

GEORGIA

BATTLEFIELDS

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Kennesaw State Collectors' Showcase is 6 August

Kennesaw State University's Center for the Study of the Civil War Era is hosting its 7th Annual [Collectors' Showcase](#) from 9 a.m. to 1 p.m. on 6 August at 3333 Busbee Drive NW, Kennesaw GA 30144. This event is free and open to the public. Collectors will display historic items from the Civil War and other eras. Take I-75 exit 271, Chastain Road, and turn east, then take the first right (south) onto Busbee Drive. The KSU Center will be on your right with a parking lot in front of the building.

Commission releases fort names change proposal

On 24 May the commission to consider renaming installations currently named after Confederates released its initial report. The proposed changes to army forts are:

- Fort AP Hill, Va., to Fort Walker, for Dr. Mary Edwards Walker
- Fort Benning, Ga., to Fort Moore, for Lieutenant General Hal Moore and Julia Moore
- Fort Bragg, N.C., to Fort Liberty
- Fort Gordon, Ga., to Fort Eisenhower, for General Eisenhower
- Fort Hood, Texas, to Fort Cavazos, for General Richard Cavazos
- Fort Lee, Va., to Fort Gregg-Adams, for Lieutenant General Gregg and Lieutenant Colonel Adams
- Fort Pickett, Va., to Fort Barfoot, for Technical Sergeant Van Barfoot
- Fort Polk, La., to Fort Johnson, for Sergeant William Henry Johnson
- Fort Rucker, Ala., to Fort Novosel, for Chief Warrant Officer Michael Novosel

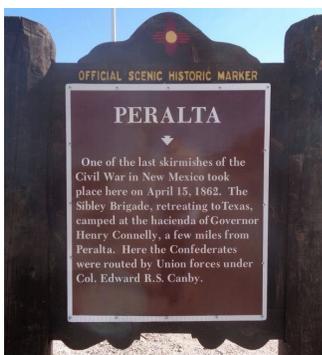
The commission of eight people included six former service members (ranging in rank from four-star to sergeant), one U.S. House member (from Georgia), and one person who formerly served in the State and Defense Departments. Buildings and streets named for Confederates on other army, navy, and air force installations will also be considered for renaming. More about the commission's origins, objectives, members, and process is at [this link](#). The commission's final report is to be delivered to Congress by 1 October 2023, and the names must change by 1 January 2024.

Battlefield Road Trip – Peralta

The Battle of Peralta, New Mexico Territory, was a minor engagement fought 15 April 1862, during the Confederate retreat to Texas following the disastrous loss of most of their wagons, horses, and mules while achieving an apparent tactical victory at Glorieta on 28 March. See [September 2021 newsletter](#).

Why mention such an insignificant clash? As Paul Harvey used to say, stay tuned for the rest of the story. The screenwriters supposedly used the fight at Peralta as the basis for their battle scene in the movie *The Good, The Bad, and the Ugly*. Obviously, they took some liberties.

Unsurprisingly, the best explanation of what actually happened is by the late Don Alberts. It's available online through the [New Mexico Historical Review](#).



October 2021 Jason Voigt photo of historical marker, soon thereafter removed to allow for road widening.



Much of the fighting took place at the end of Cottonwood Road, shown as it looked in December 2021.



One of the irrigation canals (dry in this photo) that obstructed movement by both sides. Some canals are still in use today.

Decisions of the Atlanta Campaign – part 2

GBA member Larry Peterson, author of the 2019 book [Decisions of the Atlanta Campaign](#), continues his series. Part 1 appeared in the [January 2022 Georgia Battlefields newsletter](#).

Sherman strengthens and improves his supply line **Article by Larry Peterson**

By April 1864, Maj. Gen. William T. Sherman had assembled three armies consisting of 110,000 men, 254 cannons, and 35,000 horses and mules. His main supply depot was Louisville, where shipments arrived via railroad and boat. From there, almost all supplies went forward by rail, first to Nashville, then Chattanooga, then—as the railroad was repaired in the wake of Sherman’s advance—to his armies in the field. Railroads were superior to roads in capacity and especially in inclement weather. As Sherman advanced, his supply line would lengthen, while Confederate General Joseph E. Johnston’s supply line from Atlanta would shorten.

Sherman’s staff calculated that his armies would need 130 railroad cars per day or a number of wagons capable of carrying an equivalent load. The standard planning factor was two pounds per man per day but 24 pounds per mule and 26 pounds per horse. The staff estimated the railroads could manage 65 to 85 cars per day. This was obviously inadequate.

Sherman had several options to consider. First, he could use the railroads in their present condition, augmenting them with quartermaster wagons. Second, he could attempt to increase the efficiency of the railroads. Finally, he could not only increase the efficiency of the railroads but also use other means to move men and supplies to the front.

The first option, augmenting the railroads in their present condition with wagons, would require thousands more animals and wagons and also depend on favorable weather. The standard planning factor was 25 wagons to support 1,000 men. The second option, increasing the efficiency of the railroads, would require massive improvements to their infrastructure and exceptional management of the cargo and schedule. A third option, increasing the railroad’s efficiency while mandating the use of other forms of transportation in addition to wagons, would provide a better flow of men and supplies to the front.

Sherman quickly chose the third option. He assigned competent men to schedule, maintain, and expand the capabilities of the railroads and supported their actions. He commandeered boxcars and engines from other railroads, eventually achieving a record of 195 boxcars on one day! He ordered units going to the front to march rather than ride the cars, forbade any civilians from riding, and ordered cattle to be driven on the hoof. Additional wagons alone would not have been able to keep up with demand, especially with the rain that was almost certain to come.

One military adage indicated that company grade officers discussed tactics, field grade officers discussed strategy, and generals discussed supply. Had Sherman not diligently worked to build up and maintain his supply line, he would have been forced to halt at or even retreat from the point where his men could be supplied. When Sherman decided to move away from the railroad in late May, upwards of 25,000 wagons were required to supply his troops, providing further proof of the immense task of using wagons to provision his men and animals.

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