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Classic Railroad Scenes: Railroads at Work Soft
Cover

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STONE MASON

Wallace W. Abbey

University of
Pennsylvania Press
Besides the 1795
settling of what later
became Hazard,
Kentucky, and the
establishment of Perry

County in 1821, no
other event has had
the historical
significance of the
coming of the railroad.
Until the track-laying
train came through the
tunnel north of town
and stopped briefly for
a celebration, Hazard
was landlocked, and
the townspeople had
never heard the

earthshaking sound of the train whistle. Before the railroad, the river was their road. The only few household conveniences known to these isolated people were laboriously brought up the river on push boats. Many materials used to build the railroad were also transported on flatboats. As a bridge and tunnel were built, and a passage was made for the engine that carried the railroad ties, John G. Kinner documented the change with his camera. Images of Rail: Railroadng Around Hazard and Perry County features John G. Kinner's vivid and historic photographs and others from the Bobby Davis Museum collection.

Railroad History in Photographs

Enthusiast Books
The Pittsburgh Division had its earliest beginnings in 1837, but what would be known as the main line was not completed until 1871. At its height, the Pittsburgh Division consisted of five distinct main lines and 14 branch lines, and the division had trackage rights over the Western Maryland and Pittsburgh & Lake Erie Railroads. Images of Modern America: The Baltimore & Ohio Railroad's Pittsburgh Division looks at five of these lines: the B&O Main Line from Cumberland to Pittsburgh; the Pittsburgh and Western; the Somerset and Cambria; the Fairmont, Morgantown and Pittsburgh; and the Wheeling, Pittsburgh and Baltimore.

*The Railroad
Photography of Jack
Delano* Arcadia

Publishing

The Big Bend area had its start with a land grant given by President Lincoln to the Northern Pacific Railway. As such, the railway company heavily promoted the area to encourage settlement and populate the station sites along the way. Towns began to develop in the late 1880s; prior to that time, the few settlers had a difficult time getting around.

Despite snow, floods, fires, wrecks, human error, sabotage, and government regulation, the railroads continued and were able to serve the communities and help them survive. The earliest lines were built largely by man and

beast with few large machines. The last transcontinental line in the Big Bend, the Milwaukee Road, featured groundbreaking technology in the form of electrically operated locomotives. The building of Grand Coulee Dam brought more railroad lines, with tracks that featured grades and locomotives normally seen on logging railroads, to bring in construction materials to the largest concrete structure in the world at the time.

[Railroads of Los Gatos](#)

Indiana University
Press

A remarkable collection of images taken by passionate amateurs that have both a historical value and an innocent charm. Jeff Brouws and Wendy

Burton have been collecting vernacular railroad photographs for many years, poring through disorganized boxes of snapshots at train shows and swap meets. With a keen editorial eye they have sought out the unusual, the lyrical, the pastoral, and the urban, ultimately assembling a collection that includes railroad landscapes, locomotives, bridges, and people primarily during the age of steam. This fascinating assemblage will appeal to fans of vernacular photography and rail fans alike. It is accompanied by an essay that includes a brief discussion of the aesthetic evolution of railroad photography in the early to mid-twentieth century and the phenomenon of the

International Engine Picture Club, which acted as a clearing house and swapping mechanism for rail fans.

Iron Muse New York : Praeger

The construction of the transcontinental railroad (1865Ð1869) marked a milestone in United States history, symbolizing both the joining of the countryÕs two coasts and the taming of its frontier wilderness by modern technology. But it was through the power of imagesÑand especially the photographÑthat the railroad attained its iconic status. Iron Muse provides a unique look at the production, distribution, and publication of images of the transcontinental railroad: from their use as an official record by

the railroad corporations, to their reproduction in the illustrated press and travel guides, and finally to their adaptation to direct sales and albums in the late nineteenth and twentieth centuries. Tracing the complex relationships and occasional conflicts between photographer, publisher, and curator as they crafted the photographs—different meanings over time, Willumson provides a comprehensive portrayal of the creation and evolution of an important slice of American visual culture.

Philadelphia Railroads

Arcadia Publishing

The arrival of the railroad in South Dakota is directly responsible for the population boom and

town development the state experienced in the early 1900s. Enticed by the promise of opportunity, many immigrants and East Coast residents hopped on the train and headed west, many settling in South Dakota. Railroads opened the doorway and made the West what it has become. Using over 200 images, authors Mike Wiese and Tom Hayes take the reader on a historic tour of the depots, trains, and wrecks that defined South Dakota railroading in the early part of the 20th century. Drawing on their immense collections of images and postcards, they tell a story of railroad development and local history in South Dakota.

Richmond Railroads

Chronicle Books
They left in the middle of the night—often carrying little more than the knowledge to follow the North Star. Between 1830 and the end of the Civil War in 1865, an estimated one hundred thousand slaves became passengers on the Underground Railroad, a journey of untold hardship, in search of freedom. In *Through Darkness to Light: Photographs Along the Underground Railroad*, Jeanine Michna-Bales presents a remarkable series of images following a route from the cotton plantations of central Louisiana, through the cypress swamps of Mississippi and the plains of Indiana, north to the Canadian border— a path of nearly fourteen hundred miles. The

culmination of a ten-year research quest, *Through Darkness to Light* imagines a journey along the Underground Railroad as it might have appeared to any freedom seeker. Framing the powerful visual narrative is an introduction by Michna-Bales; a foreword by noted politician, pastor, and civil rights activist Andrew J. Young; and essays by Fergus M. Bordewich, Robert F. Darden, and Eric R. Jackson. *Makin' Tracks* Running Press Book Publishers
The renowned photographer's stirring tribute to the last steam locomotive railway and the end of an American way of life. O. Winston Link photographed the Norfolk and Western, the last major steam

railroad in the United States, when it was converting its operations from steam to diesel in the 1950s. Link's N&W project captured the industry at a moment of transition, before the triumph of the automobile and the airplane that ended an era of passenger rail service. His work also revealed a small-town way of life that was about to experience seismic shifts and, in many cases, vanish completely. Including a collection of more than 180 of Link's most famous works and rare images that have never before been published, *O. Winston Link: Life Along the Line* offers a moving account of the people and communities surrounding the last steam railroad.

Big Bend Railroads
Center for Railroad Photography & Arts
In the 1880s, New York railroad magnate Alexander Cassatt looked at a map of America's East Coast and decided that he could overcome a challenge of geography if he thought of a new railroad in a non-traditional way. North and South were now trading with each other postwar, and the two most prominent coastal cities of those regions, New York and Norfolk, were less than 500 miles apart--except for one very large problem: at the end of a straight route down the Eastern Shore of Virginia lay the mouth of the Chesapeake Bay, with more than 20 miles of open water to the rail yards of Norfolk. Thus

Cassatt created the New York, Philadelphia, & Norfolk Railroad, which ran overland from Philadelphia to Cape Charles, Virginia; at Cape Charles, the railroad became waterborne on barges and passenger ferries that traveled the rough waters at the mouth of the bay. Now known as the Eastern Shore Railroad, since 1884, the operation has followed a path through history that has been no less dramatic than the rise and fall--and curves in the right-of-way--of American railroading during that time. *Railroads of North Carolina* Arcadia Publishing Celebrating the sesquicentennial anniversary of the completion of the first transcontinental

railroad in the United States , After Promontory: One Hundred and Fifty Years of Transcontinental Railroading profiles the history and heritage of this historic event. Starting with the original Union Pacific—Central Pacific lines that met at Promontory Summit, Utah, in 1869, the book expands the narrative by considering all of the transcontinental routes in the United States and examining their impact on building this great nation. Exquisitely illustrated with full color photographs, *After Promontory* divides the western United States into three regions—central, southern, and northern—and offers a deep look at the

transcontinental routes of each one. Renowned railroad historians Maury Klein, Keith Bryant, and Don Hofsommer offer their perspectives on these regions along with contributors H. Roger Grant and Rob Krebs. *Images of Railroading* California State Library Art Peterson is back with more color images from his Krambles-Peterson Archive. This book focuses on freight railroading and features scenes of switching and trains in industrial areas in the Transition and Classic eras. Large photos and in depth captions go beyond just telling what's in the photo - they put the images in context with the greater railroad scene as well as what was going on in the larger society.

Eastern Shore Railroad National Geographic Books
Stunning photographs by a master photographer documenting the last of the steam locomotives. As a child, David Plowden was given a box camera, and before long he began to photograph railroad trains. As he matured and started on what would become a lifetime in photography, trains—specifically steam locomotives—became one of his passions, and then they were eclipsed by modern diesel locomotives. It is our good fortune that Plowden was on the scene at the end, documenting what would become this book, his reverent tribute to the steam

era.
Central Wyoming Railroads Railroads Past and Present
Bon vivant, railroad historian, photographer, pioneering food critic, chronicler of New York's café society, and noted newspaperman, Lucius Beebe (1902–1966) was an American original. In 1938, with the publication of *High Iron: A Book of Trains*, he transformed the world of railroad-subject photography forever by inventing the railroad picture book genre. In 1940, he met creative and life partner Charles Clegg (1916–1979), also a talented photographer. Beebe and Clegg produced an outstanding and diverse portfolio of mid-twentieth century

railroad-subject photographs. Beebe, sometimes with Clegg, also authored about forty books, including many focused on railroads and railroading. The *Railroad Photography of Lucius Beebe and Charles Clegg* brings their incredible story and best photographic work together. Providing an extensive biographic introduction to Beebe and Clegg, author Tony Reevy presents a multi-faceted view of the railroad industry that will appeal to rail enthusiasts as well as those interested in American food culture, the history of New York City, and LGBT studies. *The Railroad Photography of Lucius Beebe and Charles Clegg* is an indispensable history

to the work of two men who forever changed the way we see and experience American railroads.

Traveling the Pennsylvania

Railroad National Geographic Books
A tribute to the most revered railroad photographer of our time. To the true rail fan, Richard Steinheimer is an authentic hero, the best of the best. This, the first full-length celebration of his work, presents 160 of his duotone images, with an introduction by Jeff Brouws. A pioneer in train photography, Steinheimer lived through and documented the railroad's heyday and its decline. He is one of very few photographers who appreciate the

aesthetics of all locomotives, from steam engines to the latest diesel-powered behemoths. He has a particular fondness for the landscape of the American West, and many of his images situate trains in the larger geography and culture of the time. Known for taking pictures at night, in bad weather, and from risky perches on top of moving train platforms, Steinheimer has an enormous creativity and productivity. Some Vernacular Railroad Photographs Arcadia Publishing
The Railroad Photography of Donald W. Furler showcases the black-and-white imagery of a master of the craft. Furler (1917-1994) grew up in New Jersey and helped pioneer the "action

shot" to show trains at speed. He faithfully and dramatically documented the final decade of steam operations in the northeastern United States with technically-superior and often creative images portraying the trains in their environments. While his work appeared frequently in early issues of Trains magazine in the 1940s and 1950s, it has rarely been seen since. As someone who helped write the rules for railroad action photography, an examination of Furler's photography is long overdue.

**Great Northern
Railway** Arcadia
Publishing

Philadelphia became the railroad capital of the world in the 1830s when 12 distinct lines

opened within a 100-mile radius of the city to carry people and freight. The railroad boom in the 19th century was made possible by the development of rural communities surrounding the city, the Industrial Revolution, excellent access to raw materials, and an influx of European immigrants. Philadelphia manufactured locomotives, railroad track, and other rail components and exported them around the world. The ability to move agricultural goods, manufactured products, and people commuting from home to work helped to unite the 27 boroughs, districts, and townships into one metropolis by 1854. Philadelphia

Railroads features many unseen images and rare photographs documenting the leaders of Philadelphia's transportation world. *Great Railroad Photographs from the Collection of the Smithsonian Institution* Arcadia Publishing

Since the opening of the first permanent railway in 1833, hundreds of railroad companies have operated in North Carolina. Rail transportation, faster and more efficient than other methods of the era, opened new markets for the products of North Carolina's farms, factories, and mines. Over the years, North Carolina rail companies have ranged in size from well-engineered giants like the

Southern Railway to temporary logging railroads like the Hemlock. Cross ties and rails were laid across almost every conceivable terrain: tidal marshes, sand hills, rolling piedmont, and mountain grades. Vulnerable to the turbulent and unregulated economies of the day, few railroad companies escaped reorganizations and receiverships during their corporate lives, often leaving tangled and contradictory histories in their passing. *Baltimore & Ohio Railroad's Pittsburgh Division*, The Arcadia Publishing

Founded as a small iron-making community, Scranton gained prominence as the "anthracite capital of the world" for the

rich deposits of hard coal surrounding the city. Five railroads eventually served Scranton, attracted by the lucrative anthracite trade. The viability of these lines became directly linked to the coal industry, and the decline of this traffic in the 1950s had a devastating impact on the railroad industry in the northeastern United States. Following decades of decline, abandonments, and mergers, an unparalleled resurgence of freight traffic coupled with the development of "heritage railroading" has transformed Scranton into a destination for tourists and rail historians alike.

A Passion for Trains
Arcadia Publishing

From the late 1940s onward, Wallace W. Abbey masterfully combined journalistic and artistic vision to transform everyday transportation moments into magical photographs. Abbey, a photographer, journalist, historian, and railroad industry executive, helped people from many different backgrounds understand and appreciate what was taken for granted: a world of locomotives, passenger trains, big-city terminals, small-town depots, and railroaders. During his lifetime he witnessed and photographed sweeping changes in the railroading industry from the steam era to the era of diesel locomotives and electronic communication.

Wallace W. Abbey: A Life in Railroad Photography profiles the life and work of this legendary photographer and showcases the transformation of transportation and photography after World War II. Featuring more than 175 exquisite photographs in an oversized format, Wallace W. Abbey is an outstanding tribute to

a gifted artist and the railroads he loved.

After Promontory
ABRAMS

As a growing city on Lake Erie, Buffalo was considered the second largest railroad hub in the United States and earned the name of the Queen City as it became the second-largest city in the state of New York, due to the railroad's influence. Original.