

Physical Details

Material of Monument or base under a Sculpture or Cannon = Stone Concrete Metal Undetermined If known, name specific material (color of granite, marble, etc.) Grey Granite

Material of the Sculpture = Stone Concrete Metal Undetermined
If known, name specific material (color of granite, marble, etc.) _____
If the Sculpture is of metal, is it solid cast or "hollow?" _____

Material of Plaque or Historical Marker / Tablet = Red Granite

Material of Cannon = Bronze Iron - Consult known Ordnance Listing to confirm
Markings on muzzle = _____

Markings on Left Trunion _____ Right Trunion _____
Is inert ammunition a part of the Memorial? If so, describe _____

Approximate Dimensions (indicate unit of measure) - taken from tallest / widest points

Monument or Base: Height 48 in Width 24 in Depth 8 in or Diameter _____
Sculpture: Height _____ Width _____ Depth _____ or Diameter _____

For Memorials with multiple Sculptures, please record this information on a separate sheet of paper for each statue and attach to this form. Please describe the "pose" of each statue and any weapons/implements involved (in case your photos become separated from this form). Thank you!

Markings/Inscriptions (on stone-work / metal-work of monument, base, sculpture)

Maker or Fabricator mark / name? If so, give name & location found _____

The "Dedication Text" is formed: cut into material raised up from material face

Record the text (indicate any separation if on different sides) Please use additional sheet if necessary.

MOONEY'S BRIDGE - Picture of train Engine -- Sept 30 1864 Rebel forces under Gen. Price burned the trestle over Joachim Creek.

It was repaired by 138th Ill. Reg. Under Col. Goodwin. The first train crossed Oct. 7, 1864. This opened the Iron Mtn RR for 19 miles south

.This stone erected 2014 on the 150th Anniversary - Gen. Thomas C Fletcher Camp 47 SUVCW - Douglas Roussin Commander

Environmental Setting

(The general vicinity and immediate locale surrounding a memorial can play a major role in its overall condition.)

Type of Location

- | | | |
|---|---|--|
| <input type="checkbox"/> Cemetery | <input type="checkbox"/> Park | <input type="checkbox"/> Plaza/Courtyard |
| <input type="checkbox"/> "Town Square" | <input type="checkbox"/> Post Office | <input type="checkbox"/> School |
| <input type="checkbox"/> Municipal Building | <input type="checkbox"/> State Capitol | Other: _____ |
| <input type="checkbox"/> Courthouse | <input type="checkbox"/> College Campus | Roadside _____ |
| <input type="checkbox"/> Traffic Circle | <input type="checkbox"/> Library | _____ |

Surface Coating

Does there appear to be a coating? ___ Yes ___ No Unable to determine

If known, identify type of coating.

___ Gilded ___ Painted ___ Varnished ___ Waxed Unable to determine

Is the coating in good condition? Yes ___ No ___ Unable to determine

Basic Surface Condition Assessment (check one)

In your opinion, what is the general appearance or condition of the Memorial? Well maintained ___

Would benefit from treatment ___ In urgent need of treatment ___ Unable to determine

Overall Description

Briefly describe the Memorial (affiliation / overall condition & any concern not already touched on) .

See attached

Supplemental Background Information

In addition to your on-site survey, any additional information you can provide on the described Memorial will be welcomed. Please label each account with its source (author, title, publisher, date, pages). Topics include any reference to the points listed on this questionnaire, plus any previous conservation treatments - or efforts to raise money for treatment. Thank you.

Inspector Identification

Date of On-site Survey 12/09/2014

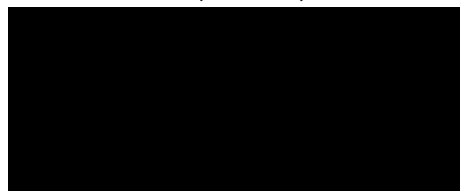
Your Name Walt Busch



SUVCW - MO - US GRANT 68

Please send this completed form to

Walt Busch, PDC, Chair



Thank you for your help, and attention to detail.

SONS OF UNION VETERANS OF THE CIVIL WAR
National Civil War Memorials Committee

MOONEY'S BRIDGE



SEPT 30 1864 REBEL FORCES
UNDER GEN PRICE BURNED
THE TRESTLE OVER
JOACHIM CREEK
IT WAS REPAIRED BY 138 TH
ILL REG UNDER COL GOODWIN
THE FIRST TRAIN CROSSED
OCT 7 1864 THIS OPENED
THE IRON MAIN RE FOR
19 MILES SOUTH

THIS STONE ERRECTED 2014
BY THE US CIVIL WAR RAILROAD
AND RAILROADS OF THE SOUTH
AND THE CIVIL WAR
RECONSTRUCTION SOCIETY
OF THE SOUTH







MOONEY'S BRIDGE



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IT WAS REPAIRED BY 138TH
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THE FIRST TRAIN CROSSED
OCT 7 1864 THIS OPENED
THE IRON MOUNTAIN RR FOR
19 MILES SOUTH

THIS STONE ERECTED 2062
BY THE ILLINOIS CENTRAL RY
ENGINEER J. H. HERRICK & CO
CHICAGO ILL

THE BURNING AND REPAIR OF MOONEY'S BRIDGE, IRON MOUNTAIN RAILROAD:

DE SOTO, MISSOURI SEPTEMBER-OCTOBER 1864



Mooney's Bridge as it appears today

By Douglas Roussin, Fletcher Camp Commander

In the autumn of 1864, Missourians had experienced the ugly face of war for three and a half years. It had to deal with major battles and minor skirmishes. These battles included Lexington and Wilson's Creek in the northern and western section of the state and the Battle of Belmont, Island No. 10 and New Madrid in southeastern Missouri. Between the fall of 1861 and the spring of 1862, most southern forces had

been driven from the state and had retreated into Arkansas. From this point, Missouri would be subjected to numerous guerilla raids both large and small. Many small groups of men would move about freely in Missouri as independent raiders. This resulted in terrible suffering for the residents on both sides.

The fall of 1861 saw one of the earliest raids into Missouri. This was led by General M. Jeff Thompson. This raid led to the only true battle in Jefferson County, The Battle of North Big River Bridge. General Thompson again, encountered Union forces, a few miles south at Blackwell Station. The main objective of this was to burn the bridges leading from St. Louis to Pilot Knob. At this point in the war the rules of battle were followed, and the Union forces were paroled. As the war progressed, the rules of war were not always followed. Many atrocities were caused to the residents of the state, both military and civilian. The years of 1862 and 1863 saw larger raids led by men like General Shelby and General Marmaduke.

To the residents of Missouri, the late summer and autumn of 1864 had been filled with guerilla activities . But they were still not prepared for the avalanche that was heading their way. The Federal forces in the east had been victorious in many battles, but the cost had been high with thousands of casualties. Notwithstanding this, the Confederacy was in trouble. General Sherman was at the outskirts of Atlanta and General Grant was slowly moving towards Richmond. The Confederate government would need a bold plan to relieve some of the pressure the Union forces were bringing.

THE INVASION OF MISSOURI

In order to alleviate the pressure at Richmond and Atlanta, a bold plan was devised to invade the state of Missouri. This would entail capturing both St. Louis and Jefferson City. More than 25,000 infantry were being prepared to move into Missouri from Arkansas if St. Louis was to be captured by Price. This could possibly lead to an invasion of Illinois. At the very least, an invasion of Missouri would force President Lincoln to send troops to repel the Confederate forces.

In mid-September, General Sterling Price organized a new Army of Missouri. Prices' army would consist of three divisions, each led by a veteran cavalry commander. This army would consist of 12,000 men. Brigadier General Joe Shelby would be in command of 3,300 men, making up the first division. The second and largest division would be commanded by Brigadier General James Fleming Fagan. This division numbered over 5,000 men. The last division was commanded by the son of a former governor of Missouri, Brigadier General John Sappington Marmaduke. His division counted over 3,700 men.

By September 26, 1864, Price had moved northward through southeast Missouri and was entering the Shut-in-Gap in Arcadia Valley, just 90 miles south of St. Louis. The resulting Battle of Pilot Knob was a hard fought battle with a large number of Confederate casualties. The bloody battle delayed Price's Army and

allowed the Union forces to fortify St. Louis. The Union forces under General Ewing were forced to abandon Fort Davidson and retreat to Rolla. There were constant rear guard skirmishes with the rebels in pursuit. The great invasion of Missouri now became known as Price's raid. Elements of the Price's army were everywhere in eastern Missouri. Price moved his army westward towards Jefferson City and later farther west towards Kansas City, where he was defeated at the Battle of Westport. He was driven south. Missouri had been saved but the path of destruction and plunder by the confederate forces would be remembered for a long time.

THE DESTRUCTION OF MOONEY'S BRIDGE

As General Ewing was enroute to Pilot Knob, General Andrew J. Smith's infantry occupied De Soto and bridges along the Iron Mountain Railroad. On September 29, fearing that the Confederate forces would get behind him and cut him off from St. Louis, General Smith moved his troops northward and set up lines along the Meramec River. He concluded De Soto was of no military value. On Friday afternoon, September 30, 300 Arkansas troops (probably from General William L. Cabell's Brigade) arrived in De Soto with orders to destroy the depot and water tanks and Mooney's Bridge. The Arkansas troops helped themselves to town supplies and moved on reaching Victoria just 3 miles north. Later, scouts of the thirteenth Missouri Cavalry (US) entered De Soto. These units reported the destruction of three bridges and two water tanks along the railroad and stated that the entire area south of De Soto was infested by rebels.

On October 1, a scout train moving



Trenches located on a hill above the bridge



Trenches located in the woods east of the bridge

south, reported all the tracks and bridges were undamaged to the bridge one mile south of Victoria (Mooney's). The scout advised the rebuilding of the bridge to open the railroad for another 19 miles south, A

howitzer was requested along with a repair company. On October 2, De Soto was re-occupied by Union troops.

SPECIAL ORDERS # 206

SPECIAL Orders No. 206 was issued from Headquarters Saint Louis District, St. Louis, Mo. October 3, 1864. This order directed the 138th Illinois Infantry under the command of Colonel John W. Goodwin to proceed via the Iron Mountain Railroad to Carondelet, MO. at as early an hour tomorrow morning as practicable. Upon arriving, Colonel Goodwin reported to Brig. Gen. Madison Miller for orders. The regiment was to proceed south to repair the bridge south of Victoria.

The 138th Regiment, Illinois Infantry, was organized June 21, 1864. This was a 100 day Regiment consisting of 10 companies. It was organized at Camp Wood, Quincy, IL. with Colonel John W. Goodwin commanding. After its muster, the regiment was ordered to Fort Leavenworth Kansas, for garrison duty. They scouted the western counties of Missouri where they drove the guerillas out. They were finishing their 100 days as Price's raid began. The regiment, seeing the emergency, voluntarily extended their term of service. They were assigned to guard and duty along the Iron Mountain Railroad.

Conflicting reports as to the numbers and positions of guerillas south and west of De Soto were reported to General William Rosecrans in St. Louis. He ordered that the 138th be issued entrenching tools and ordered to fortify their positions around Mooney's Bridge. This became known as Camp Goodwin.

By October 4th, the 138th was camped around Mooney's Bridge and trenching had begun on several locations on the hillside surround the bridge. Colonel Goodwin ordered a moon shaped redoubt dug near the bridge and the road leading north to Hillsboro. On October 5th at 3:00 P.M. Goodwin reported, "My regiment has finished trenching at this camp." He was ordered not to wait for bridge building supplies to arrive by train but to cut timber from the surrounding area and put up a temporary trestle work. His men began the repairs and on October 6th Goodwin reported that the repairs would be finished the following day. Brigadier General Miller took the first train across the bridge on October 7th. The train then proceeded south to the next burned bridge.

Colonel Goodwin reported that his men were unwilling to go farther south to do repair work. As Price's army had moved westward and the threat to St. Louis subsided, the men were unwilling to serve longer because their term of service had expired. The regiment was then returned to Camp Butler, Illinois, where they mustered out October 14, 1864. The regiment had lost ten of their men killed in 100 days.

The area around Mooney's Bridge would be guarded for the remainder of the war. In the years following, the bridge was rebuilt with iron and steel. It would never

again be destroyed in combat. The trenches and redoubt were soon forgotten and would remain hidden for the next 150 years. It was rumored that a fort once stood in De Soto but no one knew where it was located. Only recently, has the redoubt and trenches of Camp Goodwin been rediscovered.

A number of Civil War relics were found at Mooney's Bridge. They were lost by members of the 138th Illinois Infantry or other companies who were stationed at the bridge. The relics included tips from bayonets, scabbards, buttons, coins, square nails and bullets. Part of a powder flask was found in near-by trenches. There were also the remains of an entrenching shovel. The shovel spoon had broken and was left by the men of the 138th Illinois Infantry.

Mooney Bridge Marker Dedication

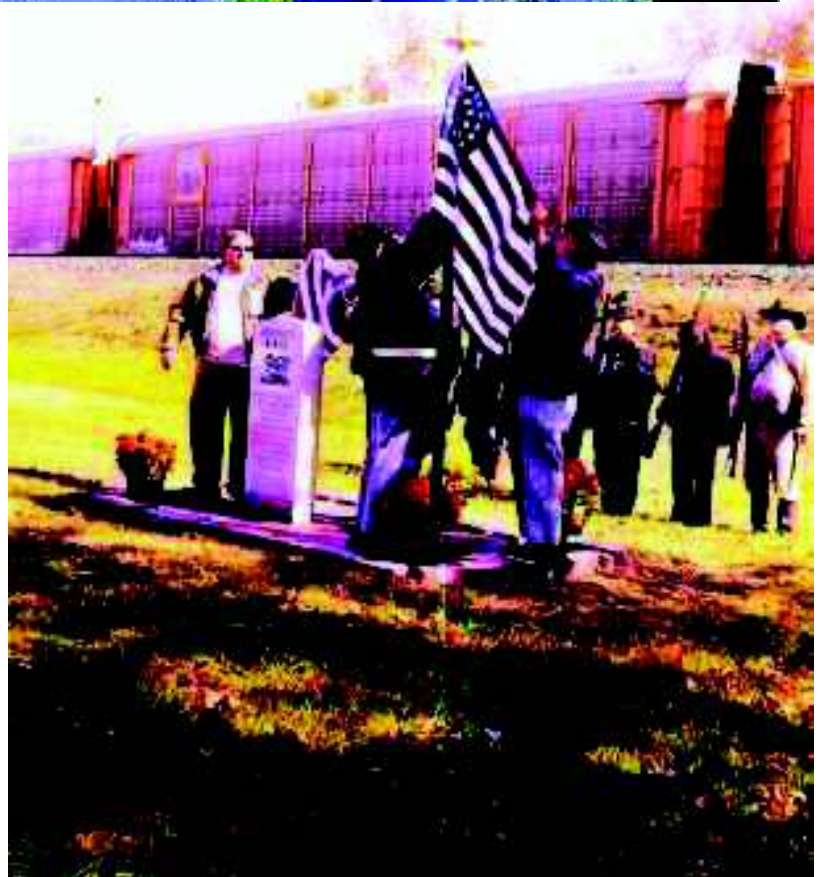




Volker Auxiliary JKathie Roussin Kelly Noack Twyla Warren with Babe & Susan Breland



Werner Stichling (DeSoto Mayor), Rep Elaine Gannon, Doug Roussin 11-1-14



Acknowledgements

The members of General Thomas C. Fletcher Camp #47 would like to thank all the businesses and individuals who donated to make this project possible. Without their help this stone would not have been erected. A special thanks is extended to:

Dietrich-Motherhead
Lorenzo's Italian Kitchen
First State Community Bank
Fo-Jo Studio
Mr. E.J. Pashia
Representative Elaine Gannon
DeSoto Pogolinos
Casey's General Store
Mr. Larry Kempa
Ms. Edna Dieterle
Hovis & Associates
Mr. David Dewes
Mr. John Hollingworth
Mr. John Missey
Bonnie & Clyde's Welding

Honor the DeSoto
1861-1862



Dedication
of the
Burning and Repair
of
Mooney's Bridge
Sept. 30-Oct. 7
1864

General Thomas C. Fletcher
Camp 47
DeSoto, Mo.
November 1, 2014

Welcome to the Dedication of the

Mooney's Bridge Monument
November 1, 2014
1:00 P. M.

Program

Grand March of the Guard

Introduction:

Douglas Roussin, Commander

Invocation

Rev. Aaron Watkins

Mayor of DeSoto:

Werner Stichling

Guest Speaker:

Representative Elaine Gannon

Unveiling of Monument

Call to Arms and placement of Flag

Salute volleys

The men who in the conflict led
And for the Union fought and bled
Tho' passing on are never dead
And foremost still among the Free
Their spirits shall by this decree
Lead on through all eternity

In September, 1864, General Sterling Price invaded Missouri with 12,000 Confederates. Following the Battle of Pilot Knob, 300 troops from Arkansas arrived in DeSoto and destroyed the depot and water tanks along the railroad. Helping themselves to town supplies, they moved north and burned the railroad trestle over Joachim Creek known as Mooney's Bridge before moving on. On October 4th, the 138th Illinois Regiment (U.S.) under the command of Colonel John W. Goodwin entrenched around the bridge and began repairs. Trees from the surrounding hillsides were cut to make the repairs and on October 7th the first train crossed the newly constructed bridge. The repair of Mooney's Bridge opened communications for another 19 miles along the Iron Mountain Railroad. The events at Mooney's Bridge have been lost for the last 150 years and only recently have come to light. Let these events never again be forgotten.