

Railroaded The Transcontinentals And The Making Of Modern America

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The Transcontinentals And The

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Railroaded: The Transcontinentals and the Making of Modern ...

This is a fundamental flaw of railroaded. To say a railroad was to be a transcontinental but be built where it was not needed makes for a paradox. To be transcontinental a railroad has to traverse land that is not well suited for rail traffic. This is a fact of western United States geography.

Amazon.com: Railroaded: The Transcontinentals and the ...

Railroaded is a leviathan, a provocative challenge to a major myth about the American West: that transcontinentals were a triumph of American entrepreneurship and ingenuity, and a godsend to those who invested in, worked on, rode, lived near, or encountered them. Far from it, Richard West argues in a strongly written narrative that barrels along the track as it draws on intimate vignettes of players great and small, these railroads often proved to be a disaster for all but the handful that ...

Railroaded: The Transcontinentals and the Making of Modern ...

The transcontinental railroads of the late nineteenth century were the first corporate behemoths. Their attempts to generate profits from proliferating debt sparked devastating panics in the U.S. economy. Their dependence on public largess drew them into the corridors of power, initiating new forms of corruption.

Railroaded: The Transcontinentals and the Making of Modern ...

Experienced railway men weren't interested in investing in transcontinental routes, writes White (The Frontier in American Culture), so six Sacramento businessmen (who formed the Central Pacific) and a slapdash federally chartered corporation (the Union Pacific) took the bait of money and land offered by the federal government.

□ Railroaded: The Transcontinentals and the Making of ...

Railroaded: The Transcontinentals and the Making of Modern America. A Finalist for the Pulitzer Prize: "A powerful book, crowded with telling details and shrewd observations." —Michael Kazin, New...

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Railroaded: The Transcontinentals and the Making of Modern ...

Railroaded: The Transcontinentals and the Making of Modern America Richard White presented a history of the operation of the transcontinental railroads. In his book the author recounts the social...

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Summary and reviews of Railroaded by Richard White

Railroaded: The Transcontinentals and the Making of Modern America Richard White New York, NY, W W Norton, 2011, ISBN: 9780393061260; 736pp.;Price: £25.00

Railroaded: The Transcontinentals and the Making of Modern ...

"Transcontinental railroads," he asserts in "Railroaded," "were a Gilded Age extravagance that rent holes in the political, social and environmental fabric of the nation, creating railroads as...

Book Review - Railroaded - By Richard White - The New York ...

This is a fundamental flaw of railroaded. To say a railroad was to be a transcontinental but be built where it was not needed makes for a paradox. To be transcontinental a railroad has to traverse land that is not well suited for rail traffic. This is a fact of western United States geography.

Amazon.com: Customer reviews: Railroaded: The ...

Place: United States, American West. Time Period: 1860-1897. Argument Synopsis. Richard White argues that the transcontinental railroads of the late 19th century were political, business, and social failures that should not have been constructed when and where they were.

White, Railroaded

Buy a cheap copy of Railroaded: The Transcontinentals and... book by Richard White. A powerful book, crowded with telling details and shrewd observations. -Michael Kazin, New York Times Book ReviewThis

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original, deeply researched history shows... Free shipping over \$10.

Railroaded: The Transcontinentals and... book by Richard White

This is a fundamental flaw of railroaded. To say a railroad was to be a transcontinental but be built where it was not needed makes for a paradox. To be transcontinental a railroad has to traverse land that is not well suited for rail traffic.

Amazon.com: Customer reviews: Railroaded: The ...

But in "Railroaded: The Transcontinentals and the Making of Modern America," Stanford historian Richard White argues that far from a proud accomplishment, this infusion of transcontinental...

'Railroaded' by Richard White - SFGATE

A Finalist for the Pulitzer Prize: "A powerful book, crowded with telling details and shrewd observations." –Michael Kazin, New York Times Book Review , Railroaded, The Transcontinentals and the Making of Modern America, Richard White, 9780393342376

Describes the roll played by the transcontinental railroads in the making of modern America during the Gilded Age, discussing the economic panics caused by their debt and how their dependence on donations from the wealthy initiated new forms of corruption. 20,000 first printing.

A Finalist for the Pulitzer Prize: "A powerful book, crowded with telling details and shrewd observations." –Michael Kazin, New York Times Book Review This original, deeply researched history shows the transcontinentals to be pivotal actors in the making of modern America. But the triumphal myths of the golden spike, robber barons larger than life, and an innovative capitalism all die here. Instead we have a new vision of the Gilded Age, often darkly funny, that shows history to be rooted in failure as well as success.

Describes the roll played by the transcontinental railroads in the making of modern America during the Gilded Age, discussing the economic panics caused by their debt and how their dependence on donations from the wealthy initiated new forms of corruption. Reprint.

After the Civil War, the building of the transcontinental railroad was the nineteenth century's most

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transformative event. Beginning in 1842 with a visionary's dream to span the continent with twin bands of iron, Empire Express captures three dramatic decades in which the United States effectively doubled in size, fought three wars, and began to discover a new national identity. From self-made entrepreneurs such as the Union Pacific's Thomas Durant and era-defining figures such as President Lincoln to the thousands of laborers whose backbreaking work made the railroad possible, this extraordinary narrative summons an astonishing array of voices to give new dimension not only to this epic endeavor but also to the culture, political struggles, and social conflicts of an unforgettable period in American history.

In this account of an unprecedented feat of engineering, vision, and courage, Stephen E. Ambrose offers a historical successor to his universally acclaimed *Undaunted Courage*, which recounted the explorations of the West by Lewis and Clark. *Nothing Like It in the World* is the story of the men who built the transcontinental railroad -- the investors who risked their businesses and money; the enlightened politicians who understood its importance; the engineers and surveyors who risked, and lost, their lives; and the Irish and Chinese immigrants, the defeated Confederate soldiers, and the other laborers who did the backbreaking and dangerous work on the tracks. The Union had won the Civil War and slavery had been abolished, but Abraham Lincoln, who was an early and constant champion of railroads, would not live to see the great achievement. In Ambrose's hands, this enterprise, with its huge expenditure of brainpower, muscle, and sweat, comes to life. The U.S. government pitted two companies -- the Union Pacific and the Central Pacific Railroads -- against each other in a race for funding, encouraging speed over caution. Locomotives, rails, and spikes were shipped from the East through Panama or around South America to the West or lugged across the country to the Plains. This was the last great building project to be done mostly by hand: excavating dirt, cutting through ridges, filling gorges, blasting tunnels through mountains. At its peak, the workforce -- primarily Chinese on the Central Pacific, Irish on the Union Pacific -- approached the size of Civil War armies, with as many as fifteen thousand workers on each line. The Union Pacific was led by Thomas "Doc" Durant, Oakes Ames, and Oliver Ames, with Grenville Dodge -- America's greatest railroad builder -- as chief engineer. The Central Pacific was led by California's "Big Four": Leland Stanford, Collis Huntington, Charles Crocker, and Mark Hopkins. The surveyors, the men who picked the route, were latter-day Lewis and Clark types who led the way through the wilderness, living off buffalo, deer, elk, and antelope. In building a railroad, there is only one decisive spot -- the end of the track. Nothing like this great work had been seen in the world when the last spike, a golden one, was driven in at Promontory Summit, Utah, in 1869, as the Central Pacific and the Union Pacific tracks were joined. Ambrose writes with power and eloquence about the brave men -- the famous and the unheralded, ordinary men doing the extraordinary -- who

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accomplished the spectacular feat that made the continent into a nation.

The First Transcontinental Railroad, originally called the Pacific Railroad, was a railroad built in the United States between 1863 and 1869 that connected the western part of America with its eastern part. Built by the Central Pacific Railroad of California and the Union Pacific Railroad, it connected the Eastern terminus of Council Bluffs, Iowa/Omaha, Nebraska with the railroad lines of the Pacific Ocean at Oakland, California. In time, it would link in with the existing railway network present on the Eastern Coast of America, thus connecting the Atlantic and Pacific coast of the United States for the first time by rail. Because of this, the line received a second nickname, "the Overland Route." The railroad was a government operation, authorized by Congress during the height of the Civil War. Congress passed the Pacific Railroad Acts in 1862 and again in 1864. To pay for it, the US government issued 30 year bonds, as well as granting government land to contractors. The construction of the line was a major achievement by both the Union Pacific (constructing westward from Iowa) and the Central Pacific (constructing eastward from California). The line was officially opened on May 10, 1869, with the Last Spike driven through the railway at Promontory Summit, Utah. James K. Wheaton looks at the history in this eBook.

The construction of the transcontinental railroad (1865–1869) marked a milestone in United States history, symbolizing both the joining of the country's two coasts and the taming of its frontier wilderness by modern technology. But it was through the power of images—and especially the photograph—that the railroad attained its iconic status. Iron Muse provides a unique look at the production, distribution, and publication of images of the transcontinental railroad: from their use as an official record by the railroad corporations, to their reproduction in the illustrated press and travel guides, and finally to their adaptation to direct sales and albums in the late nineteenth and twentieth centuries. Tracing the complex relationships and occasional conflicts between photographer, publisher, and curator as they crafted the photographs' different meanings over time, Willumson provides a comprehensive portrayal of the creation and evolution of an important slice of American visual culture.

"Gripping . . . Chang has accomplished the seemingly impossible . . . He has written a remarkably rich, human, and compelling story of the railroad Chinese." – Peter Cozzens, Wall Street Journal A groundbreaking, breathtaking history of the Chinese workers who built the Transcontinental Railroad, helping to forge modern America only to disappear into the shadows of history until now From across the sea, they came by the thousands, escaping war and poverty in southern China to seek their fortunes in

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America. Converging on the enormous western worksite of the Transcontinental Railroad, the migrants spent years dynamiting tunnels through the snow-packed cliffs of the Sierra Nevada and laying tracks across the burning Utah desert. Their sweat and blood fueled the ascent of an interlinked, industrial United States. But those of them who survived this perilous effort would suffer a different kind of death: a historical one, as they were pushed first to the margins of American life and then to the fringes of public memory. In this groundbreaking account, award-winning scholar Gordon H. Chang draws on unprecedented research to recover the Chinese railroad workers' stories and celebrate their role in remaking America. An invaluable correction of a great historical injustice, *The Ghosts of Gold Mountain* returns these "silent spikes" to their rightful place in our national saga. "The lived experience of the Railroad Chinese has long been elusive . . . Chang's book is a moving effort to recover their stories and honor their indispensable contribution to the building of modern America." – *New York Times*

Empire's Tracks boldly reframes the history of the transcontinental railroad from the perspectives of the Cheyenne, Lakota, and Pawnee Native American tribes, and the Chinese migrants who toiled on its path. In this meticulously researched book, Manu Karuka situates the railroad within the violent global histories of colonialism and capitalism. Through an examination of legislative, military, and business records, Karuka deftly explains the imperial foundations of U.S. political economy. Tracing the shared paths of Indigenous and Asian American histories, this multisited interdisciplinary study connects military occupation to exclusionary border policies, a linked chain spanning the heart of U.S. imperialism. This highly original and beautifully wrought book unveils how the transcontinental railroad laid the tracks of the U.S. Empire.

"A fascinating story" of the railways that linked America from the #1 *New York Times*–bestselling author of *Bury My Heart at Wounded Knee* (*The Washington Post*). Hear that Lonesome Whistle Blow unspools the history of the beginnings of the American railroad system. By the mid-nineteenth century, settlers in Missouri and California were separated by a vast landscape that dwarfed and isolated them, conquerable only by "the demonic power of the Iron Horse and its bands of iron track." Although the building of the great railroad is commonly known as a story of romance, adventure, and progress, it also has a dark side, as profiteers decimated American Indian tribes, exploited workers, and destroyed ecosystems. Despite this, by the turn of the twentieth century, five major railroads would span the continent. This account vividly illustrates the railroad builders' breathtaking skill, ambition, and ingenuity. . Brown compellingly tells a high-stakes tale, an exhilarating history that still holds lessons for today. This ebook features an illustrated biography of Dee Brown including rare photos from the author's personal collection.

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