

1. Record Nr.	UNINA9910817786203321
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Titolo	The iron way : railroads, the Civil War, and the making of modern America // William G. Thomas
Pubbl/distr/stampa	New Haven, : Yale University Press, c2011
ISBN	1-283-31971-3 9786613319715
Descrizione fisica	1 online resource (294 p.)
Classificazione	HIS036050HIS054000
Disciplina	973.7/1
Soggetti	Railroads - United States - History - 19th century Railroads - Confederate States of America - History United States History Civil War, 1861-1865 Transportation United States Territorial expansion History 19th century
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Bibliographic Level Mode of Issuance: Monograph
Nota di bibliografia	Includes bibliographical references and index.
Nota di contenuto	Frontmatter -- Contents -- Prologue -- Chapter 1: Slavery, The South, And "Every Bar Of Railroad Iron" -- Chapter 2: Railroads, The North, And "The Velocity Of Progress" -- Chapter 3: Secession And A Modern War -- Chapter 4: Fighting The Confederate Landscapes -- Chapter 5: The Railroad War Zones -- Chapter 6: The Confederate Nation "Cut Off From The World" -- Chapter 7: The Railroad Strategy -- Chapter 8: After Emancipation -- Epilogue: The Road To Promontory Summit -- Acknowledgments -- Appendix -- A Note On Sources -- Notes -- Index
Sommario/riassunto	Beginning with Frederick Douglass's escape from slavery in 1838 on the railroad, and ending with the driving of the golden spike to link the transcontinental railroad in 1869, this book charts a critical period of American expansion and national formation, one largely dominated by the dynamic growth of railroads and telegraphs. William G. Thomas brings new evidence to bear on railroads, the Confederate South, slavery, and the Civil War era, based on groundbreaking research in digitized sources never available before. The Iron Way revises our ideas about the emergence of modern America and the role of the railroads in shaping the sectional conflict. Both the North and the South invested

in railroads to serve their larger purposes, Thomas contends. Though railroads are often cited as a major factor in the Union's victory, he shows that they were also essential to the formation of "the South" as a unified region. He discusses the many-and sometimes unexpected-effects of railroad expansion and proposes that America's great railroads became an important symbolic touchstone for the nation's vision of itself. Please visit the Railroads and the Making of Modern America website at <http://railroads.unl.edu>.

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