

Chapter 1 : History of the 4th Infantry Division | The Ivy Division | The Iron Horse

*The Iron Horse at War: The United States Government's photodocumentary project on American railroading during the Second World War [James E. Valle, Jack Delano] on www.nxgvision.com *FREE* shipping on qualifying offers.*

War films are expensive to produce if they are to be realistic, especially when it comes to vehicles and tanks in particular. The original vehicles are very scarce and valuable and some have to be severely limited in the amount of drive time they can be allowed and so alternatives have to be created. It is the scarcity of original tanks, which means replicas have to be specially built because the older the tank design, the more difficult it is to obtain. The tank entered service in and was used by the American army until with a few being used by Canada. After visiting a museum for research purposes, the option to lease a French WW I tank was rejected and it was decided instead to build a full-size working model. A ton excavator was used as the basis around which a framework was added and the tracks were powered by hydraulic pumps, each connected to a Range Rover V8 engine. George Gibbs decided to use steel rather than lighter materials to make the tank move more realistically. It took four months to build the working model, which measured feet in length, weighed tons and had a speed between and 12mph. Artistic licence was used when it came to the type of armament and a turret was added in place of the penthouse like superstructure on the roof of the real Mk VIII. The guns were mounted in the side sponsons, as they were on the real thing. It worked well for the action sequences but real tank enthusiasts and experienced modellers knew it was not right. For the scene where it is destroyed by being driven over the edge of a cliff, the special effects team used a quarter-scale model to create the effect. The company has won Oscars and many other awards for its work on a range of other films such as Gladiator. The designers approached the Tank Museum at Bovington in Dorset, which supplied technical drawings from which Neil Corbold was able to build a replica 1: This particular design entered service in , which fitted in with the setting of the film and was armed with two 6-Pounder guns in side sponsons and up to four machine guns. The real Mk IV weighed tons, was feet and five-inches in length, feet and nine-inches in width and eight-feet and two-inches in height. It was powered by a Daimler petrol engine, which was rated between and hp and could reach speeds up to almost four-mph. The Special Effects team had also obtained other reference material and using the expertise of the team a very realistic-looking working model was built in only weeks. I spoke with Neil Corbold, who told me that the project was built to a very tight schedule. It looks like the real thing and moving at around 3mph has about the same speed. Tanks in the First World War were used to crush barbed wire and smash machine gun posts with the infantry following behind them to secure the ground they had attacked. Tactics were developed and the Germans were stunned to be attacked by such monstrous machines. They tried to build tanks of their own design, the A7V, but they never managed to develop an armoured force like the British or French and resorted to using captured examples of the Mk IV. The original wartime Mk IV tank in the collection of the Tank Museum used to be displayed at certain events but age has now caught up with it and it has been declared too fragile to be used in arena displays. The Museum was planning to build a replica Mk IV of its own, but when the filming of War Horse was completed they were given the opportunity to obtain the replica tank. An agreement was reached and the Museum is now the proud owner of a fine-looking realistic tank from an era which no longer has any veterans. It was at the Tankfest that the Museum rolled out the replica Mk IV tank to participate in an arena display for the first time. No one had ever seen anything like it in living memory, as it rumbled towards the barbed wire entanglements in front of the German trenches as they recreated a First World War battle scenario using the Great War Society. Pyrotechnics added smoke to the setting and it was most authentic amid the loud explosions of other pyrotechnics. The tank, looming up through the smoke, looked a fearsome thing and no wonder when confronted by it in the war the Germans believed the Devil was coming at them. The Special Effects team can be proud that they have created such a remarkable model. It would be an interesting scenario if the Tank Museum were to arrange a meeting between the recreated German A7V and the Mk IV to recreate the first tank versus tank engagement, which took place on 24th April His request was turned down. It is a thought, though, for an unusual arena display. If readers are interested in seeing the War Horse tank in action they are

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advised to keep looking at the Tank Museum website for updates and news of events involving the tank. This can be found at: You will not be disappointed at seeing it in action.

Chapter 2 : "Iron Horse" War Cloud (TV Episode) - IMDb

Disunion follows the Civil War as it unfolded. Among many other things, the Civil War marked the first significant use of the railroad as a military tool. Between the opening of the first European and American railroads in and the outbreak of the war in , there had been a few short wars in.

Arguably the most modernized division in the army, the 4ID is currently organized with four Brigade Combat Teams BCT , a fires brigade, an aviation brigade, and various supporting units. The 4th Infantry Division is nicknamed the "Ivy Division. The word "Ivy" is a play on the Roman numeral four, IV. The 4th Infantry Division went into action in the Aisne-Marne campaign in July , at which time its units were piecemealed and attached to several French infantry divisions. Almost a month later, the Division was reunited for the final days of the campaign. During the next four months, the 4th I. Suffering over 11, casualties in the final drive for the Allied victory, the 4th Infantry Division was the only division to serve in both the French and British sectors of the front. The 4th Division remained in Europe for occupation duty until returning to the United States on July 31, From June of until late in , the 4th Infantry Division served as an experimental division for the Army, testing new equipment and tactics. The amphibious invasion of Europe began on June 6, The remainder of the Division quickly followed, landing on Utah Beach. For 26 days the Division pushed inland, reaching the Port of Cherbourg and sustaining over 5, casualties. Breaking out of the Beachhead and expanding operations well into France, the Division was given the honor of being the first Allied unit to participate in the liberation of Paris. The Ivy Division quickly moved on through northern France reaching Belgium and the border of Germany by September In November, the 4th Infantry Division moved into the Hurtgen Forest and fought what was to be its fiercest battle. The 4th Infantry Division held its ground during the Battle of the Bulge; crossed the Rhine, then the Danube, and finally ceased its advance at the Isar River in southern Germany. However, the Japanese surrendered before the 4th ID was deployed. After the war ended the 4ID was inactivated on March 5, In May it deployed to Germany as the first of four U. The division headquarters was located in Frankfurt, West Germany. Throughout its service in Vietnam the Ivy Division conducted combat operations in the western Central Highlands along the border between Cambodia and Vietnam. The 4th Infantry Division experienced intense combat against NVA regular forces in the mountains surrounding Kontum in the autumn of In May the remainder of the division conducted cross-border operations during the Cambodian Incursion. The Ivy Division returned from Vietnam in December and was rejoined in Fort Carson by its former 3rd Brigade from Hawaii, where it had re-deployed as part of the withdrawal of the 25th Infantry Division. One battalion remained in Vietnam as a separate organization until January, During the four and a half years of combat operations during the Vietnam War, 2, Ivy Division soldiers were killed in action and another 15, were wounded. After Vietnam the Division settled at Fort Carson, Colorado where it reorganized as a mechanized infantry division and remained at Carson for 25 years. Division elements have supported rotations to Bosnia and Kuwait as well as providing a Task Force to fight forest fires in Idaho in Unfortunately the Turkish government did not give their permission for U. Arriving after the invasion had started, the 4th Infantry Division entered Iraq as follow-on forces in April of The Ivy Division became a major part of occupation forces during the post-war period. Hussein was located about 10 miles south of Tikrit, cowering in a "spider hole. The Division headquarters replaced the 3rd Infantry Division, which had been directing security operations as the headquarters for Multi-National Division - Baghdad. The 4th ID assumed responsibility on January 7, for four provinces in central and southern Iraq: Baghdad, Karbala, An-Najaf and Babil. On January 7, , MND-Baghdad also assumed responsibility for training Iraqi security forces and conducting security operations in the four provinces. During this deployment soldiers were killed in action. Today, the 4th Infantry Division is the most lethal, modern and deployable heavy division in the world; it is prepared to conduct full-spectrum combat operations. The Ivy Division began their third deployment to Iraq in late and is scheduled to return to the U. The Division will continue its move to Fort Carson upon their return.

Chapter 3 : 4th Infantry Division (United States) - Wikipedia

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Railways in the American Civil War Part One At a stroke, with the coming of the age of steam, man could move faster than a galloping horse. The Civil War Period saw a developed Railway system put to much use and under much pressure. The basic strategy of the North was to envelop and strangle the South, called the Anaconda plan. In plain English, Northern armies had to invade the South and destroy the opposing Government in order to stamp out the Confederate rebellion. To exist the Confederacy had simply to survive and be recognised by foreign powers. The enormous advantages which the Federal Government possessed in respect of manpower, riches and the commercial and industrial strength that supports armies was balanced by the sheer size of the South and the need to fight on many fronts, including the great Blockade of Southern Ports. Here the railways of both North and South played a very big part in the War and its outcome. This was the first time railways had played a strategic and significant part in a war, together with all the other new "Victorian Era" innovations such as the Telegraph, the Ironclad battleship, machine guns and much, much more. One of the issues that triggered the American Civil War was, of course, slavery. The anti slavery lobby in the North was a vocal, politically active "ginger group" - we can think of them and their effect on the body politic as akin to the Suffragette Movement, Green Peace or the CND. Douglas of Illinois introduced the fateful Kansas-Nebraska Act in , which helped to put the whole controversy beyond hope of settlement. Why did he do this? To win Southern Support in Congress and the Senate so that he could get a railway built! He wanted the transcontinental line to jump off west from Chicago. Building this railroad would involve grants of public land to allow for settlement and fund the scheme and he was an Illinois Senator and had an interest in promoting Chicago and making money in the North. From such relatively minor motives do major consequences flow. The rail was secured to the pine log sleeper with spikes - not the more sophisticated chair fish plate and bolt system of European lines. A very classic design, as seen in all the best Cowboy and Indian films. The North American loading, gauge, was a generous one and most passenger carriages and goods trucks box cars were on bogies at each end. Railroad yard and depot with locomotives One of the lucky accidents that worked in favour of American Industry was the fact that the canal at Sault Sainte Marie, Michigan, had been completed a few years before the start of the war, thus allowing the unlimited supply of Iron Ore from the Lake Superior ranges to be brought down to the Pittsburgh furnaces relatively inexpensively. There was a railway network to go with this. All the facilities for this were on hand in the North. This Civil War was the first of the "railroad wars" in a military sense. The Federal Government was able to switch troops by rail from eastern to western theatres and vice versa far easier than could the Confederacy. It is probable that the Civil War pushed the North into the industrial age a full generation sooner than would otherwise have been the case - it provided the forced draught that accelerated the process enormously. In the South, it was amazing that they lasted four whole years and still fought on. The situation got progressively worse during the war because the facilities to repair, rebuild and maintain, did not exist. From the start to the end of the War, not one mile of rail was produced in the South. When a new line had to be built, or an existing line replaced, the rails had to come from some branch line or side track. The situation regarding rolling stock was pretty much as bad. When 20, troops from the Army of Northern Virginia were sent to northern Georgia by rail in in the Autumn of , a Confederate General quipped that never before had such good soldiers been moved so far on such terrible railways! Much of the food shortages that plagued Confederate Armies arose not from the lack of the foodstuffs in the South, but from the inability to move it to the Armies at the front over inadequate railways. To compound the problems, any Union Army that got into Confederate territory made a point of destroying railway lines and rolling stock as a matter of course. If the troops simply bent the rails out of shape a fierce fire heated the centre of the rail and then it was bent around a tree or other solid object the rails could quite quickly be straightened. Later into the War, the Federals developed a system of giving the uprooted rails a twist. This meant they could not be straightened and were useless unless re-processed through a rolling mill, of which the Confederacy had very few. On the Federal side, after the Chickamauga disaster, the Army of the Cumberland

was holed up in Chattanooga and was at risk of being starved into submission. The emergency galvanised Washington. Two army Corps were detached from Meade in the East, put under Joe Hookers command, and sent west by rail. This was the most effective military use of the railways yet made. The troops left the banks of the Rappahannock on 24 September and reached Bridgeport, Alabama just eight days later, thus boosting the Army of the Cumberland in its hour of need. When Sherman encircled Atlanta and Grant Petersburg, the main aim of both was to cut the railway life lines and to starve the Cities out. Having set the scene, I shall now tell you an illustrative tale of the Railroads in the Civil War. All through train movements were halted, but before the Rebels took possession, a special train of one engine and coach had passed the site of the raid and was heading west for the town of Wheeling. It was fired on ineffectively and the train stopped at Oakland, Maryland to refuel and take on water. A telegraph message was there received that a Rebel force was heading towards the line to the west to try and capture the special which was carrying several Northern notables. The train roared out of town at a high speed and approached the deep gorge near the Cheat River Bridge around a curve. Here the crew saw ahead a group of Confederates pulling up rails, BUT on the inside of the curve. If they had have gone for the outside curve rails, the train would surely have been de-railed. The Rebs were also piling logs and sleepers on the line. The fireman slung a lump of fire wood at a huddled group of Rebs as the train passed by, upending several of them! The driver then did no less than get up on the engine cab roof, take a flask from his pocket, bowed deeply to the fast vanishing Confederates and took a swig! The enraged Rebs fired a ragged volley at him but caused no damage. When out of range, he coolly halted the train, checked the engine for damage, found nothing disastrous, and then proceeded on his way. How about that for sheer determination and aplomb! The North, generally, seemed to be far more organised than the South regarding operating and supporting railways in war zones. Prior to the establishment of the USMRR the control of lines operated by the Federals in war zones had been vested in the Army Department in charge of the affected area. He was an outstanding engineer and started in early to reconstruct and built up all the lines serving the Army of the Potomac in the Virginia theatre of operations. Haupt preferred specialist civilian Railway Workers rather than conscripted soldiers for his railway construction and operation activities, and they proved highly successful in this work. McCallum succeeded John Anderson as general manager of the military railroads in the West and it was in this theatre that he achieved some of the best results in efficient operation and organisation of railways. In he had designed and patented a railway bridge called the Inflexible Arched Truss Bridge: His major problem, however, was to prevent Union Senior Officers interfering with his trains and telegraph lines, and to force commanders to unload and release empty box cars badly needed elsewhere! When General Pope was driven back along the Orange and Alexander R Reg in the latter part of August , the USMRR lost locomotives and box cars wagons and carriages to the advancing Confederates - who took what they wanted of the contents, then burned the lot! There was a lot of minor raiding and attempted sabotage of lines in all theatres, but especially spectacular were the efforts of Confederate Raiders Nathan Bedford Forrest in the Western theatre and John Singleton Mosby in the eastern theatre. Scott came from the Pennsylvanian RR and started and organised the railway military telegraph service. He became Assistant Secretary of War under Cameron and was responsible for ensuring key railway staff engineers, mechanics and telegraphists etc. He was in general charge of bridges and trestles and worked wonders of improvisation in to repair and re-create, fast, the line, whilst also inventing the simple horse-shoe like tool, easily carried, by which, with levers and crow bars, rails could be ripped up and twisted very quickly using only manpower. His organisation abilities were second to none and he inspired his work gangs to carry out numerous prodigious feats of engineering.

Chapter 4 : 1st Brigade Combat Team, 1st Cavalry Division (United States) - Wikipedia

*Some enterprising publisher should re-issue 'The Iron Horse at War' as a well-designed coffee-table photobook to make it available to a wider audience of photo and rail fans. ***FOR AN INSIDE LOOK click 'customer images' under the cover.*

Chapter 5 : Iron Horse War Machine - Guild Wars Wiki (GWW)

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Chapter 6 : Iron War Horse | Tanks | Gun Mart

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The Iron Horse at War: The United States Government's Photodocumentary Project on American Railroading During the Second World War by Jack Delano and James E. Valle (, Hardcover) Be the first to write a review.

Chapter 8 : MoSGA Messenger: THE IRON HORSE AT WAR

Ask: "Go to the Iron Horse Mine, and follow the cables; they'll lead ye to the areas ye need to get to. Use the barrels of explosives to sabotage the war machine." Reward dialogue [edit].

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