

what may be termed a modest player in the Civil War is not easy, and Bright should be praised for the amount of material he has uncovered related to Sharp's activities. After completing what Bright labels "The Haul," Sharp served in several other rail management positions supporting Confederate efforts in the Carolinas until war's end.

This book is a most welcome addition to our understanding of Civil War railroading, but like so many books produced today, suffers from a lack of editing. The writing is at times awkward and unclear, but mostly it is weak, with the terms "probably," "must have been," and "surely" used to a maddening degree for a history text. If you know something, say it; don't cage your bets.

The lack of one good map showing the

general area of Sharp's operations with the rail lines and gauges identified would have been welcome. The photographs supplied, more often than not, bear no relation to the accompanying text, though a collection of color diagrams of the stolen B&O locomotives by Andrew H. Hall is a nice touch. The book includes an index and bibliography.

Numerous appendices follow the text. One gives detailed data on every B&O locomotive taken, and while tedious, it yields a few gems of information; the others are mostly of little interest. Problems with numbering abound in the endnotes, symptomatic of problems that good editing could have prevented, marring what is an otherwise good effort.

—Larry Duffee, *Juba, South Sudan*

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*Rails to the Front –  
The Role of Railways in  
Wartime*, by Augustus J.  
Veenendaal and H. Roger  
Grant. Karwansaray  
Publishers, 2017. 250 pp.  
\$33.67 hardbound

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This is an intriguing and somewhat unusual book. It will interest those with an interest in railways transcending the standard history format of the XYZ RR line and having a broader interest in the role railways have played in the history of war on the North American, European, African, Asian, and South American continents.

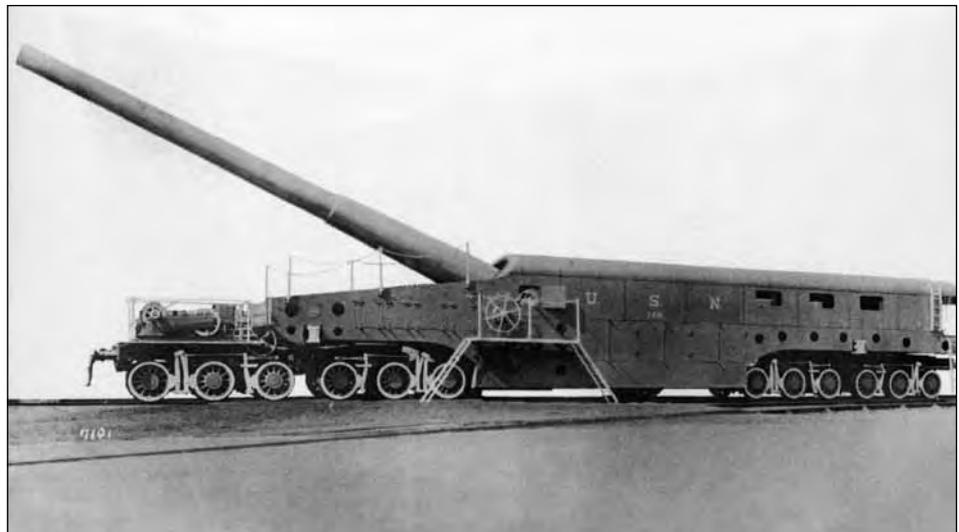
It is unusual in that it was first published in Dutch in the Netherlands in 2013 at the request of The Netherlands Railway Museum to accompany a major exhibition on the role of railroads in wartime over the last centuries – with a primary focus on Europe. It sold well.

Favorable reviews led the author to believe that an English edition might appeal

to an even wider audience – hence the new and expanded edition with chapters added by noted railroad author H. Roger Grant focusing on the American Civil War and U.S. involvement in World Wars I, II, and the Korean war.

The book has 14 chapters, with an interesting foreword plus useful index and bibliography. The latter is particularly useful, as there are many areas to be explored that are beyond the ken of most American readers. The book includes only a few maps and these are small and somewhat hard to read. More and larger maps for each chapter would have made it easier for readers to absorb the scope of discussion. Google and/or MapQuest are a handy fix but it would still

**A U.S. Navy 14-inch gun  
built by Baldwin, from  
*Rails to the Front*.**





**U.S. troops board a New Haven Railroad train during World War I, from *Rails to the Front*.**

have been nice to have a series of built-in maps to augment the text.

The first two chapters discuss the early beginnings of railways in war and go into the first real use of a purpose-built railway in the Crimean War. The Crimea was a logical steppingstone to the next major use of railways by both North and South in the American Civil War. Chapters 3, 10, 13, and 14 will probably be of greatest interest to American readers as they cover the Civil War and America's involvement in WWI, WWII, and the Korean war.

Chapters 4 through 9 and 11, 12, and 14 cover the role of railways at war in the rest of the world. Primary emphasis is on Europe and Russia, but other areas are certainly included. As one would expect, broad-, standard-, and narrow-gauge railways were vital to the prosecution of WWI – and this sub-

ject is covered in depth. With the advent of motor transport during the inter-war years, railways continued to play an important strategic logistical role in WWII – with the inherently greater flexibility of trucks allowing them to supplant the tactical role played by narrow-gauge trench railways of WWI.

Illustrations are a mix of well-reproduced photographs and period art that nicely complement each other in providing a view of the period discussed in each chapter. The effect would have been enhanced via better illustrations of the iconic locomotives noted (such as Prussian P8 4-6-0s; German *Kriegslok* 2-10-0s, Russian Type E 0-10-0s; American WWII S160 2-8-0s; British WWII ROD “Austerity” 2-10-0s), using good builder's photos or clear in-service photos illustrating the machines being discussed. There are indeed photos of some of

these engines, but foreground obstructions or relegation to the background reduces impact. Ditto for railway guns.

A few nitpicks: A page-167 typo reading URSA should be USRA; a sentence on page 219 has the inception of the North American Treaty Organization occurring in 1950 – it was April 4, 1949; and an entry on page 207 has the Pennsylvania Railroad's T1 4-4-4-4 streamlined duplex steam engines operating at speeds of more than 120 mph. They were designed to move trains reliably at 100 mph, and certainly reached higher speeds, but I do not recall any accounts documenting 120 mph or more.

The final chapter deals with the reduced role of railways in warfare in the post-WWII period (for example, NATO European exer-

cises and Operation Desert Shield in 1990-1991). It would have been interesting had an expanded chapter covered topics like the role of Wickham armored railcars during the Malayan Emergency (1948-1960), and American and French equipment on the railways of the Republic of South Vietnam during the 1955-1975 war. In fairness though, a broad survey is just that, and one shouldn't complain.

This book is an excellent value for the money. It fulfills its broad purpose of presenting the role of railways in warfare and provides an excellent launching platform for those wishing to know more about detailed individual circumstances.

—Col. Don Woodworth, Jr.  
(USAF, Ret.), O'Fallon, Ill.

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*Pullmans Derailed:  
Examination of Sleeping  
Car Wrecks from Original  
1940-1968 Pullman  
and ICC Reports*, by  
Theodore Shrady.  
Atlantic Coast Line  
and Seaboard Air Line  
Railroads Historical  
Society, 2017. 144 pp.  
\$34.95 hardbound

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The title of this work is somewhat misleading, for it covers not only derailments that included Pullman sleepers but also collisions, fires, and at least one boiler explosion. The sources are mostly published Interstate Commerce Commission reports and unpublished accident investigations from the Pullman archives at the Newberry Library. It contains 6 chapters.

An introduction briefly describes the Pullman Co., the 1944 antitrust settlement that defined Pullman-railroad relations from then on, and a bit on Pullman's accident investigations as well. The second chapter introduces the accident investigations by the ICC and Pullman in some detail, briefly notes the major causes of wrecks, and explains some arcane railroad terminology. Focus on individual accidents begins in Chapter 3 with the New York Central's *Lake Shore Limited* derailment at Little Falls, N.Y., on April 19, 1940, that killed 31 and injured nine people. The ICC's conclusion: "This accident was caused by excessive speed on a sharp curve, combined with a run-in of slack resulting from the throttle being closed suddenly." Chapter 4, the heart of the book, organizes Pullman accidents by region of the country – Eastern, Midwestern, and Western. Chapter 5 looks at minor accidents more briefly while chapter six discusses repairs.

The book is very nicely illustrated. The covers and front material contain sketch-

ings by Robert Pernau. There are track, car, and equipment diagrams, maps of Pullman's routes and accident locations, accident sketches, and reproductions of material from Pullman and ICC accident reports. There are also large numbers of interesting photographs of the trains that came to grief, and the cars involved, often both before and after the accident.

If train accidents fascinate, you will enjoy this book. It is well written and the few glitches are minor. I think that organizing the material by type of accident (collisions, derailments) and then chronologically would have made for a more interesting presentation, however. While each accident has at its core the ICC report that is on line, the author adds to them photographs, a listing of the train consist and descriptions of car damage taken from the Pullman investigation. There is often a description of repair costs – as well as the fate of the Pullmans in the wreck, whether repaired and returned to service or not. Unfortunately, because the book has no footnotes, it is not clear where this material resides in the voluminous Pullman archives.

What is missing from this book and would have made it more valuable to this reviewer is any effort to place these tragedies in a wider context and to push beyond the ICC reports to some of the deeper causes of accidents. For example, how could an experienced engineer have made the mistakes