

1: List of crossings of the Snake River - Wikipedia

The first railroad to link any city along the Red River was the Texas and Pacific Railroad reached from Shreveport, Louisiana to Marshall, Texas in the s. While building tracks became more important than ever, construction halted for the duration of the war, as.

The bridge was started in the early winter of and was completed in June of The photograph above was obviously taken between those dates while the bridge was being built. Note the steamship Selkirk built in The photograph looks southwest from Minnesota toward Fargo. The tents on the Dakota side may have been part of "Fargo in the Timber. The bridge was completed in June of and the first engine, bedecked in flowers, entered Fargo. The image to the right is a photograph by O. Flaten, a Moorhead photographer who worked from to to It appears that this was taken at some sort of ceremony at the bridge. Note that the footbridge seen on the lower image has not yet been built. Note also the steamboat. I believe that the picture is facing north from the Moorhead side of the river. The image above is one-half of a stereoview photograph enlarged and cropped. The bridge built was replaced in , , and in Note the footbridge across the river just below the railroad bridge. I believe that we are looking north, hence the houses in the background are in Moorhead. Island Park was a part of Section Seven and was deeded to the city for a park. The Northern Pacific Railroad continued westward, reaching Bismarck in Aggressive westward building restarted in under new ownership. The original bridge was replaced in , , and in The photographic postcard to the upper right is from and shows the third bridge. The writer of the postcard notes on the back that "the buildings you see are all saloons. Moorhead at that time was "wet" while Fargo was "dry.

2: Grand Forks Rail Bridge

In 1856, the Red River Valley Railroad Company built a line from Crookston to Fisher. The line was extended to Grand Forks by 1860, connecting the cities of Crookston and Grand Forks.

Both the bridge and the boat burned. Bands played and citizens in Rock Island and Davenport cheered Tuesday afternoon as they watched three locomotives pull eight passenger cars across the Rock Island Railroad Bridge. Ever since US Army surveyor Lt. Lee surveyed the bridge site back in 1856, this bridge has been controversial. Railroad travel across the entire continent was divided between those who favored a northern route and those who favored a southern one. This controversial bridge pitted steamboat travel and its main cargo, cotton — important businesses in the South, against railroad travel and shipping- powerful businesses in the North. The fort is now gone. The powerful railroad companies in the North ignored Davis and started building the bridge anyway, also ignoring the Southern steamboat and cotton interests who were vehemently against it. Davis continued other delay tactics. Next, Davis took the railroad companies to court. The railroads won their case. So, now, the bridge is finished, and a new era in American transportation has begun. Jefferson Davis and many Southern steamboat and cotton interests are not happy. Update The night of May 6, 1862, just 15 days after the bridge opened, a Southern steamboat, the Effie Afton, plowed into one of the support piers of the wooden railroad bridge. The boat caught fire, and fire destroyed the bridge. The railroad companies investigated and found a list of peculiarities: It had no cargo. It had no official destination. The river currents that night made it virtually impossible for the steamboat to drift accidentally into the pier supports. The railroad companies concluded it was an act of sabotage. The railroads hired a charismatic Illinois lawyer named Abraham Lincoln to defend them. Lincoln won the case in 1862. But, legal battles concerning other bridge construction represented by additional attorneys raged on through the entire Civil War, until 1865. Then, all was settled. Bridges could be built safely and legally on the Mississippi River. These three men obviously would be at even greater, more deadly, odds with one another by 1862 when the scene switched from bridges and courtrooms to battles in the American Civil War.

3: Abandoned Rails: The Red River Bridge

Facts Overview Through truss bridge over Red River on a railroad line, just east of U.S. 69/75 highway Location Grayson County, Texas, and Bryan County, Oklahoma Status Open to traffic.

Content may not be reproduced in whole or in part on any website, message board, or other medium. Please contact us with any questions, suggestions, or corrections. The Peak Forest Railway was a 6-mile horse- and gravity-powered railway that carried limestone from quarries to canal. The foot single-track tunnel was completed in 1841. The north portal collapsed in 1887 during the realignment of a road over the tunnel, but the south portal remains standing today. What was the first railroad tunnel in the USA? The tunnel was built from 1830 to 1832 for the Allegheny Portage Railroad, a mile gravity railroad that connected two canals in Central Pennsylvania. The railroad was rendered obsolete in 1836 with the opening of the steam-powered Pennsylvania Railroad. The tunnel was restored and opened to pedestrian traffic as part of the Allegheny Portage Railroad National Historic Site in 1961. What is the longest railway tunnel in the world? Drilling was completed in 1983 and the tunnel is expected to open to rail traffic in 2016, shortening travel times and increasing capacity between Germany, Switzerland, and Italy. The tunnel opened in 1993 and is operated by the Hokkaido Railway Company. What is the longest railroad tunnel in the USA? What was the longest railroad tunnel built prior to the patent of dynamite? The Woodhead 1 Tunnel was the longest railway tunnel completed prior to the invention of dynamite. Woodhead 1, and parallel Woodhead 2 built in 1842 and Woodhead 3 built in 1843, served as a rail link from Manchester to Sheffield in Northern England. What was the first underwater railway tunnel in the world? Tunnel construction began in 1825 and it opened to pedestrian traffic on March 25, 1826. The tunnel was purchased by the East London Railway in 1841 and opened for rail traffic on December 7, 1841. The tunnel is currently used by the London Overground suburban rail system. What was the first underwater railroad tunnel in the USA? The first underwater rail tunnel in the USA was the St. Clair Tunnel beneath the St. Clair River. The original 6-foot tunnel opened in 1889 and served Canadian National Railway until 1917 when a larger parallel replacement tunnel was completed. What is the longest underwater railway tunnel in the world? The Channel Tunnel between England and France has the longest undersea portion of any tunnel worldwide. What is the longest underwater railroad tunnel in the USA? What is the highest railway bridge in the world? The 1,000-foot high and 4,000-foot long steel arch bridge is scheduled for completion in 2019, carrying a new railway line in Jammu and Kashmir over the Chenab River. The highest railway bridge currently in use as of 2018 is the Beipanjiang River Railway Bridge near Liupanshui in Guizhou province, China. The 1,000-foot high and 1,000-foot long steel and concrete arch bridge opened in 1971 across the Bei Pan River Gorge. What is the highest railroad bridge in the USA? The cantilever bridge carries a highway and two tracks over Shasta Lake at a height of 270 feet above the original water level of the Pit River. Completion of the 1,000-foot high Shasta Dam downriver from the bridge can increase the water level to within 30 feet of the rail deck. The 1,000-foot high bridge was constructed in 1907 by the Simpson Logging Company, carrying its logging railroad over the South Fork of the Skokomish River. The bridge was converted for road use in 1934 and is still open to automobile traffic today. What is the longest railway bridge in the world? What is the longest railroad bridge in the USA? What is the longest stone masonry arch railroad bridge in the world? The Rockville Bridge across the Susquehanna River is the longest stone masonry arch railroad bridge in the world. The current bridge, opened by the Pennsylvania Railroad in 1882, replaced former wood and iron bridges. The Rockville Bridge features 48 spans with a total length of 3,000 feet, serving Norfolk Southern freight trains and Amtrak intercity passenger trains just north of Harrisburg, Pennsylvania. What is the busiest train station in the USA? For efficiency of scheduling and operations, American railroads instituted four standard time zones on November 18, 1883. The time of day was a local matter prior to standard time, with most towns using a local solar time based on "high noon" and maintained by a public town clock.

4: Garland (Miller County) - Encyclopedia of Arkansas

Northern Pacific Railroad Bridge Fargo came into being because the Northern Pacific Railroad built a bridge across the Red River. The bridge was started in the early winter of and was completed in June of

My husband comes from Rockville, Indiana, home of the famous "Covered Bridge Festival" that celebrates the numerous wooden, roofed bridges in Parker County. My mom grew up in Berlin, where bridges adorned with stern dead men imposed their carved majesty over the many canals flowing into the Spree River. Me, I come from the Red River Valley, where most of our bridges are plain old concrete, utilitarian structures. Dallas even boasts the Houston Viaduct, once considered the longest concrete bridge in the world oh, yea. Every once in a while, however, the views of the many creeks and rivers in this area are delightfully obstructed by iron truss bridges. Iron, wedded with other materials like brick and stone, has been used in bridge construction since the 18th century. The very first all-iron bridge, in an arch design, was built in England. Iron truss bridges, which were based on wooden bridge designs, became popular in America. Forged in foundries in the mid-Atlantic and mid-western states, the bridges could be shipped via rail and then assembled on site. They were painted either red or orange to hide the rust that would inevitably develop. By the mid-century, rust-resistant steel replaced iron as the material of choice. The ironworks who competed against each other in bridge building offered many different patterns. Their work can be readily discerned by iron truss bridge aficionados, who can tell just by looking at the lattice and beam work which engineer designed which bridge. Along the Red River Valley, almost all counties sport at least one old, reliable iron truss. Most people pass by them without a glance, but without taking proper care of these bridges, they will become victims to "progress. Sitting on byways in various states of decay, a lot of these bridges are slated for demolition, or at least removal. Civic minded people take it upon themselves to save the trusses - many have found new homes in parks and along walking trails. This long, shaky truss, with wooden planks and no support beams, lies on a dirt road near Mannsville, Carter County, Oklahoma. Locals told me that Bonnie and Clyde had frequented the area and had camped near the bridge, and supposedly, some scenes from the movie were filmed here. This is the Oklahoma view. A new bridge will replace this beauty soon, but the county commissioners of Bryan County, Oklahoma have promised that this beloved structure will remain. Many truss bridges find second lives inside parks. Completely concrete bridges began as a cheaper alternative and replaced truss bridges in the early part of the 20th century. By , most new bridges constructed were concrete, like this one near Petty, Texas. Railroad truss over the Red River at Fulton, Arkansas. This old truss still moves local traffic across the Canadian River along the now de-commissioned roadbed of US We crashed through the overgrown tracks to get to the span, but boy, was it worth it! This bridge was replaced in after immense flooding destroyed the earlier span, which was originally built for the Missouri Kansas Texas Railway in The truss at Fort Griffin Flat is closed to traffic. Wild turkeys still use this bridge, by the way. This suspension bridge near Fort Griffin is accessible via a dirt road. The bridge is no longer usable, but makes for a beautiful photo opportunity. The wooden structure below the bridge once served as a steam boat landing and erosion control measure. Before the new US 82 was built just south of the bridge, it lay undisturbed for several years, known only to local residents. While the planks are slowly falling away, the sturdy steel cables and iron pillars will last for probably another century. Local landowners have tried to "claim" the bridge by fencing it off on the side. According to Texas law, railroad right-of-ways do NOT revert to landowners who happen to live along the route once the tracks are abandoned. Instead, the ROW becomes state property eminent domain and all that. This practice has got to stop! The flood wiped out pretty much all the bridges in northern Texas, both road and railroad ones. Unfortunately, this structure is long gone, now. Jo, Montague County, Texas. It succumbed after a free bridge was constructed. I think the man on the top of the span was super-imposed on the image Well, at least I think so The suspended toll bridge at Telephone, Fannin County, Texas collapsed in It was never replaced.

5: First Mississippi River bridge pits North and South

The line branched off north of Durand at the confluence of the Red Cedar River and continued up the Red Cedar to Menomonie and Cedar Falls. This line would become part of the Chicago, Milwaukee, St. Paul and Pacific Railroad, known as the The Milwaukee Road.

Locals celebrate them with all kinds of knickknacks and apparel , including T-shirts , coffee mugs and designer jewelry. Every summer, visitors and locals alike celebrate with the annual Providence Bridge Pedal event. Participants can choose anything between a 5 mile 8 km , two-bridge walk to an epic, 37 mile 60 km bike ride crossing 11 bridges. Johns Bridge Towering above all its southern neighbors, the foot m St. Johns Bridge is the sole suspension bridge in the Willamette Valley. Its dual gothic style towers inspired the name of the neighboring Cathedral Park. Best way to cross: Bike, foot, bus or car. Johns Railroad Bridge, is exclusively for locomotives, but visitors can still enjoy seeing Amtrak and Union Pacific trains glide over the rails of this vertical lift truss bridge. Fremont Bridge Resembling nothing so much as the sloping tracks of a modernist rollercoaster, the Fremont Bridge is the second largest tied-arch bridge in the world. Broadway Bridge Built on the heels of the Steel Bridge, the Broadway Bridge was, for a time, the longest bascule bridge better known as a drawbridge of any type in the world. Bike, foot, streetcar or car. Steel Bridge One of the most visually distinct bridges in Portland, the Steel Bridge rises like an epic-scale erector set over the Willamette River. Bike, foot, MAX light rail or car. Burnside Bridge Used by motor vehicles, bicycles and pedestrians alike, the Burnside Bridge is distinctive for its Italian Renaissance style towers. Morrison Bridge The current Morrison Bridge is a update of its 19th century predecessor, known for an incredible LED system that decorates the river with dazzling multi-color displays, courtesy of the Willamette Light Brigade. Pedestrians and cyclists rejoiced when the notoriously tricky to navigate bridge added a south-facing pedestrian pathway in Hawthorne Bridge Rising from the ashes of the original Madison Bridge which was destroyed in a fire , the Hawthorne Bridge is the oldest vertical lift bridge still in operation in America. The Hawthorne became even better for pedestrians and cyclists in , when it was connected to the Eastbank Esplanade and Springwater on the Willamette trails. Marquam Bridge This utilitarian double-decker bridge may be the ugly duckling of the Bridgetown family, but what the concrete and steel construction lacks in beauty, it makes up for in effectiveness; carrying nearly , motor vehicles a day via Interstate 5, the automobile-only Marquam is the busiest bridge in all of Oregon. Instead, the Tilikum was designed to accommodate the rapidly growing number of pedestrians and cyclists, as well as public transit such as TriMet buses, Portland Streetcar and MAX light rail. Bike, foot, MAX light rail or streetcar. This bridge stands apart from the many vertical lift and drawbridges on the Willamette due to its sturdy cantilever truss construction. Sellwood Bridge Originally opened in , the Sellwood Bridge is the latest span in Portland to get a major overhaul: Construction was completed in on a new bridge to better accommodate cars, pedestrians and cyclists.

6: Red River Rails

BNSF Red River of the North Bridge Posted September 16, , by John Marvig (johnmarvig [at] chaska [dot] net) Yes, like others over the red river, this one used to be a swing bridge.

This map shows the completion dates at various points along the route westward from Chicago. One of the reasons this route was chosen was the relative ease with which the Mississippi could be bridged at Rock Island. This reach of the Mississippi River, the location of the Rock Island Rapids, is geologically youthful. Its narrow channel with a limestone island Rock Island could be used as a stepping-stone for the bridge. Here the Mississippi River runs from east to west: Iowa is on the upper part of this map. In the U. The line through the main channel, north of the island, indicates the trace followed by steamboats through the dangerous Rock Island rapids. Upstream from Fort Armstrong is a piece of the island that protrudes out into the main channel of the river, labeled "Traders Vista. Apparently from this spot, Col. Davenport would look up and down stream for potential customers of his trade. Map courtesy of the Rock Island District, U. Although it had been deactivated by this time, Fort Armstrong is shown at the western tip of the island. In the northwest upper left corner in Davenport is land and a house occupied by Antoine LeClaire, who donated that land for the beginnings of the first railroad in Iowa, the Mississippi and Missouri, which had corporate links to the Rock Island Railroad and to the Bridge Company. The first train on the Mississippi and Missouri left this depot in August , destined for Walcott, eight months before the bridge connected Iowa with Illinois. Then in December Corps of Engineers This map shows the circular path of the new railroad across Rock Island, and the position of the new bridge at Traders Vista. Trains would head eastward out of the City of Rock Island, then turn north on the island, and then enter the City of Davenport from the southeast. Also shown here is the large tract held by Col. Map from Flagler, This s map places the first bridge in the context of the Tri Cities. The Mississippi and Missouri headed northwest out of Davenport. The town of Gilbert, in the upper right, would become Bettendorf in Map courtesy of the Rock Island County Historical Society, Moline, Illinois The First Bridge, This December view from downstream, drawn some sixteen months before the bridge was completed in April , shows how the bridge utilized Rock Island as a stepping-stone. On the left are the six spans of the bridge across the main channel of the Mississippi River extending from the island to Iowa. On the right are three spans of the bridge over the Slough between the island and the City of Rock Island on the Illinois shore. The Howe Truss design of the bridge was distinguished by long wooden arches, anchored to the piers on either side of each fixed span. Diagram from Riebe, The bridge was made primarily of wood and had five fixed spans, each with a flat top and each feet long. The draw, or swing, span was feet long and located near the middle of the river. At the time it was the longest swing span in the world. This view from downstream shows Ft. Armstrong at the west end of the island. The house in the painting is presumed to be the Davenport House, although in actuality it was located east of the bridge and would not be visible in this view. In the upper left is a rail yard located on land that was donated to the railroad by Antoine LeClaire. His house on that land was used as the first railroad depot in Iowa. The Mississippi and Missouri Railroad was completed from Davenport to Iowa City on December 31, , some four months before the bridge was finished. Image courtesy of the Putnam Museum, Davenport, Iowa On the morning of May 6, , just two weeks after the bridge opened, the steamboat Effie Afton crashed into the bridge, causing one span of the bridge and the boat to burn. In a series of court cases, steamboat interests claimed that the bridge was an impediment to navigation. In the most famous of these cases, Hurd et al. It concluded with a hung jury, allowing the railroad to continue using the bridge. Image from Slattery, This photograph, taken from a point upstream near the Davenport House on the island, is one of only two photos of the first bridge that we have found thus far. It was probably taken around This is taken in from east of the Davenport House. Both photos show some new V-shaped cables that were added to the fixed spans, sometime after the Effie Afton incident, to supply additional support to the bridge. Photo courtesy of the Rock Island District, U. Corps of Engineers This panoramic map, facing southwest, shows the Civil War prison camp that had been established on the island in that year. The prison held a total of about 13, Confederate prisoners during the year and a half it was open. In the upper right corner you can see

the first bridge extending over the main channel of the river from Traders Vista to Davenport. In the upper center of the image are a wagon bridge and the railroad bridge extending over the Slough to the City of Rock Island. Like the first bridge it was made of wood trusses; unlike the first, each span had a curved top. This view from the island shows that the piers were slanted and pointed on their upstream sides to minimize damage from ice, debris, or boats that might strike them. Photo courtesy of the Putnam Museum, Davenport, Iowa The second bridge viewed from the bluff in East Davenport, with the island and the bluffs on the Illinois side in the background. Photo Courtesy of the Putnam Museum, Davenport, Iowa In a tornado severely damaged the second bridge, shown in this view from Davenport. Because the stone piers of these first two bridges were not well anchored to the rock bed of the river, they slid along the bottom under the pressure of strong winds. Photo from Nevins, What remained of those piers is shown in this photo of school children on a field trip to the Island from the Davenport Museum. The straight line across the downstream west end of the island shows the path of the railroad and the location of the new, third bridge to be built in Map from Slattery, This photograph shows the third bridge under construction in Because the railroad and the government cooperated in the project, the bridge first became known as the Government Bridge at this time. The same Fort Armstrong Avenue is used today by vehicles approaching the current Government Bridge from the Illinois side. Photo courtesy of the U. The third bridgeâ€”here viewed from the islandâ€”differed from the first two: The railroad used the upper deck, while wagons, livestock and pedestrians used the lower deck. A view of the upper, railroad, deck from Davenport, with eagle adorning the entrance. View of the lower, wagon, deck from Davenport. Here is a photograph of the swing span of the third bridge in its open position, taken from the island upstream from the bridge. This span was feet in length and located adjacent to the Rock Island shore. Rock Island Illustrated, Comp. P Quayle and H. Daily Argus Print, , page Photo used courtesy of the U. This panoramic map shows Davenport and the third bridge. From the Library of Congress, American Memory project. The Current Bridge Government Bridge Present While the draw span of the current Government Bridge was under construction in February , a fierce ice jam caused this damage. This view from Davenport shows the draw span on the right and one fixed span of the new bridge completed. Old fixed spans of the third bridge are on the left. Shown here is "Traveler" a spider-like construction device that straddled the bridge, moving back and forth to disassemble the old and assemble the new. This interior view shows the new Government Bridge under construction; the new bridge in the foreground and the old in the background. The new bridge was set on the same piers as the third, but was made wider to accommodate a double railroad track. The fourth bridge, our current Government Bridge, was completed in December Like the third bridge, its draw span was located adjacent to the island. Beginning in the s the third bridge had accommodated horse-drawn trolley cars, and in the electric trolley. The fourth, current bridge continued that tradition until when the bridge line was discontinued. All other trolley lines in the Quad Cities had been discontinued in At the top of this aerial photo you can see crescent-shaped rail yards following the path that led to the first and second bridges. Remnants of those rail lines remain there today. Here it is crossing the upper deck of the Government Bridge with the island in the background. The dinner is organized by the Quad Cities Henry Farnam Committee, an independent group of volunteers and representatives of local organizations. The committee is affiliated with River Action Inc. Questions and comments should be directed to croseman usc. Images on this Web site were obtained through the cooperation of several libraries and museums, which are named in the credits for each image. We appreciate their cooperation. I also want to thank the numerous individuals who contributed to this project. Army, Corps of Engineers, and Eunice Schlichting of the Putnam Museum provided valuable assistance in accessing images. Elizabeth Roseman contributed to the substance of the text and helped make it readable, and Jesse Inskeep assisted in putting together the Web site. Sources of information on and images of the railroad bridges at Rock Island are widely scattered. Among the basic sources that were helpful to this project are these: Lincoln and the Bridge. Army Armament, Munitions and Chemical Command.

7: Chicago & North Western Railroad Bridge, Hudson, MN

A large truss bridge in Shirley, AR is still intact and is used as a one lane auto bridge over the Little Red river. Approx. 6 miles of M&NA R/W is to be opened and restored in Heber Springs to use as recreational trail.

This mile-long structure with its peaks and valleys and lattice work of metal beams makes it a textbook example of a big metal monster bridge. Despite its huge size and its location on the Memphis riverfront, this bridge is somewhat hidden from view. Two very large railroad bridges shield the I bridge from the downtown and riverfront park view, and there are few locations to view the bridge from downriver. From a technology standpoint, this bridge has it all, including a metal truss, arches, reinforced concrete, steel girders, and suspension cables. Nowhere else on the muddy Mississippi do you find this mix of construction methodologies. This is a very dramatic view of the river bridge near the sleepy little river town of Chester, Illinois, taken in the early evening just as the sun has set behind the river bluffs. The massive Merchants Bridge near Saint Louis has two parallel railroad tracks allowing two trains to cross the river at the same time. The bridge was originally built in to break the TRRA river crossing monopoly in the Saint Louis area, but its owners ran into financial problems soon after the bridge opened, and the bridge ended up falling into the hands of the TRRA. The key feature of this bridge is the bend in the bridge at mid-channel. This old bridge sat abandoned for many years, until it was brought back to life as a pedestrian and bicycle bridge. The Centennial Bridge is a signature span for the Quad Cities area. The five humps of its massive arches contribute to a bridge profile that is perhaps the most graceful looking of all the bridges that span the mighty river. The icy water and the shadows cast by the low morning sun add drama to an already very interesting bridge. The bridge itself carries a traffic load that is well beyond its design capacity. As a result, the states of Iowa and Illinois are in discussions to develop a plan to solve the traffic problem. Highway officials are considering adding a twin span or building an additional bridge a mile or two downstream. The US Marquette-Joliet Bridge is an early example of a tied-arch bridge, a design that has been repeated several times on the Mississippi River, and rivers that feed the Mississippi such as the Missouri River and the Minnesota River. This bridge was built with defective steel, which required a major retrofit to the structure shortly after it opened. The Robert Street Bridge in Saint Paul is a very rare example of a rainbow arch, the style of bridge where the traffic deck runs through the middle of the arch. This era structure was extensively refurbished in the late s. Hopefully, that will allow the bridge to serve for another 60 years before it needs additional major repairs. This lift bridge was built in by the Chicago Great Western Railroad. The bridge is threaded through the Robert Street Bridge. The north end of the bridge was raised 16 feet to bring it up to the level of the Saint Paul Union Depot tracks when the depot was built in There are several lift bridges still in operation on the Mississippi River. Some of the lift bridges were converted from swing spans, but this bridge started its life as a lift span. The Intercity Bridge between Minneapolis and Saint Paul is a great example of the giant concrete arch bridges that were built in the Twin Cities area in the first half of the 20th century. The Interstate highway I Dartmouth Bridge is the busiest bridge over the Mississippi River carrying over , vehicles per day. The bridge was forced into double duty after the collapse of the IW bridge in and as the river crossing for the IW detour. The bridge sits in a very photogenic location with the downtown Minneapolis skyline to the left and the University of Minnesota building complex to the right. The computer controller on the innovative lighting system can produce any color in the spectrum, but the bridge is normally bathed in a light blue glow that makes the structure look like something straight out of a science fiction movie. Built by railroad tycoon James J. The bridge carried passenger trains into the Union Depot for nearly years before passenger rail left the two Twin Cities downtowns. After sitting unused for over a decade, the bridge was refurbished and reopened as a pedestrian and bicycle path, one with absolutely spectacular views of the falls area and the historic milling district. It was taken during the golden hour just before sunset, with the bridge bathed in yellowish sunlight while the buildings in the skyline are in the shade. This photo won the Othmar H. Ammann Award for best photo. If forced to choose just one favorite bridge over the Mississippi River, the Ferry Street Bridge in Anoka would be my choice. This 1, foot long concrete arch bridge has style and grace from its art deco era roots that is

unmatched by any other structure over the great river. It is frightening to recall that this bridge nearly did not survive. It was in such bad shape that it was closed to traffic for several years while highway officials debated what to do with this structure. Thankfully, they decided to restore this bridge, resulting in a bridge that is wider, safer, and stronger than when it was originally built. The Old Sauk Rapids Bridge is an example of the deck truss style of bridge that has a lattice of metal beams under the traffic deck rather than above the traffic deck. This style of bridge looks routine from the traffic level, but becomes very interesting when seen from the side or under the bridge. All three examples of the deck truss bridge that once spanned the mighty Mississippi were removed in and , in part due to the bad reputation assigned to these bridges following the IW bridge disaster, including this bridge. This prestressed concrete girder bridge is a typical modern design for a bridge over a small or medium-sized river in Minnesota. This design is used across the state, including nearly all of the newer highway bridges over the Mississippi River in the headwaters region. This example crosses the river at Palisade, having recently replaced an old truss bridge. While losing yet another truss bridge is hard to take, this bridge will easily last a century or more. The Jacobson Bridge is a true slice of northern Minnesota. We have the sleepy country village, the local fishing hole, the run down bar, the resort in the background, and cabins on either side of the highway. It sure beats the hustle and bustle of the big city miles to the south. You betcha it does. This foot wide dam is capped with stones forming a walking path across the river. Crossing the river at this location is a rite of passage for all Minnesota children, something that everyone should have the chance to do at least once in their lifetime. Authored by John A. For further information, contact:

8: Truss Bridges in Red River Valley

Red River Five ' Pratt spans converted from a railroad bridge serves rural Bryan County south of Durant. OK 78 Red River Seven ' K-Parker truss spans cross the Red River. Built in

Highway 82 crosses the river at Garland, as do the tracks of the old Cotton Belt Railroad. Wynn bought many acres of land, on which he grew cotton and other crops. By , according to census records, he owned ninety-six slaves. Tracks had not yet been completed that far west when Wynn died in , and the Civil War then delayed construction of the railroad. Finally, by , the St. Louis and Southwestern Railway often called the Cotton Belt built the proposed track, including a bridge across the Red River. A post office was established at the depot next to the bridge in ; it is not known why the name Garland was designated. Farm workers and railroad workers—many of them African American—settled in the growing community of Garland in the late nineteenth and early twentieth centuries. The cemetery where William Wynn had been buried became, ironically, an African-American cemetery, associated with nearby Wynn Baptist Church; area whites were buried in nearby Lewisville Lafayette County. The city of Garland was incorporated in , probably to provide paved streets, water, and sewer service to the residents. In the s, the State of Arkansas began to plan highways for motor traffic to link the various parts of the state. A bridge across the Red River was built in Garland a short distance north of the railroad bridge. Originally a gravel road, Highway 2 was paved by The next year, it was re-designated U. During the economic collapse, she took charge of soliciting and distributing goods as needed, as well as helping to raise funds to build the Garland Community Church. After World War II , improvements to the highway resulted in new stretches of pavement for Highway 82, although the same bridge crossing was used. A portion of the older highway, three-quarters of a mile in length, has been preserved near Garland and is listed on the National Register of Historic Places. The population of Garland has fluctuated, growing during the Depression, then slowly declining, surging to over in before dropping back below by The latter figure includes sixty-seven white citizens and African-American citizens. Several businesses are located along the highway in Garland, including restaurants, a bar, a liquor store, a grocery store, a sand and gravel business, agricultural businesses, and a crop dusting company. Garland also has two Baptist churches. Southwest of Garland are two airports: In June , heavy flooding on the Red River resulted in the evacuation of Garland.

9: Railroad Bridge | Fargo History

The Chicago and North Western Railway's Kinzie Street railroad bridge (also known as the Carroll Avenue bridge) is a single leaf bascule bridge across the north branch of the Chicago River in downtown Chicago, Illinois.

This is a bridge that I know very little about. The railroad bridge at this location dates back to , but likely has been upgraded or replaced since then. The bridge is still in operation, and it frequently opens and closes in the summertime. This bridge is located in an area of the Saint Croix where sandbars naturally occur. The bridge is located close to the Minnesota shore, and connects to a long causeway built across a relatively wide part of the Saint Croix river. On the Wisconsin side, the causeway branches off into two different wye-configurations. One branch of the second wye runs along the river shore, crossing a dam that holds back a tributary of the river forming Lake Mallalieu. The river crossing paths vary from 3, feet to as much as 4, feet. Only one path currently has rails, which supports the Union Pacific mainline. That path is approximately 3, feet. Each of the four paths coming out of the two wye junctions has a small bridge where it connects to the Wisconsin shore. The photo above was taken from the old US causeway that is part of the old highway toll bridge that once connected Minnesota and Wisconsin. The view is looking northwest towards the Minnesota shore on the west side of the river. The photo below is looking north towards the swing span as seen from a riverside park on the Minnesota side of the Saint Croix River. These two photos are views looking southeast from the edge of the river bluffs just off of Minnesota highway MN The photo above is the swing span, which is in the open position. The photo below are the two fixed bridges spans. The larger is a through truss, while the shorter span is a pony truss. The land directly behind the bridge is a natural sandbar. The causeway in the background is the roadway leading to the old US toll bridge. These two photos are more views from the river bluffs on the Minnesota side of the river. The photo above is an overview of the bridge spans. The photo below is a view of the railroad causeway leading leading to the bridge from the Wisconsin side of the river. The photo above is a view looking north at the west end of the swing bridge, which crosses the river navigation channel. The photo below is looking northwest towards the swing span and the two smaller truss spans at the east end of the structure. The bridge is a little hard to see in this view given that the late fall background is nearly the same color as the bridge structure. The photo below is a smaller side channel bridge on the Wisconsin side of the river crossing. It carries the railroad mainline into the north end of Hudson, where it will gradually climb out of the Saint Croix River valley and head towards Roberts, Hammond, Baldwin, and Menomonie. These two photos are a road bridge on Saint Croix Street leading to an island in the river where the railroad once had Y-track. At one time, this was a railroad trestle, but is now used as a driveway leading to the railroad property on the island. The photo above is looking west down the length of the bridge, while the photo below is looking northwest towards the south face of the structure. The photo above is a building located at the east end of the railroad trestle on Saint Croix Street. This building might have been an old railroad building, but I suspect that it is likely a well house for the city of Hudson. The photo below are the remains of a trestle located just south of the bridge on Saint Croix Street. These two photos are an old railroad trestle on yet another branch of the Saint Croix River railroad crossing. This one leads north from the Y-track at the east end of the river crossing. This line led to industries in North Hudson, and may possibly have headed north out of the city. The photo above is looking north along the east side of the bridge, while the photo below is looking north down the length of the bridge deck. These two photos are additional views of the railroad bridge over the mouth of Lake Mallalieu. The photo above is looking north along the west side of the bridge. The photo below is looking northwest towards the east side of the bridge from across the lake. The photo above is a dam that controls the water flow between Lake Mallalieu to the right and the Saint Croix River to the left. Note the railroad trestle just to the right of the dam. The photo below is a bridge on Bridge Street leading to the dam. There is a small dam under the bridge, which is another outlet for Lake Mallalieu. Authored by John A. For further information, contact:

Appendix 2: Newmans apologia Expense and payroll dictionary. The three-legged cat Role of school in imparting family life education Baby Piggy the Giant Bubble European Pocket Watches The oval portrait analysis Macroeconomics with Student Resource Disk and Economics in Action 5.1 (Package (5th Edition) Healing Planet Earth SAS System for Regression, 1986 (SAS Series in Statistical Applications) What is the aftermath of school violence? FDR and the Spanish Civil War Newspapers of record in a digital age Lessons of SpecLab. New York : TIF as an unused act and its substitutes Kenneth W. Bond 451

MAIN TRENDS IN THE MODERN POLITICAL-ECONOMIC STRATEGY Tuscan Andalusian Reflections Frommers The Amalfi Coast with Naples, Capri Pompeii (Frommers Complete) The Lands and Peoples of the Earth Brazde =: Rich furrows Why romeo hates juliet From initial interest to full-fledged vet Database administrator tutorial for beginners The red-headed league Arthur Conan Doyle Little Bill Signs of Spring (Paint Box) Advanced reinforced concrete design Sample english 101 research paper Ascendency Ireland, 1691-1800 The Lost Prophets Mutual misconceptions The Cantoville Ghost Social studies, 8-13 A Journey to the Centre of the Earth (Dodo Press) A brief account of the third anniversary exercises of the Montana University at University Place, Helena, Types of job analysis In Search of the Public Interest in the New Media Environment 18. Treatment: an update and recommendations for research and practice Wendy K. Silverman and Luci Motoca The weapon on the wall Total annual report 2015