



### 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 | <u>Roadside</u>                          |
| <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

Address 1240 Konert Valley Dr

City Fenton

State MO Zip Code 63026

Telephone (    ) 314-630-8407

What Order or Organization is submitter a member of? SUVCW - MO - US GRANT 68

Please send this completed form to

Walt Busch, PDC, Chair  
1240 Konert Valley Dr.  
Fenton, MO 63026  
(314) 630-8407  
webusch@hotmail.com

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



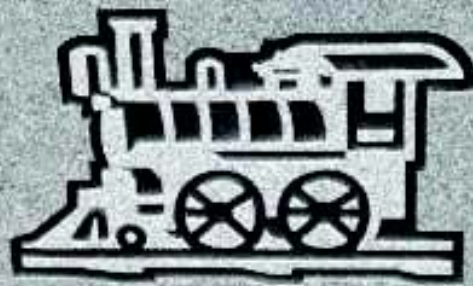
SEPT 30 1864 REBEL FORCES  
UNDER GEN PRICE BURNED  
THE TRESTLE OVER  
JOACHIM CREEK  
IT WAS REPAIRED BY 138 TH  
ILL REG UNDER COL GOODWIN  
THE FIRST TRAIN CROSSED  
OCT 7 1864 THIS OPENED  
THE IRON MAIN RE FOR  
19 MILES SOUTH

THIS STONE ERCTED 2014  
BY THE US CIVIL WAR RSRV  
OF THE MISSISSIPPI VALLEY  
AND THE MISSISSIPPI VALLEY  
HISTORICAL SOCIETY  
IN COOPERATION WITH THE  
MISSISSIPPI VALLEY HISTORICAL SOCIETY





# MOONEY'S BRIDGE



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 MOUNTAIN RR FOR  
19 MILES SOUTH

THIS STONE ERECTED 2062  
BY THE ILLINOIS CENTRAL RY  
ENGINEER J. H. HERRICK  
AND THE ILLINOIS CENTRAL RY  
ENGINEER J. H. HERRICK



# 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 138<sup>th</sup> 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.

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#### Mooney Bridge Marker Dedication

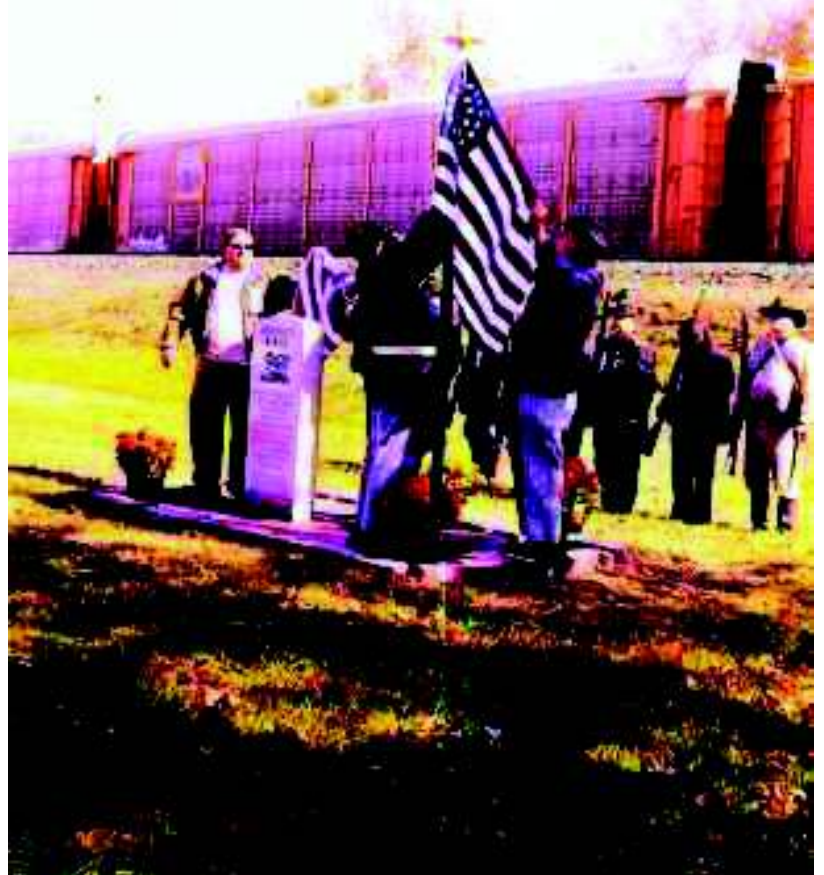




Volker Auxiliary JKathie Roussin Kelly Noack Twyla Warren with Babe & Susan Breland



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

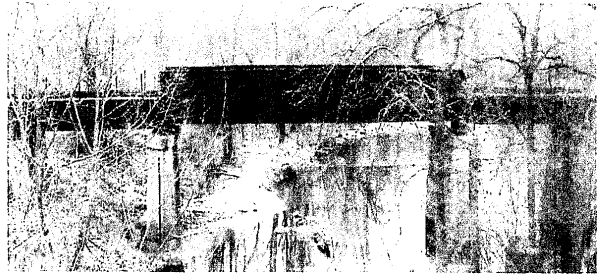


## Acknowledgements

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 Honor  
1861-1867



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 4<sup>th</sup>, the 138<sup>th</sup> 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 7<sup>th</sup> 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.