing of oversized egos and opulent lifestyles of the Gilded Age tycoons in this richly illustrated portrait of one

man's undaunted efforts to improve the B O and advance its technology Chronicling the epic technological transformations of the nineteenth century from rudimentary commercial trade and primitive transportation westward to the railroads indelible impact on the country and the economy John W Garrett and the Baltimore Ohio Railroad is a vivid account of Garrett's twenty six year reign *Encyclopedia of North American Railroads* William D Middleton, George M. Smerk, Roberta L.

Diehl, 2007-04-06 Lavishly illustrated and a joy to read this authoritative reference work on the North American continent's railroads covers the U S Canadian Mexican Central American and Cuban systems The encyclopedia's overarching theme is the evolution of the railroad industry and the historical impact of its progress on the North American continent This thoroughly researched work examines the various aspects of the industry's development technology operations cultural impact the evolution of public policy regarding the industry and the structural functioning of modern railroads More than 500 alphabetical entries cover a myriad of subjects including numerous entries profiling the principal companies suppliers manufacturers and individuals influencing the history of the rails Extensive appendices provide data regarding weight fuel statistical trends and more as well as a list of 130 vital railroad books Railfans will treasure this indispensable work The Gettysburg Campaign Edwin B. Coddington, 1997-03 The Battle of Gettysburg remains one of the most controversial military actions in America's history and one of the most studied Professor Coddington's is an analysis not only of the battle proper but of the actions of both Union and Confederate armies for the six months prior to the battle and the factors affecting General Meade's decision not to pursue the retreating Confederate forces This book contends that Gettysburg was a crucial Union victory primarily because of the effective leadership of Union forces not as has often been said only because the North was the beneficiary of Lee's mistakes Scrupulously documented and rich in fascinating detail The Gettysburg Campaign stands as one of the landmark works in the history of the Civil War **Mastering Iron** Anne Kelly Knowles, 2013-01-15

Veins of iron run deep in the history of America Iron making began almost as soon as European settlement with the establishment of the first ironworks in colonial Massachusetts Yet it was Great Britain that became the Atlantic world's dominant low cost high volume producer of iron a position it retained throughout the nineteenth century It was not until after the Civil War that American iron producers began to match the scale and efficiency of the British iron industry In **Mastering Iron** Anne Kelly Knowles argues that the prolonged development of the US iron industry was largely due to geographical problems the British did not face Pairing exhaustive manuscript research with analysis of a detailed geospatial database that she built of the industry Knowles reconstructs the American iron industry in unprecedented depth from locating hundreds of iron companies in their social and environmental contexts to explaining workplace culture and social relations between workers and managers She demonstrates how ironworks in Alabama Maryland Pennsylvania and Virginia struggled to replicate British technologies but in the attempt brought about changes in the American industry that set the stage for the subsequent age of steel Richly illustrated with dozens of original maps and period art work all in full color **Mastering Iron**

sheds new light on American ambitions and highlights the challenges a young nation faced as it grappled with its geographic conditions

Homeward Bound William B. Holberton, 2001-02-01 What happened to the hundreds of thousands of men in the Union and Confederate armies after they lay down their arms According to William Holberton many of these men had miles to travel before they were discharged from service and the passage of these miles included some rather unique situations and experiences As always there was bureaucratic red tape and mishandled orders and in some cases tragic accidents such as the Sultana disaster Beginning with the surrender at Appomattox Court House the author takes the reader through all the aspects and phases of demobilization including the Grand Review in Washington the desertions of soldiers overly eager to return home the differences between Union and Confederate demobilization the repatriation of prisoners of war and the deferred demobilization of many black troops The late William Holberton was a retired priest living in Bethlehem Pennsylvania He spent the years since his retirement researching and writing *Homeward Bound* his first book He had previously published related articles in magazines such as *Civil War Times Illustrated*

Ages of American Capitalism Jonathan Levy, 2021-04-20 A leading economic historian traces the evolution of American capitalism from the colonial era to the present and argues that we've reached a turning point that will define the era ahead A monumental achievement sure to become a classic Zachary D Carter author of *The Price of Peace* In this ambitious single volume history of the United States economic historian Jonathan Levy reveals how capitalism in America has evolved through four distinct ages and how the country's economic evolution is inseparable from the nature of American life itself The Age of Commerce spans the colonial era through the outbreak of the Civil War and the Age of Capital traces the lasting impact of the industrial revolution The volatility of the Age of Capital ultimately led to the Great Depression which sparked the Age of Control during which the government took on a more active role in the economy and finally in the Age of Chaos deregulation and the growth of the finance industry created a booming economy for some but also striking inequalities and a lack of oversight that led directly to the crash of 2008 In *Ages of American Capitalism* Levy proves that capitalism in the United States has never been just one thing Instead it has morphed through the country's history and it's likely changing again right now A stunning accomplishment an indispensable guide to understanding American history and what's happening in today's economy

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