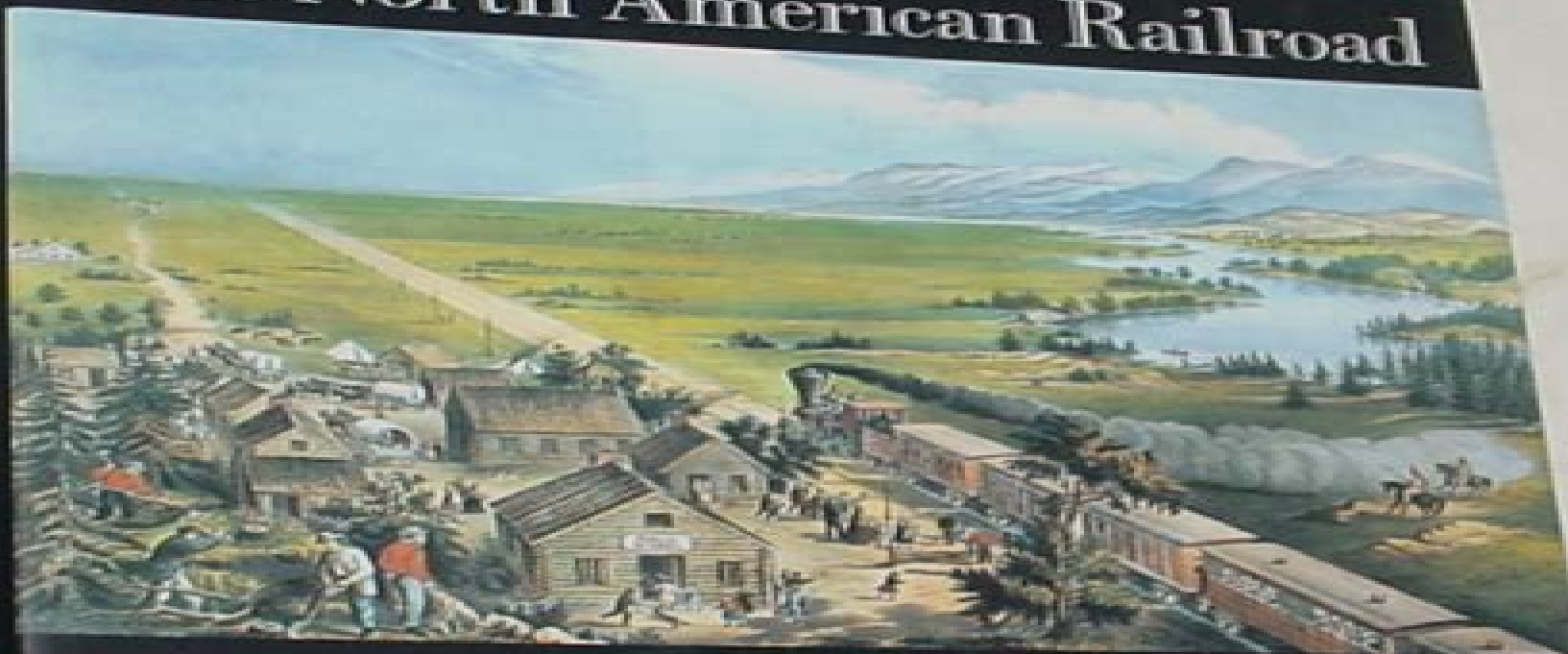


The North American Railroad



ITS ORIGIN, EVOLUTION, AND GEOGRAPHY

JAMES E. VANCE, JR.

North American Railroad Its Origin Evolution And Geography

Jennifer Travis



North American Railroad Its Origin Evolution And Geography:

North American Odyssey Craig E. Colten, Geoffrey L. Buckley, 2014-03-27 This groundbreaking volume offers a fresh approach to conceptualizing the historical geography of North America by taking a thematic rather than a traditional regional perspective Leading geographers building on current scholarship in the field explore five central themes Part I explores the settling and resettling of the continent through the experiences of Native Americans early European arrivals and Africans Part II examines nineteenth century European immigrants the reconfiguration of Native society and the internal migration of African Americans Part III considers human transformations of the natural landscape in carving out a transportation network replumbing waterways extracting timber and minerals preserving wilderness and protecting wildlife Part IV focuses on human landscapes blending discussions of the visible imprint of society and distinctive approaches to interpreting these features The authors discuss survey systems regional landscapes and tourist and mythic landscapes as well as the role of race gender and photographic representation in shaping our understanding of past landscapes Part V follows the urban impulse in an analysis of the development of the mercantile city nineteenth and twentieth century planning and environmental justice With its focus on human environment interactions the mobility of people and growing urbanization this thoughtful text will give students a uniquely geographical way to understand North American history Contributions by Derek H Alderman Timothy G Anderson Kevin Blake Christopher G Boone Geoffrey L Buckley Craig E Colten Michael P Conzen Lary M Dilsaver Mona Domosh William E Doolittle Joshua Inwood Ines M Miyares E Arnold Modlin Jr Edward K Muller Michael D Myers Karl Raitz Jasper Rubin Joan M Schwartz Steven Silvern Andrew Sluyter Jeffrey S Smith Robert Wilson William Wyckoff and Yolonda Youngs

A Companion to the U.S. Civil War, 2 Volume Set Aaron Sheehan-Dean, 2020-05-05 A Companion to the U S Civil War presents a comprehensive historiographical collection of essays covering all major military political social and economic aspects of the American Civil War 1861 1865 Represents the most comprehensive coverage available relating to all aspects of the U S Civil War Features contributions from dozens of experts in Civil War scholarship Covers major campaigns and battles and military and political figures as well as non military aspects of the conflict such as gender emancipation literature ethnicity slavery and memory

Trains for Nature Alfred Runte, 2025-02-04 Discover how America s abandoned passenger trains hold the key to preserving our nation s scenic treasures and wilderness landscapes In this timely and provocative work renowned environmental historian Alfred Runte challenges our blind embrace of highways and airports revealing how the decline of passenger rail has scarred America s legendary landscapes From national parks to urban corridors Runte demonstrates how modern transportation choices are destroying the very vistas we claim to cherish Drawing on decades of research and his experience as advisor to Ken Burns s acclaimed National Parks documentary series Runte offers a compelling vision for reuniting transportation with conservation Reveals how European nations successfully preserved their scenic landscapes through rail transportation Explores the

hidden environmental costs of abandoning America's passenger rail system Demonstrates how restoring rail service could protect wilderness areas from destructive development Challenges conventional wisdom about progress in transportation policy This expanded edition featuring a new preface and epilogue arrives at a critical moment as wind farms and solar installations threaten even protected wilderness areas For anyone concerned about preserving America's natural heritage while addressing climate change this passionate appeal for the return of passenger rail offers hope for a more sustainable and beautiful future

Changing Urban Trends Siegrun Fox Freyss, 2019-10-02 The local public sector is deeply steeped in history Studying the historic patterns of urban settlements helps us to understand the development of local priorities zoning to separate residential areas by class and race establishing police and fire departments to protect lives and property building roads and canals to make transportation more efficient and setting up school systems to educate students for work and adulthood In this new book the reader is guided through premodern conditions in order to identify paradigmatic changes that differentiate the premodern age from the modern age The well known contours of that transformation are then used to highlight trends that signal movements toward postmodernity A great variety of books cover politics policies and governance at the local level This book invites a more comprehensive look in that it structures the analysis around six basic themes economics politics and government organization of work education human nature plus related practices and criminal justice the book invites a historical perspective by using the six themes to clarify paradigmatic shifts from premodernity to modernity and now postmodernity The paradigmatic changes are examined to ask important questions What can local governments learn from premodernity and modernity to promote desirable developments and avert unfavorable trends in postmodernity What are progressive and regressive strategies What social cultural and economic principles and practices are worth promoting and which ones to discourage The broad nature of the book makes it relevant to students scholars and experts of urban politics and policies as well as city planning economic planning ethics and related fields

Organizing America Charles Perrow, 2009-01-10 American society today is shaped not nearly as much by vast open spaces as it is by vast bureaucratic organizations Over half the working population toils away at enterprises with 500 or more employees up from zero percent in 1800 Is this institutional immensity the logical outcome of technological forces in an all efficient market as some have argued In this book the first organizational history of nineteenth century America Yale sociologist Charles Perrow says no He shows that there was nothing inevitable about the surge in corporate size and power by century's end Critics railed against the nationalizing of the economy against corporations monopoly powers political subversion environmental destruction and wage slavery How did a nation committed to individual freedom family firms public goods and decentralized power become transformed in one century Bountiful resources a mass market and the industrial revolution gave entrepreneurs broad scope In Europe the state and the church kept private organizations small and required consideration of the public good In America the courts and business steeped legislators removed regulatory constraints over

the century centralizing industry and privatizing the railroads Despite resistance the corporate form became the model for the next century Bureaucratic structure spread to government and the nonprofits Writing in the tradition of Max Weber Perrow concludes that the driving force of our history is not technology politics or culture but large bureaucratic organizations Perrow the author of award winning books on organizations employs his witty trenchant and graceful style here to maximum effect Colorful vignettes abound today s headlines echo past battles for unchecked organizational freedom socially responsible alternatives that were tried are explored along with the historical contingencies that sent us down one road rather than another No other book takes the role of organizations in America s development as seriously The resultant insights presage a new historical genre

To Promote the General Welfare Steven Conn, 2012-07-03 Americans love to hate their government and a long tradition of anti government suspicion reaches back to debates among the founders of the nation But the election of Barack Obama has created a backlash rivaled only by the anti government hysteria that preceded the Civil War Lost in all the Tea Party rage and rhetoric is this simple fact the federal government plays a central role in making our society function and it always has Edited by Steven Conn and written by some of America s leading scholars the essays in To Promote the General Welfare explore the many ways government programs have improved the quality of life in America The essays cover everything from education communication and transportation to arts and culture housing finance and public health They explore how and why government programs originated how they have worked and changed and been challenged since their inception and why many of them are important to preserve The book shows how the WPA provided vital in some cases career saving assistance to artists and writers like Jackson Pollock Dorothea Lange Richard Wright John Cheever and scores of others how millions of students from diverse backgrounds have benefited and continue to benefit from the G I Bill Fulbright scholarships and federally insured student loans and how the federal government created an Interstate highway system unparalleled in the world linking the entire nation These are just a few examples of highly successful programs the book celebrates and that anti government critics typically ignore For anyone wishing to explore the flip side of today s vehement attacks on American government To Promote the General Welfare is the best place to start

Mastering Iron Anne Kelly Knowles, 2013-01-15 Veins of iron run deep in the history of America Iron making began almost as soon as European settlement with the establishment of the first ironworks in colonial Massachusetts Yet it was Great Britain that became the Atlantic world s dominant low cost high volume producer of iron a position it retained throughout the nineteenth century It was not until after the Civil War that American iron producers began to match the scale and efficiency of the British iron industry In Mastering Iron Anne Kelly Knowles argues that the prolonged development of the US iron industry was largely due to geographical problems the British did not face Pairing exhaustive manuscript research with analysis of a detailed geospatial database that she built of the industry Knowles reconstructs the American iron industry in unprecedented depth from locating hundreds of iron companies in their social and environmental contexts to explaining workplace culture

and social relations between workers and managers She demonstrates how ironworks in Alabama Maryland Pennsylvania and Virginia struggled to replicate British technologies but in the attempt brought about changes in the American industry that set the stage for the subsequent age of steel Richly illustrated with dozens of original maps and period art work all in full color Mastering Iron sheds new light on American ambitions and highlights the challenges a young nation faced as it grappled with its geographic conditions

Global Communications Since 1844 Peter J. Hugill,1999-04-09 He traces the steps that led to the British surrender of world hegemony to the United States at the end of World War II

The Planting of New Virginia Warren R. Hofstra,2004 An important addition to scholarship of the geography and history of colonial and early America The Planting of New Virginia rethinks American history and the evolution of the American landscape in the colonial era

Cartographies of Travel and Navigation James R. Akerman,2010-11-15 Finding one's way with a map is a relatively recent phenomenon In premodern times maps were used if at all mainly for planning journeys in advance not for guiding travelers on the road With the exception of navigational sea charts the use of maps by travelers only became common in the modern era indeed in the last two hundred years maps have become the most ubiquitous and familiar genre of modern cartography Examining the historical relationship between travelers navigation and maps Cartographies of Travel and Navigation considers the cartographic response to the new modalities of modern travel brought about by technological and institutional developments in the twentieth century Highlighting the ways in which the travelers operators and planners of modern transportation systems value maps as both navigation tools and as representatives of a radical new mobility this collection brings the cartography of travel by road sea rail and air to the forefront placing maps at the center of the history of travel and movement Richly and colorfully illustrated Cartographies of Travel and Navigation ably fills the void in historical literature on transportation mapping

Wounded Hearts Jennifer Travis,2006-05-18 The literary study of emotion is part of an important revisionary movement among scholars eager to recast emotional politics for the twenty first century Looking beyond the traditional categories of sentiment sensibility and sympathy Jennifer Travis suggests a new approach to reading emotionalism among men She argues that the vocabulary of injury with its evaluations of victimhood and its assessments of harm has deeply influenced the cultural history of emotions From the Civil War to the early twentieth century Travis traces the history of male emotionalism in American discourse She argues that injury became a comfortable vocabulary particularly among white middle class men through which to articulate and to claim a range of emotional wounds The debates about injury that flourished in the cultural arenas of medicine psychology and the law spilled over into the realm of fiction as Travis demonstrates through readings of works by Stephen Crane William Dean Howells Willa Cather Henry James and Edith Wharton Travis concludes by linking this history to twenty first century preoccupations with pain centered politics which she cautions too often focuses only on women and racial minorities

Performing Menken Renée M. Sentilles,2003-05-26 Performing Menken uses the life experiences of controversial actress and poet Adah Isaacs Menken to examine the culture of

the Civil War period and what Menken's choices reveal about her period. It explores the roots of the cult of celebrity that emerged from crucible of war. While discussing Menken's racial and ethnic claims and her performance of gender and sexuality, *Performing Menken* focuses on contemporary use of social categories to explain patterns in America's past and considers why such categories appear to remain important. American Urban Form Sam Bass Warner, Jr., Andrew Whittemore, 2012-02-24 An illustrated history of the American city's evolution from sparsely populated village to regional metropolis. *American Urban Form* the spaces, places, and boundaries that define city life have been evolving since the first settlements of colonial days. The changing patterns of houses, buildings, streets, parks, pipes, and wires, wharves, railroads, highways, and airports reflect changing patterns of the social, political, and economic processes that shape the city. In this book, Sam Bass Warner and Andrew Whittemore map more than three hundred years of the American city through the evolution of urban form. They do this by offering an illustrated history of the City, a hypothetical city constructed from the histories of Boston, Philadelphia, and New York that exemplifies the American city's transformation from village to regional metropolis. In an engaging text accompanied by Whittemore's detailed, meticulous drawings, they chart the City's changes. Planning for the future of cities, they remind us, requires an understanding of the forces that shaped the city's past. From Tavern to Courthouse Martha J. McNamara, 2004 During the formative years of the American republic, lawyers and architects, both eager to secure public affirmation of their professional status, worked together to create specialized, purpose-built courthouses to replace the informal judicial settings in which trials took place during the colonial era. In *From Tavern to Courthouse*, Martha J. McNamara addresses this fundamental redefinition of civic space in Massachusetts. Professional collaboration, she argues, benefitted both lawyers and architects as it reinforced their desire to be perceived as trained specialists solely concerned with promoting the public good. These courthouses, now reserved exclusively for legal proceedings and occupying specialized locations in the town plans, represented a new vision for the design, organization, and function of civic space. McNamara shows how courthouse spaces were refined to reflect the increasingly professionalized judicial system and particularly to accommodate the rapidly growing participation of lawyers in legal proceedings. In following this evolution of judicial space from taverns and town houses to monumental courthouse complexes, she discusses the construction of Boston's first civic building, the 1658 Town House, and its significance for colonial law and commerce; the rise of professionally trained lawyers through the seventeenth and eighteenth centuries; and changes in judicial rituals at the turn of the century and development of specialized judicial landscapes. A case study of three courthouses built in Essex County between 1785 and 1805 delineates these changes as they unfold in one county over a thirty-year period. Concise and clearly written, *From Tavern to Courthouse* reveals the processes by which architects and lawyers crafted new judicial spaces to provide a specialized, exclusive venue in which lawyers could articulate their professional status. Frederick W. Lander Gary L. Ecelbarger, 2001-01-01 Tall and handsome, vigorous and hot-tempered, fearless to a fault, Frederick W. Lander, 1821

1862 became one of the most name recognized Americans in the years 1854 to 1862 A top notch railroad and wagon road engineer in the western territories a popular lyceum speaker a published fiction writer and poet an adept negotiator with Native Americans and an agent for the Lincoln administration and the Union army the Massachusetts native attracted newspaper coverage from coast to coast for his renown and versatility His name evoked emotion and passion among his friends and associates including artists poets explorers engineers soldiers and politicians but at his untimely death early in the Civil War he quickly and tragically descended into anonymity With an energy that befits his subject Gary L Ecelbarger brings to life this intriguing romantic personality of the nineteenth century tempting the imagination to consider what Lander might have accomplished had he lived longer Using more than five hundred unpublished letters and documents written by Lander and his colleagues superiors and subordinates Ecelbarger delves into all of the major aspects of Lander's life but focuses upon its final chapter in the Civil War Promoted directly from unpaid aide de camp to brigadier general Lander was quickly dubbed the great natural American soldier by Lieutenant General Winfield Scott for his brilliant promise as a military leader The author offers a richly detailed narrative of Lander's courageous participation in three campaigns during the first year of the conflict Rich Mountain May July 1861 Ball's Bluff September October 1861 and the previously undocumented campaign against Stonewall Jackson January March 1862 Ecelbarger studies Lander's flaws attributes and achievements to provide a judicious comprehensive analysis of his actions and character In *Frederick W Lander* he produces the spellbinding story of a once forgotten hero who now appears life size

Let the Cowboy Ride Paul F. Starrs, 2000-03-17 The dime novel and dude ranch the barbecue and rodeo the suburban ranch house and the urban cowboy all are a direct legacy of nineteenth century cowboy life that still enlivens American popular culture Yet at the same time reports of environmental destruction or economic inefficiency have motivated calls for restricted livestock grazing on public lands or even for an end to ranching altogether In *Let the Cowboy Ride* Starrs offers a detailed and comprehensive look at one of America's most enduring institutions Richly illustrated with more than 130 photographs and maps the book combines the authentic detail of an insider's view Starrs spent six years working cattle on the high desert Great Basin range with a scholar's keen eye for objective analysis

Gentlemen Engineers Richard White, 1999-01-01 This study is an important contribution to our understanding of the professionalization of civil engineering and to the modernization of business practices in nineteenth century Canada

BOOK JACKET Science, Technology, and Society Sal P. Restivo, 2005 Emphasizing an interdisciplinary and international coverage of the functions and effects of science and technology in society and culture *Science Technology and Society B* contains over 130 A to Z signed articles written by major scholars and experts from academic and scientific institutions and institutes worldwide Each article is accompanied by a selected bibliography Other features include extensive cross referencing throughout a directory of contributors and an extensive topical index

Consuming Landscapes Thomas Zeller, 2022-10-04 What we see through our windshields reflects ideas about our national identity consumerism and

infrastructure For better or worse windshields have become a major frame for viewing the nonhuman world The view from the road is one of the main ways in which we experience our environments These vistas are the result of deliberate historical forces and humans have shaped them as they simultaneously sought to be transformed by them In *Consuming Landscapes* Thomas Zeller explores how what we see while driving reflects how we view our societies and ourselves the role that consumerism plays in our infrastructure and ideas about reshaping the environment in the twentieth century Zeller breaks new ground by comparing the driving experience and the history of landscaped roads in the United States and Germany two major automotive countries He focuses specifically on the Blue Ridge Parkway in the United States and the German Alpine Road as case studies When the automobile was still young an early twentieth century group of designers landscape architects civil engineers and planners sought to build scenic infrastructures or roads that would immerse drivers in the landscapes that they were traversing As more Americans and Europeans owned cars and drove them however they became less interested in enchanted views safety became more important than beauty Clashes between designers and drivers resulted in different visions of landscapes made for automobiles As strange as it may seem to twenty first century readers many professionals in the early twentieth century envisioned cars and roads if properly managed as saviors of the environment *Consuming Landscapes* illustrates how the meaning of infrastructures changed as a result of use and consumption Such changes indicate a deep ambivalence toward the automobile and roads prompting the question can cars and roads bring us closer to nature while deeply altering it at the same time *North America* Thomas F. McIlwraith, Edward K.

Muller, 2001-08-01 This classic text retains the superb scholarship of the first edition in a thoroughly revised and accessibly written new edition With both new and updated essays by distinguished American and Canadian authors the book provides a comprehensive historical overview of the formation and growth of North American regions from European exploration and colonization to the second half of the twentieth century Collectively the contributors explore the key themes of acquisition of geographical knowledge cultural transfer and acculturation frontier expansion spatial organization of society resource exploitation regional and national integration and landscape change With six new chapters redrawn maps a new introduction that explores scholarly trends in historical geography since publication of the first edition and a new final chapter guiding students to the basic sources for historical geographic enquiry *North America* will be an indispensable text in historical geography courses

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