

Chapter 1 : Railroad bridge over the Cumberland River. - Boston University Libraries

The location of the Cumberland River Pedestrian bridge is off of Two Rivers Court near the Opry Outlet Mall. This is NOT the bridge near Nissan Stadium (thats the John Seigenthaler Bridge)- it's easy to get them confused.

Geography[edit] The Cumberland Gap is one of many passes in the Appalachian Mountains but the only one in the continuous Cumberland Mountain ridge line. Rocks in this region range from Cambrian to Pennsylvanian in age. The unique landscape seen today is a result of the uplift of sedimentary rock in conjunction with several million years of weathering and erosion. These features include narrow ridges, steep cliffs, overlooks, and natural gaps like the Cumberland Gap. The summers are typically sunny, warm and humid with average high temperatures in the mid to upper 80s F C. In the winter months, January through March, temperatures range in the 30s to 40s F 0s C and are generally mild with rain and few periods of snow. Resistance on the fault from the opposing Cumberland Mountain to Pine Mountain caused the U-shaped structure of the Middlesboro Syncline. The once flat-lying sedimentary rocks were now deformed roughly 40 degrees northwest. Further constriction to the northwest of Cumberland Mountain developed into a fault trending north-to-south called the Rocky Face Fault, which eventually cut through Cumberland Mountain. This combination of natural geological processes created ideal conditions for weathering and erosion of the rocks. Less than million years ago a meteorite, "approximately the size of a football field", struck the earth, creating the Middlesboro Crater. Shatter cones, a rock-shattering pattern naturally formed only during impact events , are found in abundance in the area. The presence of shatter cones found also helped confirm the origin of impact. Middlesboro is the only place in the world where coal is mined inside an astrobleme. Special mining techniques must be used in the complicated strata of this crater. But Martin and his men were chased out of the area by Native Americans, and Martin himself did not return until On his arrival Boone discovered that Martin had beaten him to Powell Valley , where Martin and his men were clearing land for their own settlement â€” the westernmost settlement in English colonial America at the time. Morgan captured the gap for the Union. The following year, in a bloodless engagement in September , Union Army troops under General Ambrose Burnside forced the surrender of 2, Confederates defending the gap, gaining Union control of the gap for the remainder of the war. It is estimated that between , and , migrants passed through the gap on their way into Kentucky and the Ohio Valley before Today 18, cars pass beneath the site daily, and 1. The park features many hiking trails. Route 25E passed overland through the gap before the completion of the Cumberland Gap Tunnel in The original trail was then restored. There are 15 various vegetation communities throughout the park, with some of them in special locations, such as mountain bogs, low-elevation wetlands, and rocky bluffs. Visitors to the park can expect to see gray squirrels , white-tailed deer , cottontail rabbits , songbirds , hawks , snakes , turtles , and perhaps black bear or bobcat. The gap has been mentioned in many other songs, including:

Chapter 2 : Nashville History: The First Bridge Over The Cumberland

19 reviews of Cumberland River Pedestrian Bridge "While staying at the Omni Hotel Nashville, I enjoyed the Cumberland River Pedestrian Bridge to get back and forth to run and walk downtown, past the symphony, along the river, around the Titan.

Fords on the Caney Fork River were usable about half the time. As traffic increased it soon became necessary to operate ferries or build bridges. Tolls were charged on both. The ferries came first. The Rock Island and the Dillon ferries were the first to be put in operation as the volume of traffic increased rapidly. Probably the first two bridges on the upper Caney Fork were built soon after. The names have been listed alphabetically. No attempt has been made to list the modern bridges built since. There were a number of small structures on the minor tributaries which are not on the list. This also carried traffic to Manchester, Hgw. In a deed from John L. Later an Iron bridge was built just below the present Railroad bridge and the power dam. This was replaced several years ago. For additional information on this bridge see page 34 of the book or go to the next website page. Beersheba Bridge across Barren Fork 5. According to John Argo the first bridge was located at the upper end of the bluff at the lower end of nursery bottom and below the present bridge. It was never completed but persons could walk across it. It apparently was washed out in the flood of while under construction. An "iron bridge" built shortly before was destroyed by the flood. John Argo said the new bridge was built by the County after an agreement was made that others would be built in other parts of the County. Following the flood the bridges were all replaced. The flood again washed out the Beersheba bridge. Blanks Bridge crossing Rocky River 2. It is located a short distance up stream from the old Blanks Mill dam. The bridge was raised and lengthened in when the Rock Island dam was raised. Brady-Haston Bridge crossing the Calfkiller River 3 miles above the mouth and just below a spring branch on which the mill of the same name was located. The bridge was built by the County in the early part of the 20th. The bridge was raised in when the Rock Island dam was raised. It is mentioned in an deed to Joseph W. Butts Bridge crossing Caney Fork 19 miles above the Dam. The bridge was built in by the T. Raising the dam 35 feet flooded out the Butts and adjacent fords. The bridge was washed out in the flood and replaced by the Power Co. The suspension bridge was built in by the T. It was washed out in the flood. This foot bridge "swinging" or "wire" bridge was rebuilt after the flood and was in use for several years. A Boy Scout camp was located at the site of the bridge and ford, some time prior to the mids. In the early s, Wayne Haston and a friend walked across this bridge carrying hunting guns. The bridge was in a dangerous state of disrepair at that time. The cables were rusty and the existing floor planks were rotting and some of the planks were completely gone. In the s, Dave Guy who lived north of the river in "Fox Hollow" was employed, as needed, to keep the bridge in good repair. Apparently, no one replaced him on this task when he moved his family to upper Hickory Valley. By that time, many of the families in that community had automobiles and could get from one side of the river to the other by means of Butts Bridge. Collins River Bridge spans the Collins River at its mouth. The first bridge was a timber structure. Faulkner employed James McGiboney to build and operate a saw mill and grist mill at the Great Falls before he began work on the Cotton Mill. McGiboney sawed out all the timbers for the bridge. This bridge was destroyed in the flood. The next bridge was a steel structure erected in connection with the construction of the first dam and power house for the Tennessee Power Co. Perhaps of interest is the fact that the longest span in the bridge had one time been part of a bridge across the Cumberland River in Nashville. The structure was dismantled and stored by the Nashville Bridge Company. This was one of the two earliest bridges on the upper Caney Fork. The bridge had 3 spans resting on rock-filled log cribs. Joe Slatton said that 2 of the piers were visible in when the reservoir level was very low. There is a reference to a "valuable bridge" in White Co. On pages of the same book in there is a reference to "ferry and boats. Florence Woods said the last man to cross the bridge was a peddler name Redder. The bridge had become "very ramshackle" and it fell as he was crossing. His horse "Doc" carried him over but Redder had a nervous breakdown and was laid up for several weeks. The remains of the bridge were washed out in the flood of Spence Frank told the writer that the bridge was very old. When the Dam was raised 35 feet in the bridge was raised a like amount. The job was finished in 10 hours. One

bridge crossed Caney Fork above the mouth of Cane Creek and the other crossed Cane Creek at the mouth of the creek. Both bridges were raised in when the Dam was raised. The bridge over Caney Fork was washed out in the flood and not replaced. The bridges were referred to locally as the River Hill bridges. The name is that of a small community that formerly was located on the hill above the river on the White County side. The bridge across the mouth of Cane Creek was still in decent shape as late as the early s, and could be crossed by automobile at that time, although there was no where to go on the east side of the bridge except to turn around and go back across the same bridge. It is in Van Buren County. The steel was moved on barges from the Yost Bridge on Rocky River. Dry Branch was built by the T. It was built by the T. Gillen Bridge spans Cane Creek 5. It was built by Van Buren County sometime prior to The first bridge was located about feet below the old Goodbar Mill Dam and about 8. It was a covered wood bridge according to Miss Florence Wood. She said it was built by Gumberry? Johnson, was very shaky and in fact it was never really built right. It burned sometime prior to It was built in or by the State on Hgw. It was one of the first concrete arch bridges built in Tennessee. Truly it is a beautiful structure. Gribble Bridge spans Collins River abut It was built by Warren County. Hennessee Bridge crossing Collins River 8. All four were washed down in the flood. The flood of again dropped the three spans into the river. One new span was purchased and two spans were salvaged out of the original three. The County built the bridge. It was one of the few bridges not damaged in the flood. Hash Ford Bridge on Rocky River. Hodge Bridge crossing Caney Fork River It is on the Doyle-Spencer Road. The bridge was raised in by the T. It was partially destroyed in the flood and rebuilt by the Power Co. It is at the location of McClures Ford. This is downstream from the present Blanks Bridge. It was a covered wood bridge.

Chapter 3 : John Seigenthaler Pedestrian Bridge | Downtown Nashville

Austin Peay Bridge (Jackson County, Tennessee) Built by the Nashville Bridge Company in and replaced Lost K-Truss through truss bridge over Cumberland River on Tn

Nashville lore from the earliest times to the present. I am going to begin here with the first bridge. The plan of the first bridge across the Cumberland River was proposed by the citizens of Nashville in 1796. Erected where the present Victory Memorial Bridge is located, at the northeast corner of the Square across to Main Street, it opened in June of 1796. The covered bridge had windows along the sides to provide light. When it was built water craft was small and the structure was only 75 feet above the low water mark. The bridge was demolished in 1857 because the larger steam boats of the mid-century were unable to pass under. Most of the following newspaper articles were found in the papers of Samuel A. Weakley. We hope every citizen who has the welfare of the town at heart will attend in order to give facility to an object of so much importance to the citizens of this place and the country at large. We are happy to see the public spirit manifested on this subject, for we have long wished to see a bridge across the river here; as well for the convenience of the public at large as for the improvement of Nashville, which has already become a place of considerable commercial importance, and by the acquisition of a bridge many facilities would be rendered which are now impossible. The River Cumberland is about six hundred feet wide, having a rock bluff on the town side for an abutment, but the other bank is sandy. The river is about from eight to ten feet in low water, having a rock bottom for most part across, and during the time of floods it rises sometimes as high as forty feet, which will require the piers to be built at least fifty feet high. The country above Nashville will furnish the best kind of timber for the woodwork and at the town site there is a great quantity of stone well calculated for raising the piers. By order of the Board. Nashville Whig, September 18, 1857. Distressing accident. A man by the name of Kean was killed and five or six others wounded, some of them dangerously. Nashville Whig "Wednesday, June 11, 1857. Nashville Bridge-- The bridge across the Cumberland river at this place is so far completed that horses, carriages, ect. It shall not be lawful for any person or persons, having or driving any drove of horses, mules, cattle or hogs to drive or pass on said bridge in one drove at the same time in more than the following number to wit: It shall not be lawful for any person to carry over or have on said bridge any coal or chunk of fire, nor to smoke or carry with him on said bridge any lighted segar or pipe; and if any person or persons shall willfully commit a violation of any of the rules above described he, she or they, so offending shall be subject to pay the sum of five dollars, or every such offence, to be recovered before any tribunal having jurisdiction thereof by a warrant in the name of the Nashville Bridge Co. It shall be the duty of all foot passengers to pass the footway on the right hand as they are going; and it shall be the duty of all passengers on horseback or driving any wagon, cart or other wheel carriage, or driving any drove of horses, mules, cattle, sheep or hogs to pass over on the right hand way. Nashville Bridge "The undersigned who had the management of the Bridge for the last six months, begs leave to inform the public that he has rented it for the term of one year. He now tenders its use to the public and proposes to let out to families or individuals for the above term, the privilege of crossing on it, and pledges himself to do so if applied to, on the most reasonable terms. Persons who reside on the north side of the river are particularly invited to call on the undersigned, as he believes they will find it very much to their advantage to enter into the arrangement proposed. There will be a keeper of the gate who will be ready at all times to attend to the calls of those wishing to pass on urgent business, without regard to time. The undersigned will endeavor to do everything necessary on his part to afford satisfaction, and hopes to merit a share of public patronage. He was evidently a methodical person, and interested in the behavior of the river for he recorded the height of each of the high waters during the life of the structure. Several years ago the writer [Samuel A. Weakley] made an extensive search for the descendants of Greenwood Payne in an effort to locate this valuable record, but it was without success. However several records of the high stages of the river were printed in the Nashville papers from time to time. This elegant piece of architecture, so useful to the public, and ornamental to our town, has never yet been noticed in any manner adequate to its value and importance. As a superstructure of elegance and durability, it is conceived to be equal, perhaps superior to any

of the kind in the United States: This has been the observation of persons from a distance who have seen most of the celebrated works of this kind. It is the workmanship of Messrs. Samuel Stacker and Johnston of Pittsburgh. The bridge is 100 feet from end to end and, 40 feet in breadth and 75 feet in height, from river to low water. The superstructure consists of three arches, each 30 feet long, butting against each other, resting in one continued chord, supported by the abutments and piers. Versed sine, or rise, from the chord to the apex, is 6 feet; the curve formed by this arch is not, however, that of the segment of one great circle, but of segments of circles of unequal radii, those of the largest radii being next to the abutments, and the shortest at the vertex. This forms a catenarian arch on the outside of the bridge, and prevents lateral motion. The ribs composing the arches are set in cast iron head blocks and butt against each other with the exception of about a foot where wedges are inserted; by spreading on these wedges the arches can be set up, and the floor raised to any height required. This is considered an improvement of the first magnitude in the erection of wooden bridges. The design and principle on which this Bridge is built is the same as those of Shaffhausen and Wittengen in Switzerland. The ribs, ring posts, and string pieces are connected and secured by ties, braces, and bars of iron in such a manner as to form one connected and combined whole, equal in strength, perhaps, to anything within the compass of human invention on a similar scale. This Bridge consists of three abutments — one is founded on solid rock with the intervention of 2 feet of gravel. It is about 70 feet long, 20 thick, and 80 high, with rings extending into the bank 80 feet — it batters on inch to the foot, on all outsides, together with several offsets, which reduce it to 52 feet long and 24 thick where the superstructure rests. It also overhangs on the inside to prevent the filling from protruding out the side. The piers are 70 feet long, 24 wide and 80 high. They are founded on a platform of wood, 75 feet long, 27 wide and 7 deep. The wooden part of the Bridge is handsomely executed with ornamental fronts at each end, the whole covered in neatly and painted white. The pillars are composed of the limestone rock common to the country, which is admirably adapted to the erection of the best workmanship. The Bridge belongs to a company of stockholders, incorporated by act of assembly; and its affairs are entrusted to the management of a Board of Directors, chosen annually. They have leased it out for the present year to Mr. Cubic feet of timber, 20, Wrought Iron, 21 tons The New York Times, November 21, The old bridge at Nashville, Tenn. It had long been a serious obstruction to the river. All material collected and transcribed by Debie Oeser Cox.

Chapter 4 : Nashville, Tenn. Fortified railroad bridge across Cumberland River | American Civil War Forum

by Debie Cox The plan of the first bridge across the Cumberland River was proposed by the citizens of Nashville in 1820. Erected where the present Victory Memorial Bridge is located, at the northeast corner of the Square across to Main Street, it opened in June of 1821.

Another bridge called the Jefferson Street Bridge which was virtually identical to it was built at the same time. The substructures of the bridges were light grey concrete, and the superstructures were made of steel that had been painted black. The bridge was the first in North America to have concrete arched trusses. The bridge was designed and construction was supervised by Howard M. Jones, the chief office engineer of the Nashville, Chattanooga and St. Louis Railway. The original architectural drawings as approved by Jones are archived at the Metro Transportation Offices. Repair work[edit] After twenty-five years of use, it became apparent that there was something wrong with the concrete on the Sparkman Street Bridge. The worn surfaces of the concrete were chipped away between and and replaced with gunite. Thirty years later, repair work had to be done again. They subcontracted the steel work to the Nashville Bridge Company. During this repair time, the Jefferson Street Bridge was also repaired. The Jefferson Street Bridge was demolished in 1954 to make way for a new bridge that could handle more traffic. Closure and reopening[edit] State inspectors declared the bridge to be in "poor" condition in 1954, and the bridge was closed to vehicular traffic in 1955. The bridge was originally slated for demolition. However, due to aesthetic, architectural, and historical considerations, it was decided that it should be converted to a pedestrian bridge rather than be demolished. The bridge was refurbished and includes an elevator, ramps, and stairways. The bridge has a center lane that is fifteen feet across to accommodate bicycles. Originally it was thought that a trolley might use the center lane, but that idea was abandoned in favor of a bicycle lane. On each side of the bicycle lane are foot-wide 3. The bridge includes four scenic pedestrian overlooks that, in the metal of the railing, have artistic renderings of the history of life on the Cumberland River. The bridge is dramatically lit at night. The refurbished bridge is part of the Metro Nashville Greenway system, which is administered by the Parks Department. The Eastern terminus includes a pedestrian plaza with special landscaping and is very close to Nissan Stadium. A new bridge called the Gateway Bridge, now known as the Korean War Veterans Memorial Bridge , [3] was built to handle the vehicle traffic that used to travel over the John Seigenthaler Pedestrian Bridge. Several scenes from the video for "Together You and I" by Dolly Parton were filmed on the bridge. Renaming[edit] In April 1990, the bridge was renamed the John Seigenthaler Pedestrian Bridge in honor of journalist and civil rights advocate John Seigenthaler. The bridge length between centerlines of bearings at abutments is 2,109 feet and 9 inches. Retrieved 11 July 2011.

Chapter 5 : Cumberland River Pedestrian Bridge Two Rivers Pkwy Nashville, TN Historical Places - MapQ

The plan of the first bridge across the Cumberland River was proposed by the citizens of Nashville in Erected where the present Victory Memorial Bridge is located, at the northeast corner of the Square across to Main Street, it opened in June of

Erected where the present Victory Memorial Bridge is located, at the northeast corner of the Square across to Main Street, it opened in June of The covered bridge had windows along the sides to provide light. When it was built water craft was small and the structure was only 75 feet above the low water mark. The bridge was demolished in because the larger steam boats of the mid-century were unable to pass under. The next bridge across at Nashville, erected in , was a suspension bridge designed by architect Adolphus Heiman. This structure was at the site of the present Woodland Street Bridge. It was destroyed in the spring of , during the Civil War, when the evacuating Confederate Army cut the suspension cables and the bridge fell into the Cumberland. After the war, a new bridge was built, using the same support towers. It replaced the suspension bridge at this location. This toll bridge opened in June of In a new, stronger bridge was erected. Named the Woodland Street Bridge, it remained in service for 80 years. A new structure at the same site, also called the Woodland Street Bridge, opened December 1, It was the first Cumberland River bridge built under Metropolitan Government. In Governor Gordon Browning signed a bill authorizing construction of a bridge to serve as a memorial to Tennesseans who lost their lives in World War II. The Victory Memorial Bridge opened in May of Eventually plaques listing the names of every Davidson County resident who died in service during World War II were placed at the west end of the bridge. A dedication ceremony in honor of War dead, held May 30, , was presided over by Mayor Beverly Briley. This bridge had originally been planned to cross from Broadway to East Nashville and the bridge committee was named the Broad Street Bridge Company. The bridge came to be called the Sparkman Street Bridge and later the name Shelby Avenue Bridge was unofficially adopted. The Shelby Avenue Bridge was closed to automobile traffic in A replacement, opened in , was officially dedicated to honor the Rev. Kelly Miller Smith a Nashville civil rights pioneer. The interstate 65 bridge opened on Jan. Mayor Briley officially dedicated the bridge and Mrs. It was named in honor of Tennessean publisher Silliman Evan. A change in the naming of the interstate system in Nashville now has this bridge designated as part of interstate In May of the newest bridge to cross the Cumberland at downtown Nashville opened. Originally named the Gateway Bridge, but renamed in Jan. The six lane, foot long span replaced the historic Shelby Avenue Bridge which now serves as a pedestrian bridge. Republican Banner Sept 19, The article says the architect was Captain Fields. Originally Published June 28, , Updated

Chapter 6 : Cumberland Gap - Wikipedia

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Chapter 7 : Relocation Project â€“ Laker Country

Title [Nashville, Tenn. Fortified railroad bridge across Cumberland River] Summary Photograph of the War in the West.

Chapter 8 : Cumberland River (river, United States) - Images | racedaydvl.com

In addition, the new Cumberland River Bridge now connects the 1,acre Shelby Bottoms and Park to the acre Two Rivers Park. Shelby Bottoms and Park contains ballparks, wetlands and a nature center, and lies on the west side of the foot-long bridge.

Chapter 9 : John Seigenthaler Pedestrian Bridge - Wikipedia

DOWNLOAD PDF BRIDGE ACROSS THE CUMBERLAND RIVER.

Visibility of a tunnel that once carried traffic on U.S. 27 to a bridge across the Cumberland River to Burnside still generates intrigue when its arch can be seen above the water of Lake Cumberland.