Rails across

the

Mississippi

A History of the St. Louis Bridge







ROBERT W. JACKSON

# Rails Across The Mississippi A History Of The St Louis Bridge

**H. Roger Grant** 

# Rails Across The Mississippi A History Of The St Louis Bridge:

Rails Across the Mississippi Robert Wendell Jackson, 2001 A tale of grand dreams shady politics daring engineering experiments greed ambition and westward expansion Rails across the Mississippi is the first book length history since 1881 to document the planning financing and construction of the first bridge across the Mississippi River at St Louis a national engineering landmark completed in 1874 that is now known as the Eads Bridge Robert W Jackson takes a fresh look at this monumental project dispersing the myths and filling in the gaps left by earlier scholarship BOOK JACKET Title Summary field provided by Blackwell North America Inc All Rights Reserved The Pennsylvania Railroad, Volume 1 Albert J. Churella, 2012-10-29 Do not think of the Pennsylvania Railroad as a business enterprise Forbes magazine informed its readers in May 1936 Think of it as a nation At the end of the nineteenth century the Pennsylvania Railroad was the largest privately owned business corporation in the world In 1914 the PRR employed more than two hundred thousand people more than double the number of soldiers in the United States Army As the self proclaimed Standard Railroad of the World this colossal corporate body underwrote American industrial expansion and shaped the economic political and social environment of the United States In turn the PRR was fundamentally shaped by the American landscape adapting to geography as well as shifts in competitive economics and public policy Albert J Churella's masterful account certain to become the authoritative history of the Pennsylvania Railroad illuminates broad themes in American history from the development of managerial practices and labor relations to the relationship between business and government to advances in technology and transportation Churella situates exhaustive archival research on the Pennsylvania Railroad within the social economic and technological changes of nineteenth and twentieth century America chronicling the epic history of the PRR intertwined with that of a developing nation This first volume opens with the development of the Main Line of Public Works devised by Pennsylvanians in the 1820s to compete with the Erie Canal Though a public rather than a private enterprise the Main Line foreshadowed the establishment of the Pennsylvania Railroad in 1846 Over the next decades as the nation weathered the Civil War industrial expansion and labor unrest the PRR expanded despite competition with rival railroads and disputes with such figures as Andrew Carnegie and John D Rockefeller The dawn of the twentieth century brought a measure of stability to the railroad industry enabling the creation of such architectural monuments as Pennsylvania Station in New York City The volume closes at the threshold of American involvement in World War I as the strategies that PRR executives had perfected in previous decades proved less effective at guiding the company through increasingly tumultuous economic and political Joseph Brown and His Civil War Ironclads Myron J. Smith, Jr., 2017-04-26 A Scottish immigrant to Illinois waters Joseph Brown made his pre Civil War fortune as a miller and steamboat captain who dabbled in riverboat design and the politics of small towns When war erupted he used his connections including a friendship with Abraham Lincoln to obtain contracts to build three ironclad gunboats for the U S War Department the Chillicothe Indianola and Tuscumbia Often

described as failures these vessels were active in some of the most ferdocuments the life and career of Joseph Brown a miller and steamboat captain who built three ironclad gunboats for the US War Departmentocious river fighting of the 1863 Vicksburg campaign After the war Captain Joe became a railroad executive and was elected mayor of St Louis This book covers his life and career as well as the construction and operational histories of his controversial trio of warships The Old War Horse Myron J. Smith, Jr., 2024-02-13 With a unique prewar history as a snagboat and James B Eads noted catamaran salvage vessel the Benton survived a tumultuous government acquisition process and conversion to become flagship of the Union's Civil War Western river navy From Island No 10 through the Vicksburg and Red River campaigns the revolutionary ironclad participated in both combat and administrative activities earning a prominent place in nautical legend and literature This first book length profile of the warship reveals little known details of both her prewar and wartime career and reviews her final disposal Tales and Trails of Illinois Stu Fliege, 2003 Tells the stories of fifty two significant events in the history of Illinois Railroaders without Borders H. Roger Grant, 2015-10-22 For over 25 years the creatively led Railroad Development Corporation RDC has rejuvenated a series of down and out and even defunct railroads Launched in 1987 by Henry Posner III this investment and management company has demonstrated that it is possible both to have a conscience and to earn a profit in today s railroad industry With ventures on four continents RDC has created an admirable record of long term commitments respect for local cultures and protection of the public interest H Roger Grant presents a firsthand look at this unique business operation and its triumphs and disappointments House Documents, Otherwise Commerce an Navigation, [pt. 1] Nimmo, 1879 Publ. as Executive Documents United States. Congress. House, 1879

Foreign Commerce and Navigation of the United States United States. Bureau of the Census, 1879 Report on the Internal Commerce of the United States Joseph Nimmo (Jr.), 1879

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