

# 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

**Robert W. Jackson**



## **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 waters Joseph Brown and His Civil War Ironclads Myron J. Smith, Jr., 2017-04-26 A Scottish immigrant to Illinois 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 ferocious 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 Homefront in Civil War Missouri* James W. Erwin, 2014-07-08 Over one thousand Civil War engagements were fought in Missouri and the conflict could not be quarantined from civilian life In the countryside the wives and mothers of absent soldiers had to cope with marauders from both sides Children saw their fathers and brothers beaten hanged or shot In the cities a cheer for Jeff Davis could land a young boy in jail and a letter to a sweetheart in the Confederate army could get a girl banished from the state Women volunteered to care for the flood of wounded and sick soldiers Slavery crumbled and created new opportunities for black men to serve in the Union army but left their families vulnerable to retaliation at home The turbulence and bitterness of guerrilla war was everywhere *Shantyboats and Roustabouts* Gregg Andrews, 2022-12-07 Winner of the James V Swift Medal for Excellence in Maritime Literature Winner of the Missouri History Book Award Winner of the John Lyman Book Award Winner of the Hamlin Garland Prize in Popular History Shantyboat dwellers and steamboat roustabouts formed an organic part of the cultural landscape of the Mississippi River bottoms during the rise of industrial America and the twilight of steamboat packets from 1875 to 1930 Nevertheless both groups remain understudied by scholars of the era Most of what we know about these laborers on the river comes not from the work of historians but from travel accounts novelists songwriters and early film producers As a result images of these men and women are laden with nostalgia and minstrelsy Gregg Andrews's *Shantyboats and Roustabouts* uses the waterfront squatter settlements and Black entertainment district near the levee in St Louis as a window into the world of the river poor in the Mississippi Valley exploring their daily struggles and experiences and vividly describing people heretofore obscured by classist and racist caricatures **Tales and Trails of Illinois** Stu Fliege, 2003 Tells the stories of fifty two significant events in the history of Illinois *Highway Under the Hudson* Robert W. Jackson, 2011-12 Every year more than thirty three million vehicles traverse the Holland Tunnel making their way from Jersey City and Lower Manhattan From tourists to commuters many cross the tunnel's 1.6 mile corridor on a daily basis and yet few know much about this amazing feat of early 20th century engineering How was it built by whom and at what cost These and many other questions are answered in *Highway under the Hudson* Robert W Jackson's story about this seminal structure in the history of urban transportation In this meticulously researched work Jackson provides the first complete history of the planning financing and construction of the Holland Tunnel Dubbed the Eighth Wonder of the World when it opened in 1927 the Holland Tunnel was the longest vehicular tunnel in the world at the time of its construction In *Highway under the Hudson* Jackson explains the economic forces which led to the need for the tunnel and details the extraordinary political and social politicking that took place on both sides of the Hudson River to enable its

construction He introduces us to important figures in the tunnel s history such as New Jersey Governor Walter E Edge who more than anyone else made the dream of a tunnel a reality George Washington Goethals builder of the Panama Canal and namesake of the Goethals bridge the first chief engineer of the project engineers Ole Singstad who designed the ventilation system and Clifford Holland the chief engineer for whom the tunnel is named New Jersey Bridge and Tunnel commissioners Thomas Albeus Adams and John F Boyle who tried to profit from the tunnel s construction Jersey City Mayor Frank Hague who blocked completion of the tunnel until the New York Bridge and Tunnel Commission agreed to pay for street improvements in his city and the compressed air workers called sandhogs who risked their lives to build the tunnel Fully illustrated with more than 50 beautiful photographs and drawings Jackson s story of the Holland Tunnel is one of great human drama with heroes and villains that illustrates how great things are accomplished and at what price **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 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 Publ. as Executive Documents** United States. Congress. House,1879 **Commerce an Navigation, [pt. 1]** Nimmo,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* United States. Dept. of the Treasury. Bureau of Statistics,1879 **The Making of Urban America** Raymond A. Mohl,Roger Biles,2023-10-03 The revised and updated third edition of The Making of Urban America includes seven new articles and a richly detailed historiographical essay that discusses the vast urban history literature added to the canon since the publication of the second edition The authors extensively revised introductions and the fifteen reprinted articles trace urban development from the preindustrial city to the twentieth century city With emphasis on the social economic political commercial and cultural aspects of urban history these essays illustrate the growth and change that created modern day urban life Dynamic topics such as technology immigration and ethnicity suburbanization sunbelt cities urban political history and planning and housing are examined The Making of Urban America is the only reader

available that covers all of U S urban history and that also includes the most recent interpretive scholarship on the subject

**Railroad History** ,2002      **Modern Techniques in Bridge Engineering** Khaled Mahmoud,2011-08-26 Due to significant economic growth in the last few decades increasing traffic loads impose tremendous demand on bridge structures This coupled with ongoing deterioration of bridges introduces a unique challenge to bridge engineers in maintaining service of these infrastructure assets without disruption to vital economic and social activities This requires innovative solutions and optimized methodologies to achieve safe and efficient operation of bridge structures Bridge engineering practitioners researchers owners and contractors from all over the world presented on modern techniques in design inspection monitoring and rehabilitation of bridge structures at the Sixth New York City Bridge Conference held New York City on July 25 26 2011 This book contains a select number of papers presented at the conference This group of papers provides a state of the art in bridge engineering and is of interest to any reader in the field      **Journal of the Society of Architectural Historians**

Society of Architectural Historians,2002 Includes special issues      The Great Heart of the Republic Adam Arenson,2011-01-03 In the battles to determine the destiny of the United States in the middle decades of the nineteenth century St Louis then at the hinge between North South and West was ideally placed to bring these sections together At least this was the hope of a coterie of influential St Louisans But their visions of re orienting the nation s politics with Westerners at the top and St Louis as a cultural commercial and national capital crashed as the country was tom apart by convulsions over slavery emancipation and Manifest Destiny While standard accounts frame the coming of the Civil War as strictly a conflict between the North and the South who were competing to expand their way of life Arenson shifts the focus to the distinctive culture and politics of the American West recovering the region s importance for understanding the Civil War and examining the vision of western advocates themselves and the importance of their distinct agenda for shaping the political economic and cultural future of the nation      *Design and Construction of Modern Steel Railway Bridges* John F.

Unsworth,2017-08-03 This new edition encompasses current design methods used for steel railway bridges in both SI and Imperial US Customary units It discusses the planning of railway bridges and the appropriate types of bridges based on planning considerations      **The Road Taken** Henry Petroski,2017-02-21 A renowned historian and engineer explores the past present and future of America s crumbling infrastructure Acclaimed engineer and historian Henry Petroski explores our core infrastructure from both historical and contemporary perspectives explaining how essential their maintenance is to America s economic health Petroski reveals the genesis of the many parts of America s highway system our interstate numbering system the centerline that divides roads and such taken for granted objects as guardrails stop signs and traffic lights all crucial to our national and local infrastructure A compelling work of history The Road Taken is also an urgent clarion call aimed at American citizens politicians and anyone with a vested interest in our economic well being Physical infrastructure in the United States is crumbling and Petroski reveals the complex and challenging interplay between

government and industry inherent in major infrastructure improvement The road we take in the next decade toward rebuilding our aging infrastructure will in large part determine our future national prosperity

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