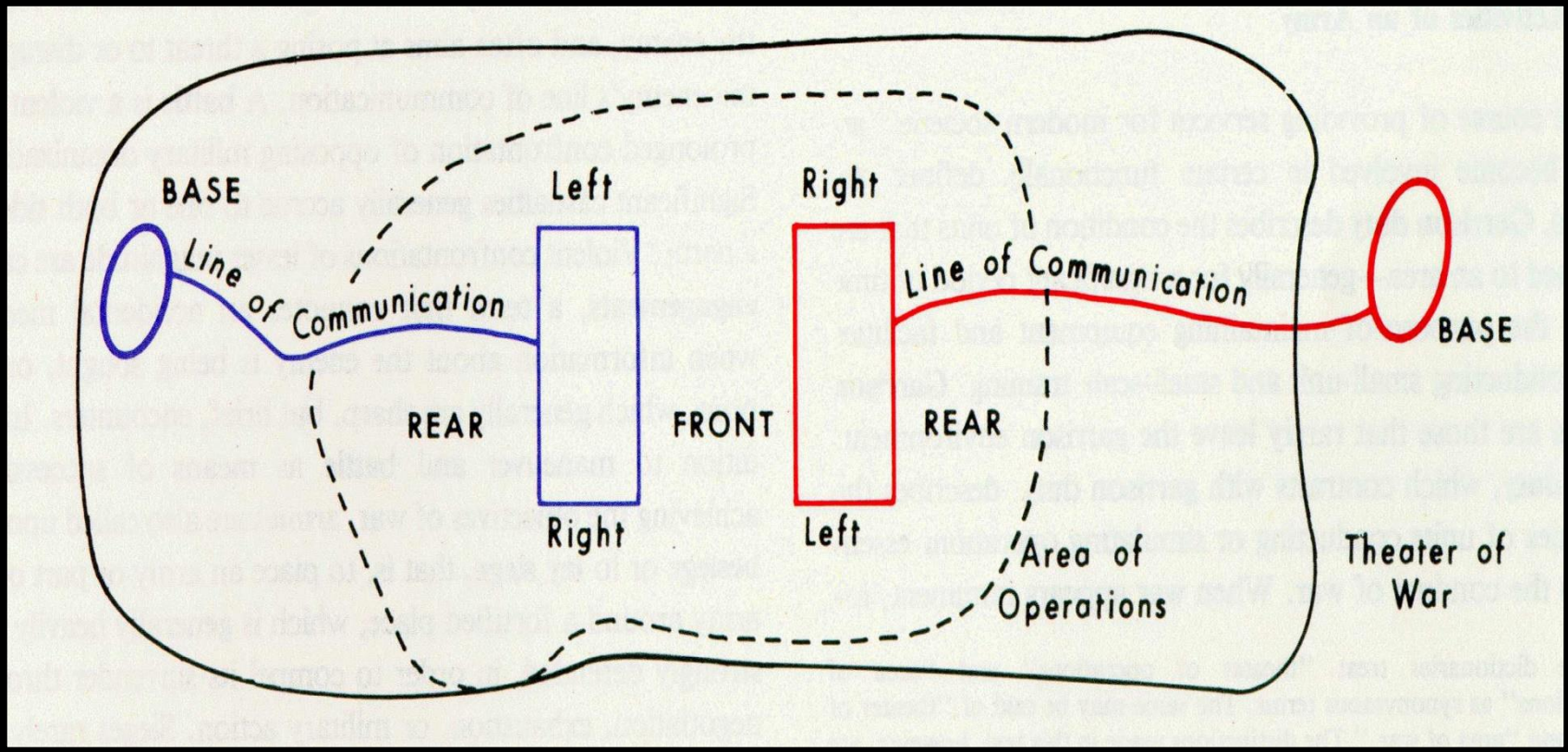


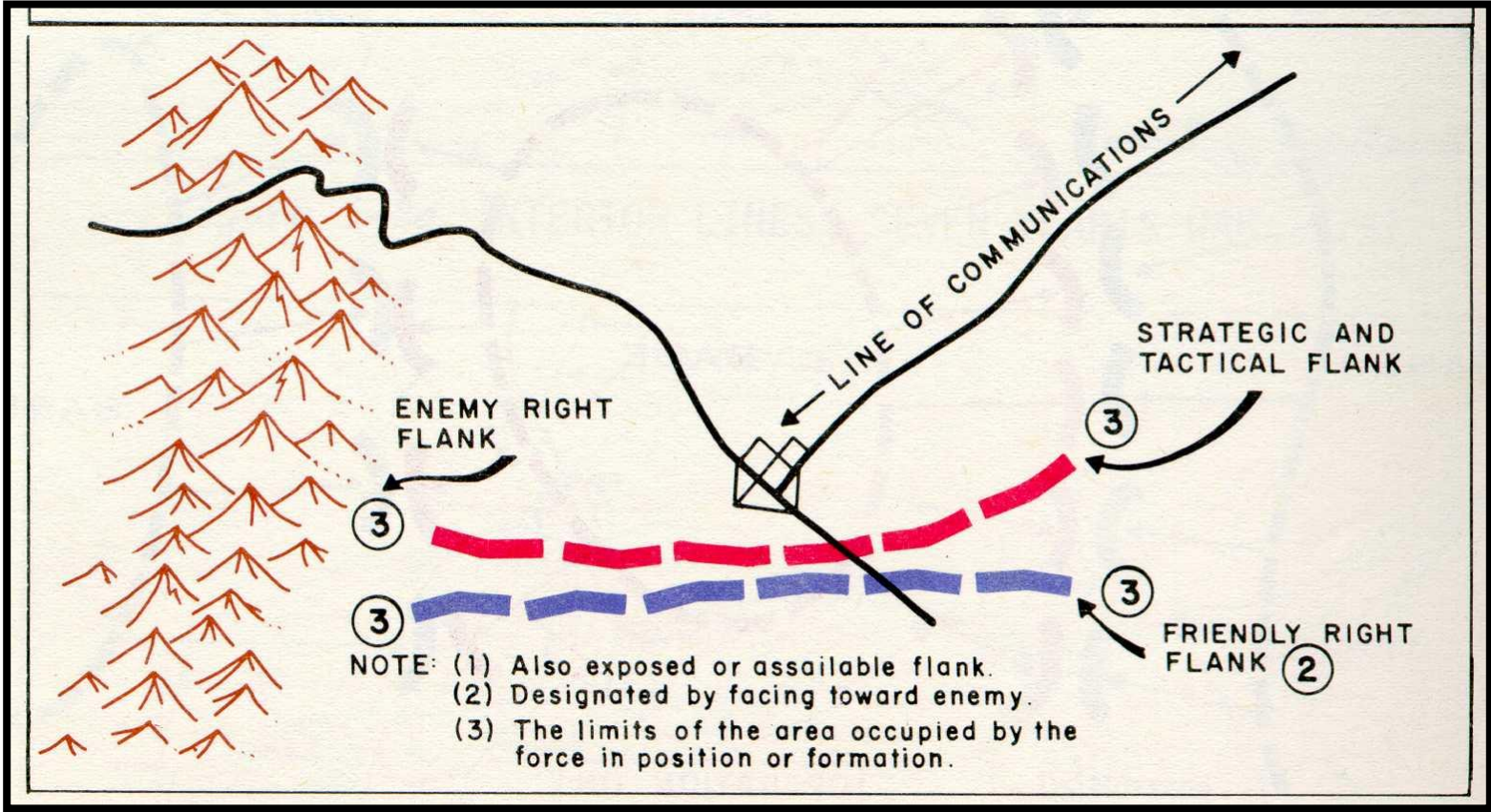
Why Nashville?

18 January 2023

Standard Terminology



Strategic & Tactical Flanks



Defending the Confederacy





The Theoretical Arithmetic of Logistics

requires 3 pounds of food per day (not incl. water).

The daily individual ration for a Union soldier consisted of:

20 ounces of fresh or salt beef or 12 ounces of pork or bacon

1 pound of hard bread or 18 ounces of flour or 20 of cornmeal.

In addition to the daily individual ration, the following were issued to every 100 men:

15 pounds of beans or peas

10 pounds of rice or hominy

10 pounds of green coffee or 1.5 pounds of tea

15 pounds of sugar

4 quarts of vinegar

3.75 pounds of salt

4 ounces of pepper

30 pounds of potatoes

when practicable, 1 quart of molasses.

This is around 3,000 calories.



The containers of the period weigh roughly as much as the food. (usually boxes)

So the average soldier needed to have 6 pounds moved to him everyday.

This adds up quickly. (40,000 men = 240,000 pounds daily)



All this was transported to the troops in wagons, which are pulled by horses or mules. Horses also pulled cannon and served as mounts for cavalry and officers.

Each horse required 20 pounds of grain and fodder every day.

Example—A standard Union artillery battery of 6 guns had 180 horses requiring 3,600 pounds per day.

Little wonder that horses were referred to as “hay-burners.”



There were two basic military wagons at the time:

—4+1 spare team usually carried around 1,400 pounds

—6+1 spare team usually carried around 2,000 pounds

Example: supplying 40,000 men required 134 7-animal wagons

**—feeding 40,000 men, 934 horses, and 134 teamsters
required about 260,000 pounds daily. This applies only if the round
trip from the supply depot can be made in two days.**



The reality of the supply situation is that no army could move more than 60 miles from a supply depot that was supplied by either rail or water.

Why?

Example: —7 horse team + 1 teamster = 146 pounds per day in food (“fuel”)

—wagon usually carries 2,000 pounds

—day 1 free, but costs 146 pounds in “fuel” every day thereafter

—covered an average of 15 miles a day (25 perfect, 5-7 terrible)



This makes for some interesting arithmetic.

- our wagon could travel about 210 miles before it ran out of fuel (14 days)**
- to supply 240,000 pounds to a 40,000 man army 60 miles away from a supply depot under average conditions would require a total of 1960 wagons, 13,720 horses, and 1960 teamsters.**
- 245 wagons a day delivering 978 pounds of food (an 8-day round trip)**



Few roads of the period could stand up to this kind of traffic.



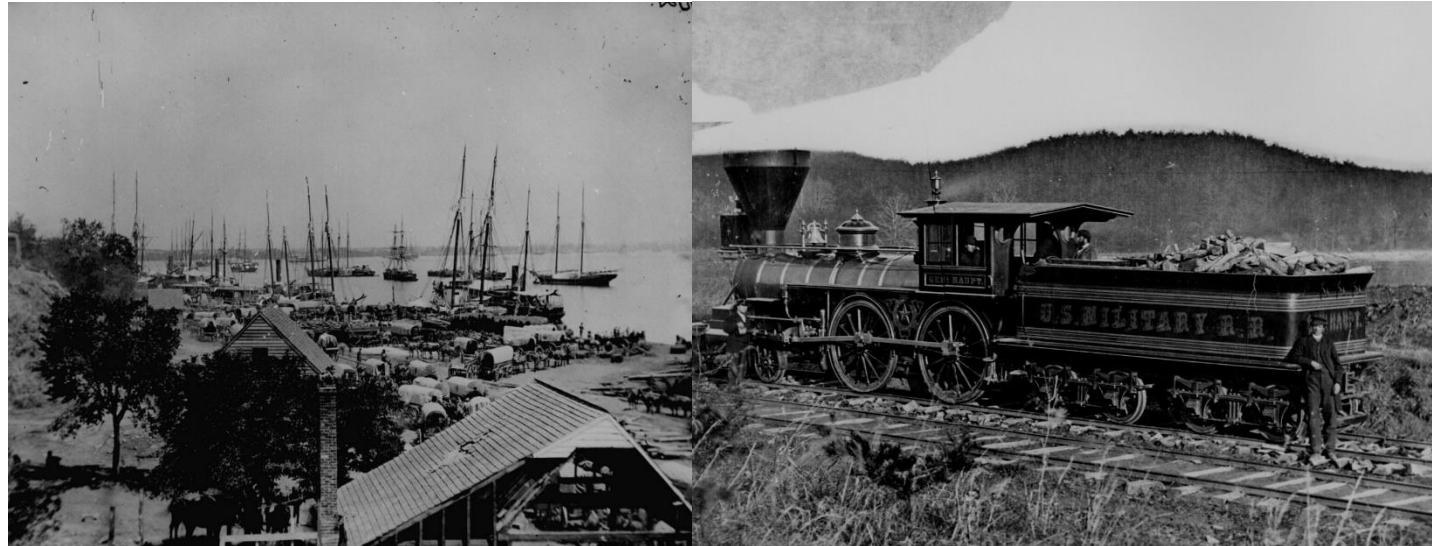
What is an alternative?

—spread out and live off the land

**—the problem with this is it makes you
vulnerable to attack**

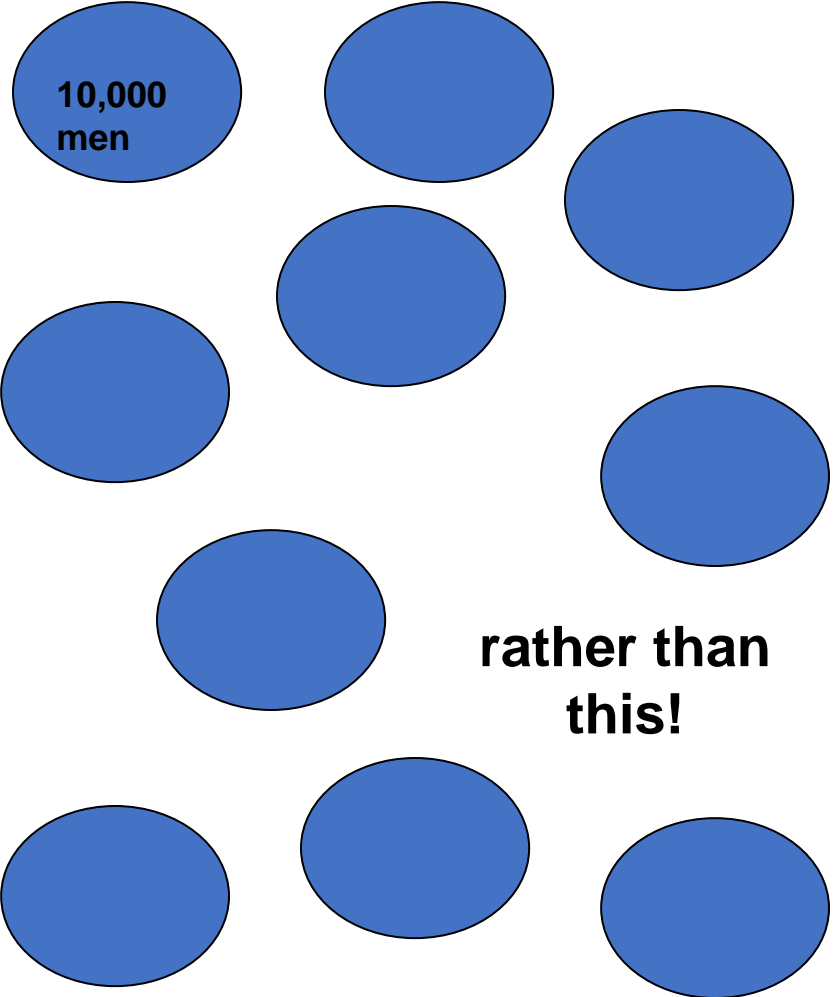
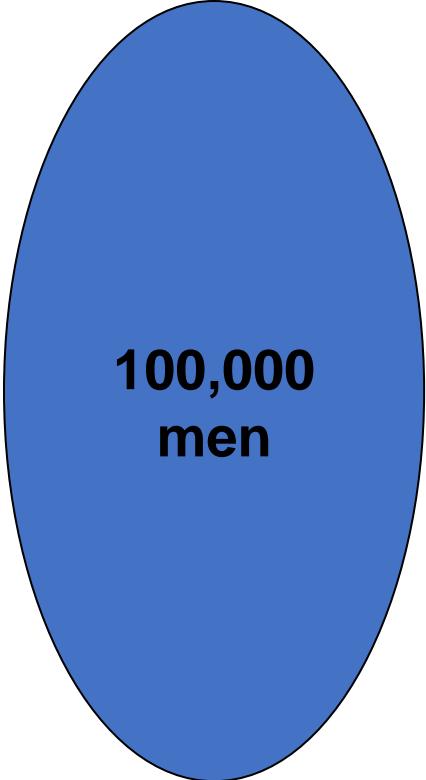


Thus railroads and navigable rivers are the key to understanding how Civil War commanders thought about strategy. Only they can meet the supply demands of large numbers of troops.



The commander who ignored them did so at his and his army's peril!

**Water and RR supply
allowed your army to
look like this ...**



As far as a logistician is concerned the advantages of RR's are legion.

Can you think of any?



Advantages:

1. Capacity

A Civil War-era railcar could carry as much as 15 tons. One 10-car train could carry as many supplies as 150 wagons.

2. Speed

A train traveled 5 times faster than a wagon train, which meant more round trips and that fewer resources needed to be devoted to supply services.

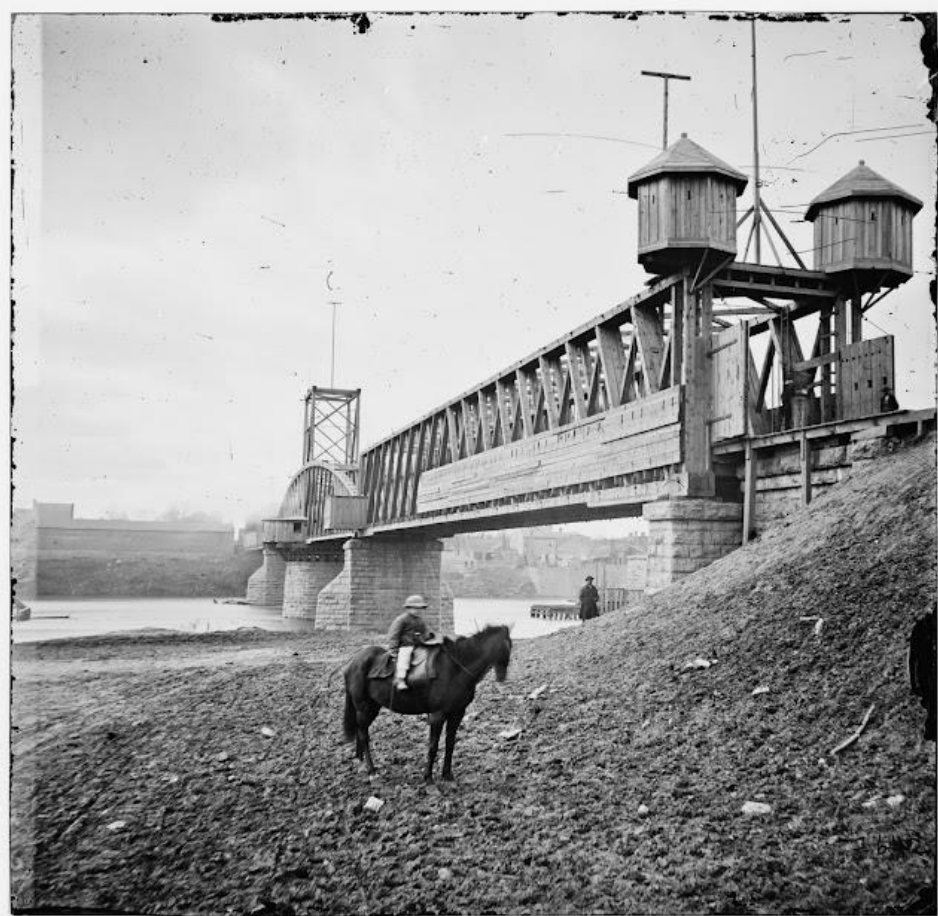
3. Dependability

Anyone who has ever dealt with mules will tell you they have a mind of their own. Enough said!

4. Availability

More rolling stock and locomotives could be produced on demand and in different models. This doesn't apply to mules/horses!

Fortification of Railways





As good as RR's were for supply, knowledgeable commanders, especially Union ones, preferred supply lines based on water transport.

Can you think of two reasons why?

1. security

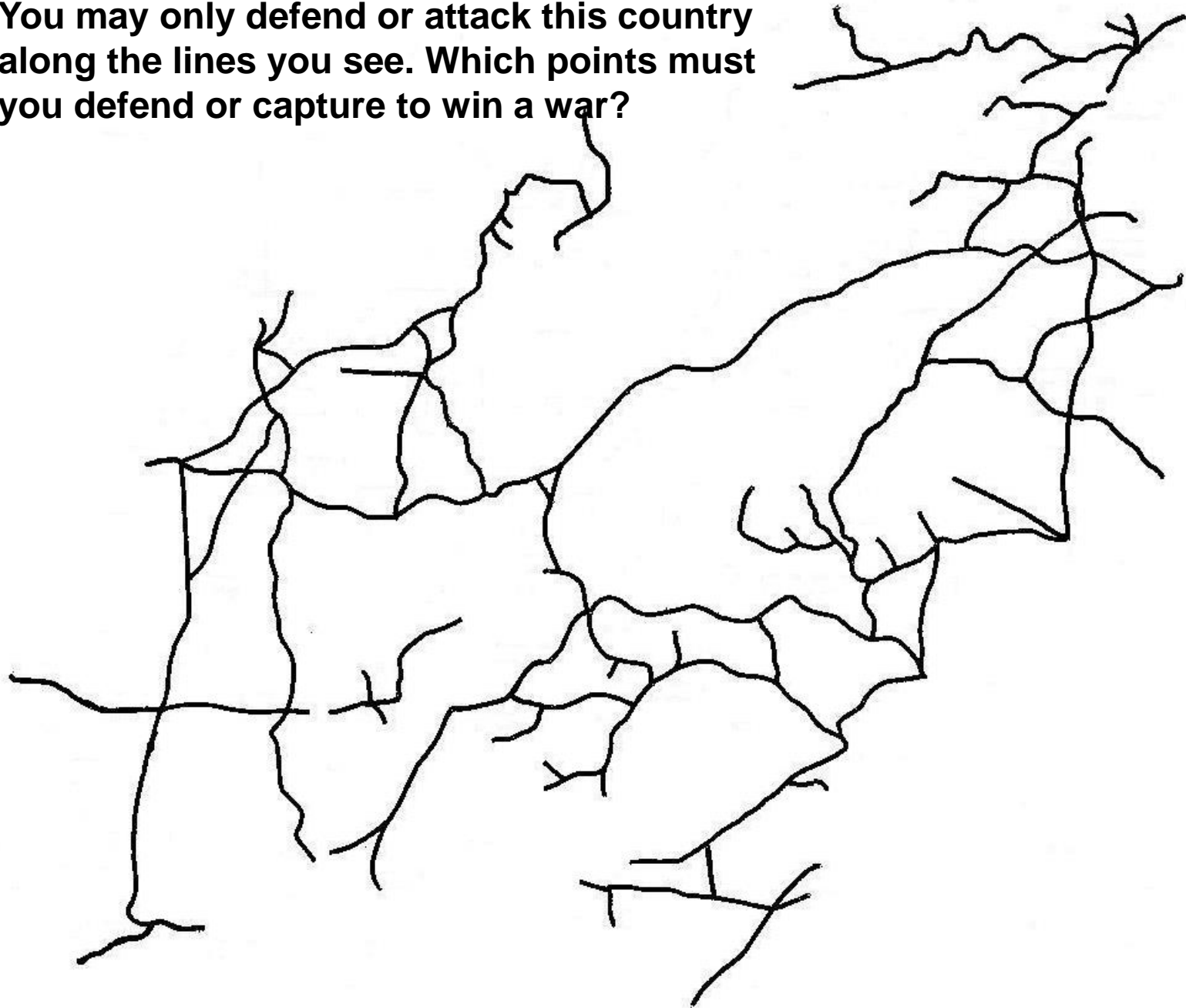
“We are much obliged to the Tennessee [River] which has favored us most opportunely, for I am never easy with a railroad which takes a whole army to guard, each foot of rail is essential to the whole; whereas, they can't stop the Tennessee”

General William Tecumseh Sherman, “Sinews of War”

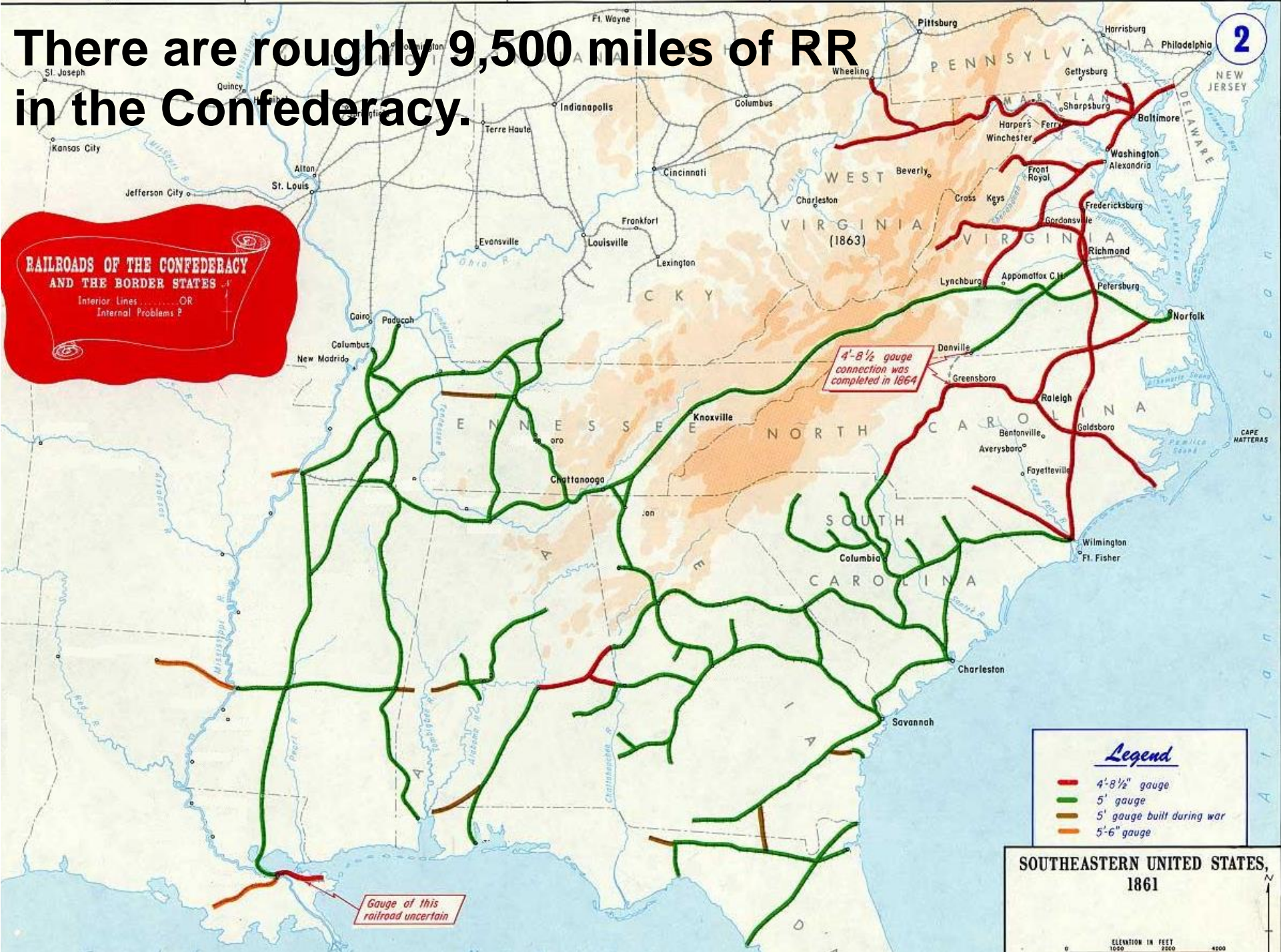
2. capacity

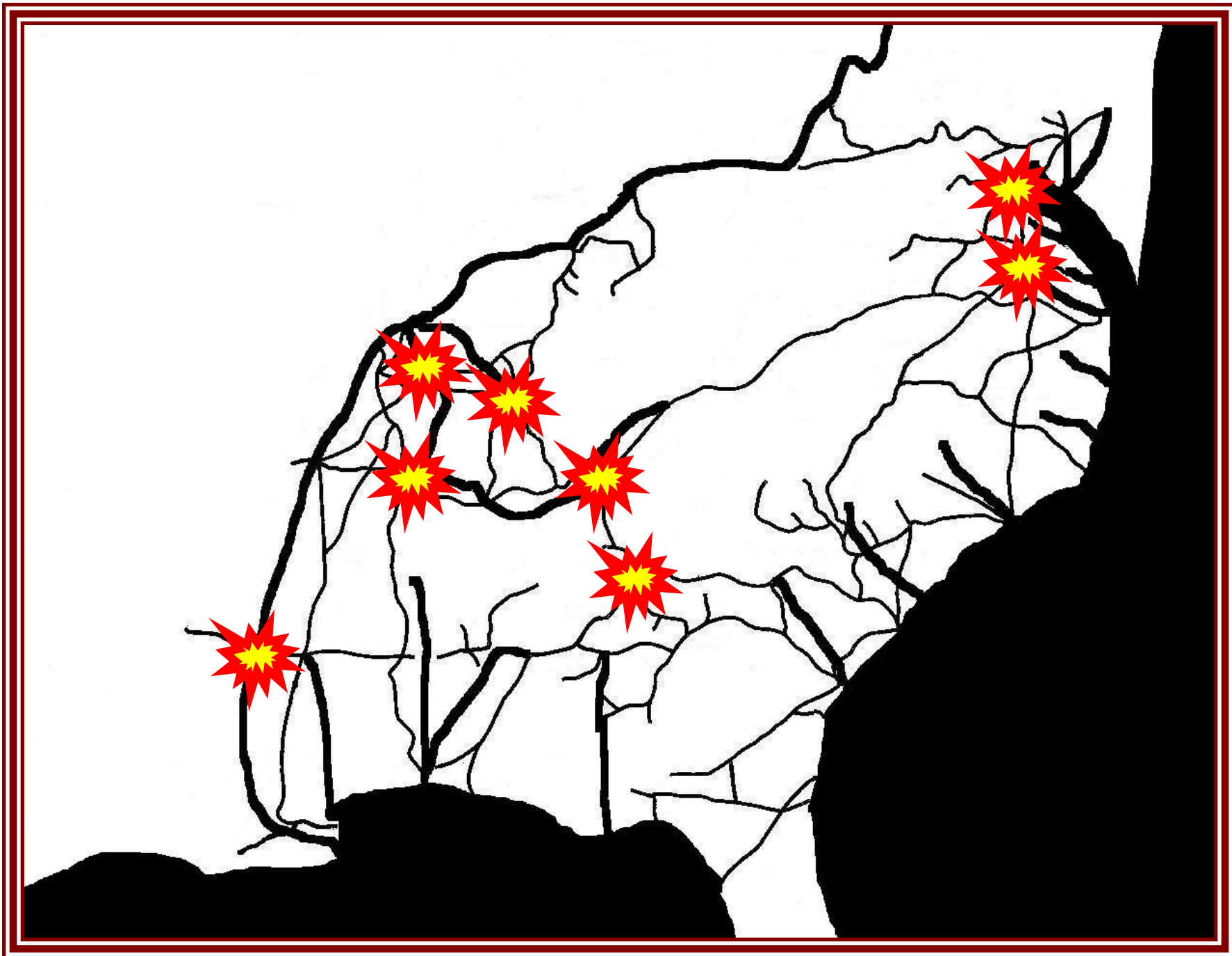
An ordinary Ohio River steamboat of 500 tons carried enough supplies to supply an army of 40,000 men and 18,000 horses for nearly two days. This was the equivalent of five 10-car freight trains.

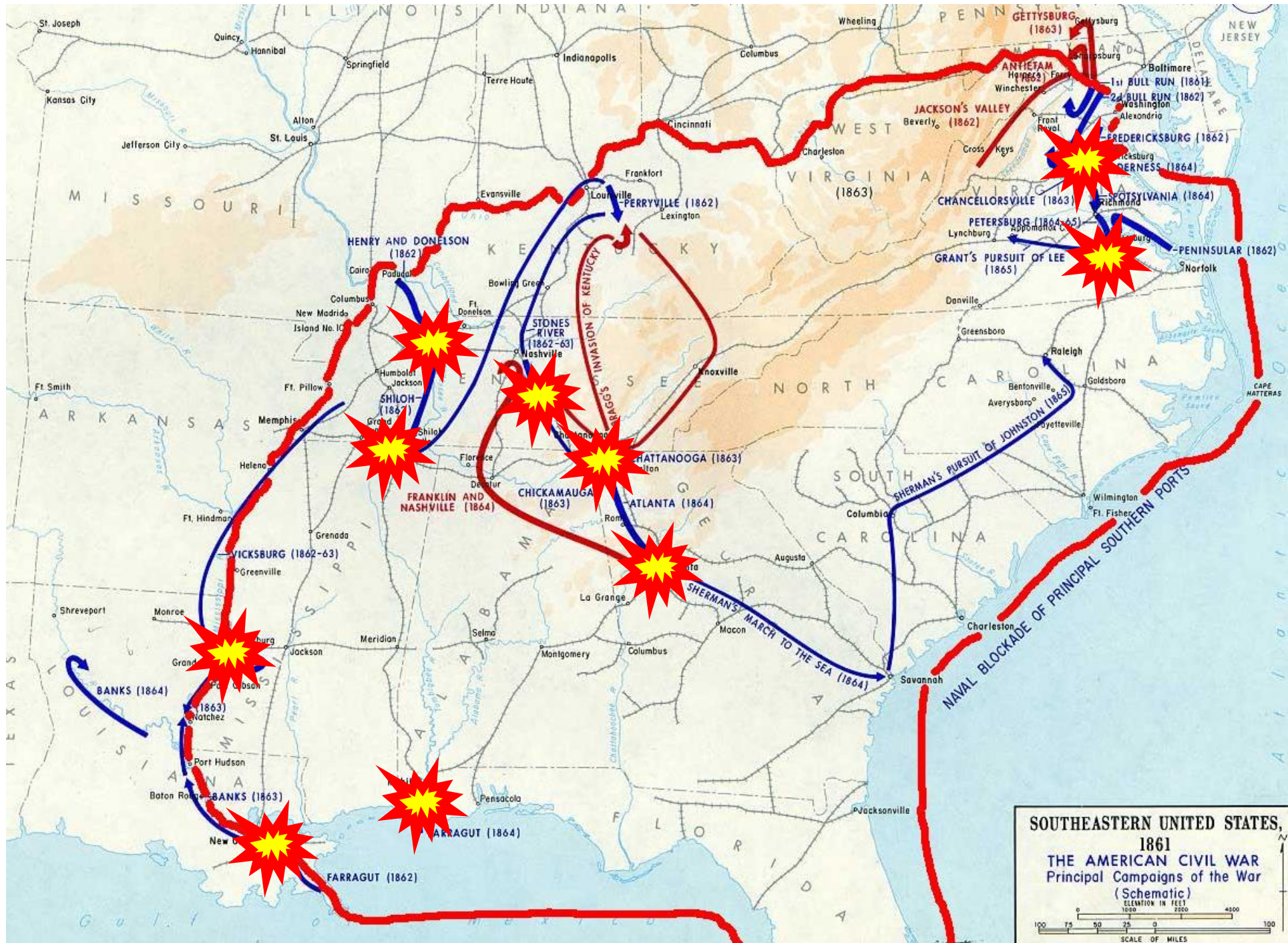
**You may only defend or attack this country
along the lines you see. Which points must
you defend or capture to win a war?**



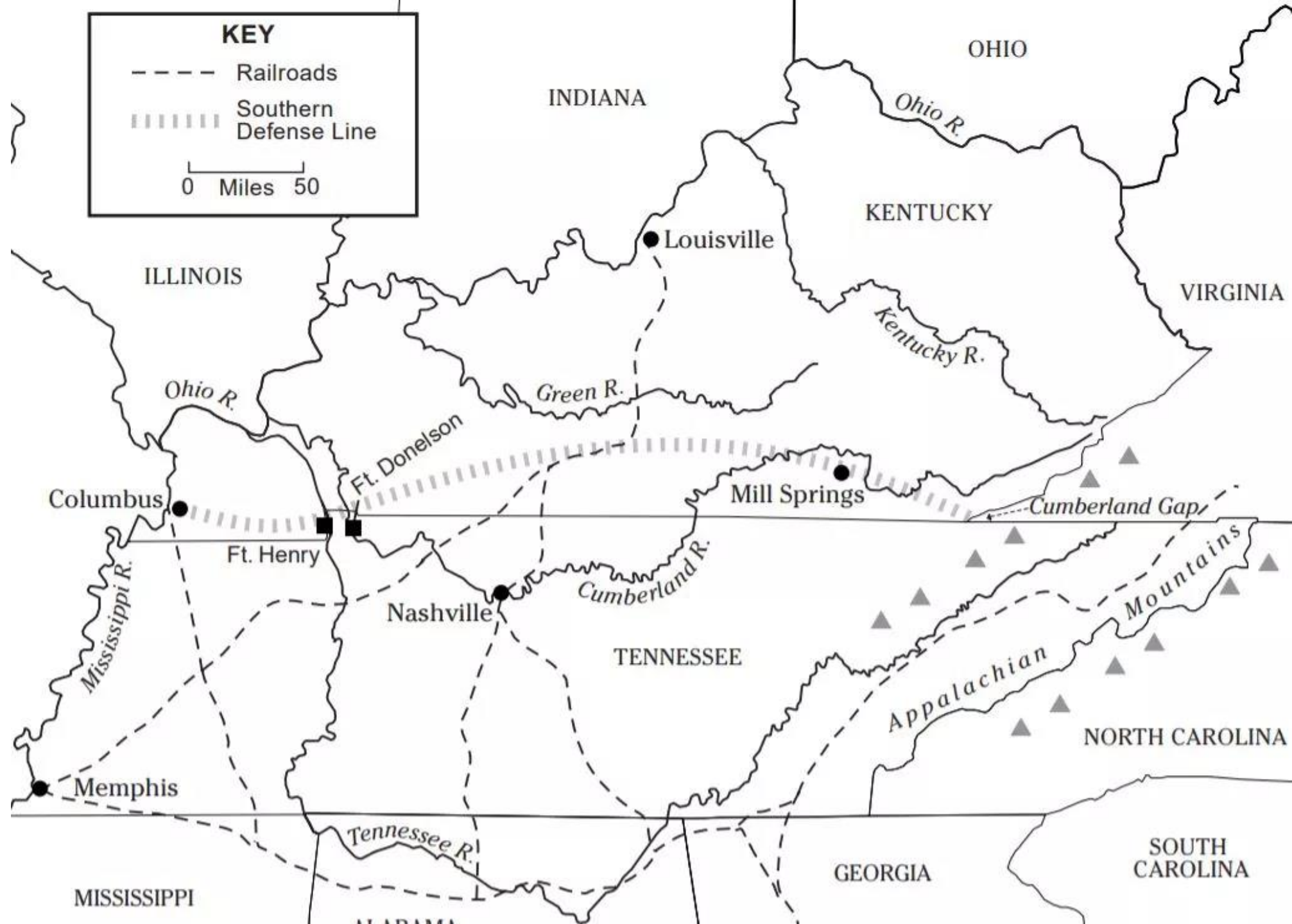
There are roughly 9,500 miles of RR in the Confederacy.







SOUTHEASTERN UNITED STATES,
1861
THE AMERICAN CIVIL WAR
Principal Campaigns of the War
(Schematic)
 ELEVATION IN FEET
 0 1000 2000 4000
 0 25 50 75 100
 SCALE OF MILES



Confederate Defenses of Nashville

- First. For arming the defenses of the Cumberland River in the vicinity of Nashville, viz: Six 32-pounder guns, with garrison carriages; two 8-inch columbiads, with garrison carriages*
 - This becomes “Fort Zollicoffer” a redoubt on the “Bluffs down from Nashville”
 - Destroyed when Nashville is evacuated (Mostly) many guns spiked and dumped over the bluffs to the river- at least two still in place and several dismounted
- Second. For arming defenses on the land approaches to Nashville, viz: Twenty-five 12-pounder guns, with siege carriages; three field batteries of four 6-pounder guns and two 12-pounder howitzers each*
 - Not completed



*J. F. GILMER, Major of Engineers and Chief Engineer of Western Dept