



Railroads Of Dubuque Images Of Rail Images Of Rail

Tobias Bleicker



Railroads Of Dubuque Images Of Rail Images Of Rail:

Railroads of Dubuque John Tigges, James Shaffer, 2005 The city of Dubuque settled on the west side of the Mississippi River in 1833 has historically been home to four major railways and numerous trolleys and passenger trains Dubuque's railroad legacy was precipitated by local resident John Plumb Jr the Father of the Transcontinental Railroad who proposed a transcontinental railroad in 1838 and promoted the idea throughout the Midwest The Illinois Central Railroad first reached the east bank of the Mississippi in 1855 followed by the Milwaukee Road the Chicago and Great Western and the Chicago Burlington and Quincy Railroads This book uses rare photographs and historical text to chronicle the development and heyday of these four pioneering railways as well as Dubuque's many trolleys and its two funicular railroads While the glory days of Dubuque's railroads may have passed the legacy they brought to the city lives on and is evident in the Fourth Street Elevator which remains the world's shortest steepest railroad

Iowa's Last Narrow-Gauge Railroad John Tigges, James Shaffer, 2006 When talk began circulating in 1848 about the importance of railroads the people of Cascade grew anxious Without direct access to navigable rivers other than the Mississippi over 36 miles away their community could very well fade from existence They needed a railroad as soon as possible The idea raced forward with the backing of the Chicago Clinton Dubuque and Minnesota Railroad Company or the River Road which ran along the western bank of the Mississippi River and passed through Bellevue Their hopes and dreams became reality in a three foot gauge line 31 years later in 1879 In 1880 the Chicago Milwaukee and St Paul Railway purchased the River Road which included the narrow gauge branch line to Cascade Overjoyed at having a larger entity involved anticipation for the widening of the rails to standard gauge grew quickly This book relates the story from the beginning to its abandonment in 1936 Today Bellevue and Cascade survive as thriving small towns and are economically healthy Despite the fact that 70 years have passed since the last spike was pulled many people know of and recall Iowa's last narrow gauge railroad

Rockford Area Railroads Mike Schafer, 2010 Railroads were key to Rockford's rise as a thriving manufacturing and commercial center With an area population of over 200 000 residents and a reputation for manufactured goods Rockford had a critical need for railroads into the bust years of the 1970s Eventually four railroads rose to prominence in Rockford all of them Class 1 carriers the Chicago and North Western Chicago Burlington and Quincy the Chicago Milwaukee St Paul and Pacific the Milwaukee Road and Illinois Central For nearly a century these four roads all of them esteemed Midwestern railroads carried the bulk of freight and passengers arriving and departing Rockford Davis Junction and Loves Park by rail Two other smaller railways the Chicago Milwaukee and Gary and the Rockford and Interurban also played a part in Rockford's railroad history and are spotlighted in this volume

The Chicago Great Western Railway David J. Fiore, 2006 The Chicago Great Western Railway CGW was a Midwestern line that operated in Illinois Iowa Missouri Minnesota Kansas and Nebraska for 83 years This book provides nostalgic images and photographs of the operations employees locomotives and stations of a little railroad that is now only a memory

Railroad Men, 1901

Railfan & Railroad ,2004 **The Street Railway Journal** ,1906 The Official Railway Guide ,1905 **History of the Chicago, Milwaukee & St. Paul Railway Co. and Representative Employees** ,1901 **Railway Review** ,1891
The Street Railway Review ,1904 **Railway Age and Northwestern Railroad** ,1896 *Railroad Record and Journal of Commerce, Banking, Manufactures and Statistics* ,1865 *Railway and Locomotive Engineering ...* ,1896 **A Most Magnificent Machine** Craig Miner,2010-10-14 Just as the railroad transformed America's economic landscape it profoundly transfigured its citizens as well But while there have been many histories of railroads few have examined the subject as a social and cultural phenomenon Informed especially by rich research in the nation's newspaper archives Craig Miner now traces the growth of railroads from their origins in the 1820s to the onset of the Civil War In this first social history of the early railroads Miner reveals how ordinary Americans experienced this innovation at the grass roots from boosters dreams of get rich schemes to naysayers fears of soulless corporations Drawing on an amazing 400 000 articles from 185 newspapers plus more than 3 000 books and pamphlets from the era he documents the initial burst of enthusiasm accompanying early railroading as it took shape in various settings across the country Miner examines the cultural economic and political aspects of this broad and complicated topic while remaining rooted in the local interests of communities He takes readers back to the days of the Mauch Chunk Railway a tourist sensation of the mid 1820s navigates the mixed reactions to trains as Baltimore's city fathers envisioned tracks to the Ohio River shows how Pennsylvanians wrestled with the efficacy of railroads versus canals and describes the intense rivalry of cities competing for trade as old transportation patterns were replaced by the new rail technology Miner samples individual railroads to compare progress across the industry showing how it became a quintessentially American business and how the Panic of 1837 significantly slowed the railways as a major engine of growth for many years He also explores the impact of railroads on different regions even disproving the backwardness of the South by citing the Central of Georgia as one of the best managed and most profitable lines in the country Through this panoramic work readers will discover just how the benefits of what became the country's first big business triumphed over cultural concerns though not without considerable controversy along the way By identifying citizens hopes and fears sparked by the railroads **A Most Magnificent Machine** takes readers down the tracks of progress as it opens a new window on antebellum America **Hidden History of Dubuque** Susan Miller Hellert,2016-04-14 Poised on the banks of the mighty Mississippi River Dubuque provided a vital entry point for westward expansion Explorers Native Americans fur traders lead miners and pilgrims all played a part in the little known history of Iowa's Driftless Region It was Dubuque that contributed the first military company in the country for service at the start of the Civil War Jefferson Davis made a foray into the city in pursuit of lead miners And gangster Al Capone reportedly used the Hotel Julien as a retreat and hideout Uncover these lost stories and more with author and historian Susan Miller Hellert as she chronicles the fascinating and all but forgotten tales of Dubuque and the surrounding region **Railway World** ,1883 **Travelers Railway Guide** ,1884 **Railroad Gazette** ,1871

Iowa Railroads Frank Pierce Donovan (Jr.), 2000-05 What began as a study of the Minneapolis Chicago Burlington Chicago Milwaukee St Paul and Chicago Rock Island Great Northern and Union Pacific and Wabash Moreover he contributed an issue on Iowa s principal interurbans most of which survived into the 1950s as electric powered freight only short lines In uniting Donovan s articles into a single volume *Iowa Railroads* provides the most complete history of Iowa s rail heritage

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