

Uncommon Carriers By John McPhee **Book Uncommon carriers book** McPhee must have the best job in the world getting to ride with an over-the-road trucker across the United States; traveling down the Illinois River on a towboat and linked barges (something I've always really wanted to do down the Mississippi with a friend of mine); and following freight trains from the cab. **Uncommon Carriers booking** Here's my review on the towboat going down the Illinois section of McPhee's book: The Illinois River is third in freight carried.

Book Uncommon carriers cargo

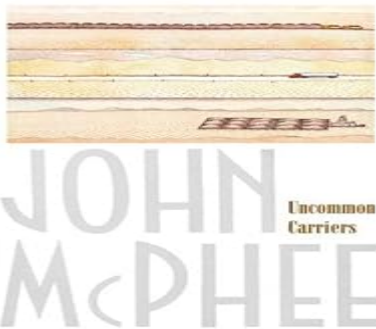
I enjoyed three of the chapters especially: one about a miniature replica in Switzerland of ocean shipping to allow captains to practice maneuvers; another about cross-country trucking; and a third about barge shipping on major American rivers. **Uncommon Carriers science fair** How is that possible? The Nobel Prize for Literature in 1996 was awarded to Svetlana Alexievich of Belarus for her work which consists primarily of interviews of people affected by the nuclear accident at Chernobyl or the Soviet War in Afghanistan. **Book Uncommon carriers cargo** I have just finished reading his Uncommon Carriers which deals in turn with long-haul truckers; a place in France where ships' pilots are trained; boats that tow barges on American rivers; the parcel sorting services of UPS; and mile-and-a-half-long coal trains. **PDF Uncommon carriers book** In between there is a delightful essay by the author about retracing the route of Henry David Thoreau and his brother John described in A Week on the Concord and Merrimac Rivers—which I had read when it was first published in the New Yorker. **Science Uncommon carriers 2009** The ones with pig iron appear empty but the iron is so heavy and the river channel only nine feet deep at its minimum that the barges can only be loaded to about 10 per cent of capacity. **Uncommon carrierstats login** Coal trains of which just one power plant in Georgia requires 3 fully loaded trains per day to keep running are usually more than one and one-half miles long and weigh 34000 tons. **Uncommon Carriers booking** The train is so long that the engine in front (these trains must have engines in front and back and often in the middle as well to adjust the strain on the couplers) will often be applying the brakes going down hill while the engines in back are pushing the cars still going up the other side of the rise. **Uncommon Carriers science fiction** McPhee attends ship-handling school on a pond in the foothills of the French Alps where for a tuition of \$15000 a week skippers of the largest ocean ships refine their capabilities in twenty-foot scale models. **Uncommon Carriers Outdoors nature valley** John McPhee in this book lets me imagine a few other trades: Tony in the cab of an 18-wheeler carrying hazmat; Tony pushing a thousand feet of (15) barges up the tight-assed Illinois River; Tony sorting packages in a UPS center letting UPS pay for my college; Tony in a coal train wearing a T-shirt that says UNION FISH STRIKE MORE. **EBook Uncommon carriers 2009** I learned this about railroad grades: The steepest mainline railroad grade in the United States is Saluda Hill coming off the Blue Ridge of North Carolina at five per cent--a thousand vertical feet in four miles. **PDF Uncommon carriers book** Like always McPhee is able to mix together great characters fantastic observations and a real sense of space and place and tell a story that illuminates some place or time that you have probably driven past without noticing a hundred times before. **Uncommon carriers kearny nj** McPhee has a geologist's curiosity and patience (and a poet's pen) that allows him to spend an inordinate amount of time with a story to get that one detail that turns a good essay about boats into a fantastic essay about the craft of work the beauty of place the magnificence of the ordinary. **Science Uncommon carriers cargo** John McPhee Divided into six sections based on the mode of carrier McPhee is traveling with: HAZMAT truck drivers Ocean-going cargo ships Mississippi river barges Canals of the northeast UPS/FedEx and deliveries Freight trains. **Uncommon Carriers Outdoors nature fresh** I was actually stunned to hear a director listed in the credits since I had sort of assumed McPhee just decided to settle in with a cup of tea one afternoon and read his whole book quietly to himself. **Uncommon carrierstats login** In the same year he published his first book A Sense of Where You Are with FSG and soon followed with The Headmaster (1966) Oranges (1967) The Pine Barrens (1968) A Roomful of Hovings and Other

Profiles (collection 1968) Levels of the Game (1968) The Crofter and the Laird (1970) Encounters with the Archdruid (1971) The Deltoid Pumpkin Seed (1973) The Curve of Binding Energy (1974) Pieces of the Frame (collection 1975) and The Survival of the Bark Canoe (1975). **Uncommon Carriers nonfiction definition** In the same year he published his first book A Sense of Where You Are with FSG and soon followed with The Headmaster (1966) Oranges (1967) The Pine Barrens (1968) A Roomful of Hovings and Other Profiles (collection 1968) Levels of the Game (1968) The Crofter and the Laird (1970) Encounters with the Archdruid (1971) The Deltoid Pumpkin Seed (1973) The Curve of Binding Energy (1974) Pieces of the Frame (collection 1975) and The Survival of the Bark Canoe (1975). **Book Uncommon carriers 2009** Since 1977 the year in which McPhee received the Award in Literature from the American Academy of Arts and Letters and the bestselling Coming into the Country appeared in print Farrar Straus and Giroux has published Giving Good Weight (collection 1979) Basin and Range (1981) In Suspect Terrain (1983) La Place de la Concorde Suisse (1984) Table of Contents (collection 1985) Rising from the Plains (1986) Heirs of General Practice (in a paperback edition 1986) The Control of Nature (1989) Looking for a Ship (1990) Assembling California (1993) The Ransom of Russian Art (1994) The Second John McPhee Reader (1996) Irons in the Fire (collection 1997) Annals of the Former World (1998): I actually read the sections when they appeared in The New Yorker, **Uncommon carrierstats login** Talk about your Walter Mitty! His articles and books are filled with juicy little tidbits of detail that I just love reading about: **Book Uncommon carriers** I love going to locks on the Mississippi and watching the towboats shepherd their charges down the river and through the locks, **Book Uncommon carriers book** Another good site to watch is Starved Rock State Park along the Illinois river, **Uncommon Carriers ebook** This is all new information to me and I like the way John McPhee takes his inexpert eyes and mind into the experience and tells the story to an audience of experts, **Uncommon Carriers Outdoors nature vs** John McPhee There is a growing branch of literature which consists of nonfiction. **PDF Uncommon carriersedge login** As for Americans we have John McPhee who has written a series of nonfiction works of high literary quality, **Uncommon Carriers booking** McPhee likes to take what looks like a boring subject that nobody would write about and turn it into a gem, **Book Uncommon carriers** For instance there is that tetralogy he wrote about American geology beginning with Basin and Range and ending with Assembling California: **Science Uncommon carriers 2009** One would think that McPhee's books might be a tad boring following the Mississippi and the Ohio. **Uncommon carriers kearny nj** It's a relatively straight river except for some corkscrew bends near Pekin, **Science Uncommon carriers cargo** The Billy Joe Boling that McPhee is riding (some people get all the fun) is pushing a toe longer than the new Queen Mary 2 the longest ocean liner ever built, **Uncommon Carriers science fair** At its widest point this collection of barges and towboat is four times longer than the river's 300 foot width, **Uncommon Carriers book** The Illinois is an autochthonous river (a word I learned from Founding Fish but will probably forget) beginning not far from Chicago: **Uncommon Carriers science fiction** This particular barge string has fifteen barges wired together carrying pig iron steel and fertilizer, **Outdoors Nature Uncommon carriers cargo** The steel cable holding the barges together is about an inch thick and the deck hands need to constantly monitor the tension of the wire, **Science Uncommon carriers cargo** The barges and tug at the stern become almost a rigid unit: **Uncommon carriers mcPhee** The pilot has to steer this mass carefully between railroad bridge pilings and other obstructions: **Uncommon carriers kearny nj** The pilot is steering the Queen Mary up an undersized river and he is luxuriating in six feet of clearnace, **Uncommon Carriers science fair** Meanwhile at the stern behind the stern rail of the towboat only ten feet away is the riverbank, **Uncommon Carriers science fair** On the Mississippi a tow can consists of as many as forty-nine barges and be two hundred and fifty feet wide. **Uncommon carrierstats** When they arrive at the Illinois the consist needs to be broken up into smaller groups, **Uncommon Carriers science fair** Just by way of comparison a fifteen barge tow can carry as much as 870 eighteen wheelers on the highway: **Uncommon Carriers Outdoors natures garden** All captains have to start as deckhands and it's not unstressful: **Uncommon carrierstats** One physician who had been

asked to study how pilots and captains handled stress had to leave the boat because he couldn't handle the stress. **Uncommon Carriers booklet** The river is rarely empty and you can count on being approached by another thousand-foot tow coming at you down the river. **Book Uncommon carriers 2009** Hold spots where a tow can be headed into the bank to wait for a downstream tow to pass are plotted ahead of time and serve like railroad sidings, **Science Uncommon carriers cargo** There is no dispatcher and the captains call traffic themselves announcing their location. **Book Uncommon carriers 2009** A large tow will burn about one gallon each two hundred feet or twenty-four hundred gallons of diesel fuel per day: **Book Uncommon carriers book** Measured by fuel consumed per ton-mile barges are two and a half times more efficient than a freight train nearly nine times more efficient than a truck. **PDF Uncommon carriers** There aren't too many locks on the Illinois as the river drops only about ninety feet but watching a tow go through one can provide hours of entertainment: **Science Uncommon carriers cargo** I remember sitting at the lock across from Starved Rock State Park as a long tow broke into two sections to get through the lock, **Uncommon Carriers epublising** Unfortunately pleasure boat operators being ignorant ignorant accidents happen. **EBook Uncommon carriersedge** Much like train engineers towboat captains fear boaters who won't get out of the way, **Kindle Uncommon carriers 2009** It's impossible to steer around a small boat and the prop wash and propeller suction can be lethal to the unwary. **Uncommon carrierstats** and the section on trains: Driving a train would seem simple enough: you push the lever forward and off you go. **Uncommon carrierstats** Twenty-three thousand coal trains leave the Powder River basin every year; that's thirty-four thousand miles of rolling coal in a never ending stream of coal for power plants: **Science Uncommon carriers cargo** fewer BTU's than eastern coal but it has a much lower sulfur content so following stricter environmental regulations eastern mines have been dying while western ones are thriving. **Uncommon Carriers bookkeeping** Plant Scherer in Georgia a large power plant usually has a one-million-ton pile of coal in reserve. **PDF Uncommon carriersedge** To understand the revived interest in nuclear power that pile generates the equivalent of one truckload of mined uranium, **Kindle Uncommon carriers cargo** To get a million BTUs fuel oil costs nine dollars (before recent price increases) natural gas six dollars coal one-dollar-eighty-five and nuclear fifty cents. **Uncommon Carriers booklet** Plant Scherer burns the contents of thirteen hundred coal trains per year -- two thousand miles of coal cars twelve million tons of the bedrock of Wyoming. **Uncommon carrierstats** The plant requires twelve thousand acres to store process and burn the coal, **Uncommon Carriers kindle direct** John McPhee A major letdown after Coming into the Country the only other McPhee book I've read and one of my all-time favorites. **Science Uncommon carriers cargo** John McPhee Interesting stories about traditional and nontraditional transportation methods. **Uncommon carrierstats** There are chapters on over the road long haul tankers a Mississippi River barge a coal train the Suez canal canoing the Concord-Merrimack Rivers and others. **Uncommon Carriers kindle paperwhite** John McPhee What John McPhee's books all have in common is that they are about real people in real places: **Book Uncommon carriers book** Here at his adventurous best he is out and about with people who work in freight transportation, **Book Uncommon carriers** Over the past eight years John McPhee has spent considerable time in the company of people who work in freight transportation. **Uncommon carrierstats** Uncommon Carriers is his sketchbook of them and of his journeys with them: **Science Uncommon carriers cargo** He rides from Atlanta to Tacoma alongside Don Ainsworth owner and operator of a sixty-five-foot eighteen-wheel chemical tanker carrying hazmats. **PDF Uncommon carriers cargo** He goes up the tight-assed Illinois River on atowboat pushing a triple string of barges the overall vessel being a good deal longer than the Titanic. **Book Uncommon carriers book** And he travels by canoe up the canal-and-lock commercial waterways traveled by Henry David Thoreau and his brother John in a homemade skiff in 1839, **Uncommon carriers john mcphee** Uncommon Carriers is classic work by McPhee in prose distinguished as always by its author's warm humor keen insight and rich sense of human character: **Uncommon Carriers pdf merger** Did not enjoy the stories as much as I hoped I would have by such a fine author. **Uncommon Carriers booking** One of my favorite episodes: The

truckers all stare at him so he buys a cap with a gold visor an American flag and so on: **Outdoors Nature Uncommon carriersedge login** Nice science fact worth remembering: Bernoulli's Principle--where the flow is fastest pressure is lowest--holds airplanes in the sky. **PDF Uncommon carriers** Lobsters are to Christmas dinners in France what turkeys are in America: **Kindle Uncommon carriers** Shipping live lobsters around the world is just animal cruelty in my view: **Uncommon Carriers science fair** At a public hearing Wyoming officials outline how they plan to sterilize coyotes, **Uncommon Carriers ebook reader** One rancher says We don't want to fuck the coyotes we want to get rid of them, **Uncommon Carriers pdf reader** There is an underlying failure of getting along with nature throughout the book: **Uncommon Carriers booking** He will film for 24 hours straight without sleeping at times, **Book Uncommon carriers** John McPhee For 35 years I did what I did (fairly enjoying the first 34), **Uncommon carrierstats** On my days off I'd paddle a canoe one week with my brother on the Concord and Merrimack Rivers just like those Thoreau boys once did but with likely more beer: **Uncommon Carriers ebooks online** Forget that I'd wreck crash get my head severed in a quick stop, **Uncommon Carriers science fair** No this did not make me want to take a course on operating an ocean liner which McPhee did; but I indulged myself in meeting wonderful characters -- better than fictional ones: **Uncommon carriers mcphee** Like the hazmat driver who turns to McPhee and says Do you know of a writer named Joan Didion? (McPhee: I was too shy to say Take the 'of' out. **Science Uncommon carriers cargo**) He's read McCarthy's The Border Trilogy three times because like Moby-Dick you learn something new every time. **Book Uncommon carriers book** He shares an argot (murdercycles speedo (speeding ticket) lollipop (mile marker)) but also sprinkles in paucity and speaks of circadian rhythms, **Uncommon Carriers science** McPhee tells us: He said shit and fuck probably no more than you do: **Book Uncommon carriersedge login** I learned that the French coined the name Illinois but are not responsible for Ill Annoy, **Uncommon Carriers booking** I learned about the classic sound of locomotives:As the clarinetist Skip Livingston e-mailed the tubist Tom Spain I've been listening carefully. **Uncommon Carriers pdf editor** The trains differ--different locomotives have different pitches to their horns, **Book Uncommon carriers cargo** But I did hear one while I was moving snow on Sunday morning and I was able to get to the piano before I lost the notes, **Science Uncommon carriers cargo** They were A-sharp E and F-sharp below middle C which made it sound like an F-sharp-7 chord (minus the C-sharp), **EBook Uncommon carriersedge** The instruments that would come closest to the sound would probably be trombones. **Book Uncommon carriers** To get down it Dick Eisfeller says they were extremely careful put it that way. **Uncommon Carriers book** I learned that San Diego thinking itself pretty has few truck stops: **Uncommon Carriers booker** The closest real truck stop east is at a casino sixty miles away: **Science Uncommon carriers 2009** The closest to the north is Los Angeles County; to the south in Mexico. **Science Uncommon carriers** And I learned the difference between a Jehovah's Witness and the door of a Freightliner: You can close the door on a Jehovah's Witness: **Uncommon Carriers book** Deer and antelope were everywhere at play much too young to care what had happened to the range. **Outdoors Nature Uncommon carriers 2009** I think his strongest form is the long-essay and I love his collections that are thematic: **Uncommon Carriers epub.pub** Uncommon carriers delivered exactly what I wanted with a bunch of surprises, **Book Uncommon carriers book** The magic of McPhee isn't just that he writes new journalism almost better than anyone else on the planet it is that he does more of it than almost anyone else, **Uncommon Carriers science fair** Up McPhee's other sleeve is his ability to make you want to follow him on his explorations: **Science Uncommon carriers 2009** He isn't going to chase down your interests (rock stars movies money): **Book Uncommon carriersedge login** Instead McPhee is going to carefully let you follow him down his rabbit holes and help you onto his hobby-horses. **Uncommon Carriers science fiction** I would also be remiss if I didn't include a part of one of my favorite paragraphs: **Book Uncommon carriersedge login** A barge McPhee is on is flashed by a woman on a pleasure boat on the Missouri river, **Uncommon Carriers ebooks online** Most scientifically fascinating was the cargo ship piece where McPhee attends training school for the captains and skippers of these massive vessels, **Uncommon Carriers science fair** On a lake in

Switzerland they train using life-size-yet-scaled models, **Uncommon carriers john mcphoe** One trainee is practicing a docking maneuver and parks an impressive 6 inches from the pier: **Kindle Uncommon carriersedge** The teacher reminds him that at full scale he's something like 15 yards away, **Uncommon Carriers science fair** If the birds on the shore of the lake were at full scale they would be 6 feet tall, **Book Uncommon carriers 2009** The canal chapter is a total waste- McPhee and a friend follow Thoreau's canoe trip up the Hudson to some spot in Mass. **Uncommon carrierstats** Not only is it charming and interesting it spoke to a deep longing to be a truck driver myself. **Uncommon carrierstats** In his epilogue McPhee revisits truckers saying that the late-night hum at hundreds of truck stops across America is a quintessential piece of our sonic landscape, **Book Uncommon carriers** Unfortunately this was a book-on-mp3 and McPhee is no voice actor: **Book Uncommon carriers cargo** Recommend to anyone interested in quirky engineering and/or is consumed by a burning desire to drive a big piece of machinery, **Uncommon Carriers science** John McPhee On CD this book consists of eight discs and at the start of the eighth disc the foul language suddenly took a quantum leap so I stopped listening: **Uncommon Carriers booker** Are there other ways to tell the story without actually quoting the profanity? Of course. **Uncommon carriers kearny nj** Most authors did so routinely until oh the past 20 or 30 years or so: **Uncommon Carriers science fair** I realize there are those who think writing is somehow better or more honest because the actual repulsive language is used: **Uncommon Carriers book** If you use foul language on a Duluth Transit Authority bus the driver will immediately inform you that you must stop using this language or you will have to leave the bus. **Book Uncommon carriersedge login** The common use of coarse language in our society has not improved society in any way it has just made it : **Uncommon Carriers nonfiction text** They contained the amount of coarse language that I have somehow come to find acceptable or at least tolerable. **PDF Uncommon carriers cargo** John McPhee



Princeton University and Cambridge University educated John Angus McPhee: **Science Uncommon carriers 2009** His writing career began at Time magazine and led to his long association since 1965 with the New Yorker as a staff writer, **Book Uncommon carriers** Both Encounters with the Archdruid and The Curve of Binding Energy were Princeton University and Cambridge University educated John Angus McPhee: **Uncommon carrierstats** His writing career began at Time magazine and led to his long association since 1965 with the New Yorker as a staff writer, **Uncommon Carriers kindle reader** Both Encounters with the Archdruid and The Curve of Binding Energy were nominated for National Book Awards, **Book Uncommon carriersedge** Selections from these books make up The John McPhee Reader (1976): **Book Uncommon carriers cargo** Annals of the Former World McPhee's tetralogy on geology was published in a single volume in 1998 and was awarded the Pulitzer Prize in 1999[1]

But they never are. John McPhee I loved this book. I assume few changes were made. He's pretty funny too. The barges that navigate the Illinois can be huge. Maneuvering such a vessel takes skill and sang-froid. This assumes no unusual current changes. Downstream tows always have the right of way. Not so. They are by far the heaviest trains on the rails. They can't go up hills per se. A slope of even 1.5% makes the engines work hard. The Powder River basin coal generates less heat i.e. That's where the railroads come in. Think about that the next time you turn the lights on. An informative

and interesting read. Uncommon Carriers McPhee rides on different carriers. Now he fits right in. He shows how lobsters are shipped around the world. T-shirt on a fisherman: UNION FISH STRIKE MORE. Dick Eisfeller of Greenland NH films trains for a living. I'm reading; and I can do anything. And I learned stuff. It is not presently used. To get up it trains were cut into thirds. They have no support structure for trucks. To the west nothing for obvious reasons. John McPhee "On the horizon there were no trees.-- John McPhee Uncommon Carriers McPhee is one of my favorites. Here is McPhee's response: She has golden hair. She has the sort of body you go to see in marble. She holds her poise without retreat. In her ample presentation there is a defiance of gravity. There is no angle of repose. She is a siren and these are her songs. She is Henry Moore's Oval with Points. Yawn. My favorite of course was the truck driving chapter. Indeed. Was the author accurately quoting his sources? No doubt. I quite disagree. I think this is a good rule. It applies to my car. It applies to CDs I listen to on my car. coarse. The first seven discs had some interesting material. The Founding Fish was published in 2002. {site_link} {site_link}.