

How did the growth of railroads impact Georgia's post-revolutionary growth?

Fill in information in your interactive notebook.

I. Pre-rail transportation

- a. People traveled on horses, boats, and stagecoaches. Freight was hauled on wagon trains.
- b. Stagecoach trails were based on Indian paths and ran east to west.
- c. The main stagecoach line connected Augusta to Columbus via Macon.

- d. Stagecoaches could travel 30-40 miles per day.
- e. To help keep roads maintained, a law was passed requiring all men ages 16 to 60 to work on the state's roads for 12 days per year.
- f. Even traveling the "best" road in the state that connected Savannah to Augusta took 2 to 4 days.

g. There were roads known as turnpikes that were run by private companies but people had to pay a toll to travel on the road.

On your map, draw a brown line to represent the road from Augusta to Columbus.

Application: On what geographical feature did this road run?

II. Water Travel

- a. The most important waterway in Georgia – the Savannah River – connected the backcountry to the most important port city – Savannah.
- b. Augusta, Georgia's 2nd capital, grew because of its location on the Savannah River and the Fall Line

- c. Other cities that began as trading centers on waterways were Milledgeville on the Oconee, Macon on the Ocmulgee and Columbus on the Chattahoochee.
- d. Barges carried cotton down river to port cities. From there it would be shipped to northern states or Europe. There was a MAJOR downside – the barges couldn't return upriver because of the current of the river.

- e. Ferries were used to cross waterways and transport people and goods. Ferries were pulled by hand across shallow rivers such as the Flint or by pulley systems across deeper rivers.
- f. Steamboats arrived in the 1820s, which provided for two-way transportation on the state's rivers.

On your map trace the Savannah, Oconee, Ocmulgee and Chattahoochee Rivers in blue.

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**Application: What else have we
learned about the Savannah and
Chattahoochee Rivers?**

III. Railroads

- a. Demand was growing for a reliable, fast, and inexpensive form of transportation
- b. 1825 – First steam-powered railroad began operating in England
- c. 1830 – First steam-powered locomotive, the Tom Thumb, was demonstrated in the U.S.

- d. In Georgia, inland cities like Forsyth and Athens needed an efficient way to ship cotton to Savannah
- e. First railroads to be built were private businesses. Companies could only borrow so much money from investors to build lines.
- f. The General Assembly became a partner with private companies to help build railroads in our state.

IV. Railroad in Georgia

- a. First regular train service in America started in Charleston, SC in 1830
- b. 1833 – 163 miles of track from Charleston to Hamburg, SC was completed. Hamburg sat just across the Savannah River from Augusta.
- c. Augusta officials would not allow the line to continue into Georgia, because it would take business away from Savannah.

d. December 1833 – The General Assembly chartered two railroads. The Georgia Railroad was to run westward from Augusta to Madison to Eatonton, ending in Athens. This line was finished in 1841. The Central of Georgia line was to run from Savannah to Macon. It was completed in 1843.

On your map, use black to draw and label these two rail lines.

V. Atlanta

- a. 1836 – Law was passed to build a railroad from the Chattahoochee River through Cherokee land to Chattanooga, Tennessee. It would be called the Western & Atlantic and would eventually connect the other rail lines in the state to the interior of the U.S.

- b. In 1837, the route was surveyed and the end of the line was marked and called Terminus.
- c. In 1845, the Georgia railroad was connected to the W&A. Terminus didn't seem like a proper name for a city, so it was renamed Marthasville in honor of Gov. Lumpkin's daughter.
- d. 1846 – The Macon and Western railroad linked Marthasville with the Central of Georgia that began in Savannah.

e. 1847 – The chief engineer of the W&A suggested yet another name for Marthasville. Taking the feminine form of Atlantic, the new city would be called Atlanta.

f. In 1853, a fourth line, the Atlanta and West Point linked rails in Georgia to Alabama.

On your map, draw and label the W&A and the Atlanta and West Point lines.

VI. Impact of railroads

- a. New city: _____
- b. Continued growth: _____
- c. Trade/Economic growth: _____
- d. Government support of growth: _____