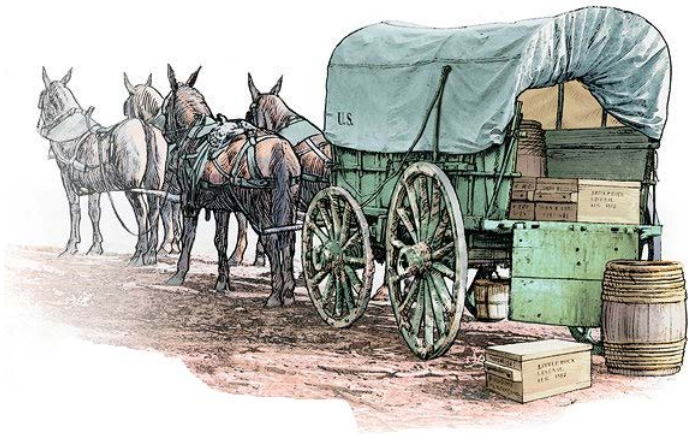


Civil War Artillery Logistics
The Army Supply Wagon
By Philip Donnelly

The Army supply wagon was the life line of the artillery. The design of these wagons was based upon the sturdy farm wagons used in Pennsylvania. The dimensions of the box of these useful vehicles were as follows: Length (inside), 120 inches; width (inside) 43 inches; height, 22 inches. each wagon had its own driver and was drawn by a team of four



horses or six mules



Each battery had a certain number of wagons that were assigned just to that particular battery and the drivers were part of the batteries assigned manpower. often the battery designation was painted on the canvas tarp and if that wagon was assigned to transporting ammunition that was indicated also, during battles these wagons had the right of way on the road to the front.

Such a wagon could carry a load weighing about 2536 pounds. This equaled approximately 1500 daily rations for the men or 17 boxes of ammunition (approximately 140 rounds) .

The ammunition boxes were color coded indicating the type of ammunition. Olive green for shot, black for shell, red for case and drab of canister.

Besides the all-important ammunition, rations for the men and forage for the horses it also carried all the batteries tentage, cooking equipment ,baggage and spare parts.



Shown here is a supply train passing through Petersburg Virginia. Even during the times between battles there was a steady flow of wagons back and forth to the main supply base.

One of the suppliers of wagons to the Union army was Henry and Clement Studebaker of South bend Indiana, who by the end of the war supplied over 6,000 wagons. Studebaker would later supply the Army with wagons for the Spanish -American war and trucks for WW1 and WW2.



This Studebaker ad shows the basic design used in the Army wagons.