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The Georgetown Loop: A Capsule History and Guide : Georgetown Loop Historic Mining and Railroad Park, , Colorado Historical Society, 1986, 0942576292, 9780942576290, . .

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The Maine two-footers the story of the two-foot gauge railroads of Maine, Linwood W. Moody, 1959, , 203 pages. .

Southwestern Lore, Volumes 48-50 , , 1982, Archaeology, . .

Last of the 3 foot loggers , Allan Krieg, 1962, Transportation, 94 pages. .

Cinders & smoke a mile by mile guide for the Durango and Silverton Narrow Gauge Railroad, Doris B. Osterwald, Jun 15, 2001, Transportation, 168 pages. Guidebook describes scenic viewpoints, plants, wildlife, geology, history along the route. Many photographs and maps..

Colorado, 1870-2000 , John Fielder and W. H. Jackson, John Fielder, Eric Paddock, Ed Marston, Professor Roderick Nash, Aug 1, 1999, , 224 pages. Expansive (16.5x12.5") like the land it depicts, this attractive, faux-leather-bound book pairs historical b&w landscape photography by Jackson (1843-1942) with contemporary

A Climbing Guide to Colorado's Fourteeners , Walter R. Borneman, Lyndon J. Lampert, 1994, Colorado, 255 pages. .

Western Voices 125 Years of Colorado Writing, Steve Grinstead, Ben Fogelberg, 2004, History, 396 pages. This compilation of essays features outstanding writing by the best and best-known authors published by the Colorado Historical Society over the course of its history..

Tumult on the mountains lumbering in West Virginia, 1770-1920, Roy B. Clarkson, 1964, Nature, 410 pages. .

A quick review of the East Broad Top , East Broad Top Railroad and Coal Company, 1960, , 38 pages. .

World Heritage Sites A Complete Guide to 878 UNESCO World Heritage Sites, , Sep 1, 2009, Travel, 832 pages. Each site has an entry explaining its historical and cultural significance, with a description and location map..

Narrow Gauge Railways in America Embracing a Sketch of Their Rise, Progress and Success, Valuable Statistics as to Grades, Curves, Weight of Rail, Locomotives, Cars, Etc.; Also, a Directory of Narrow Gauge Railways in North America, Howard Fleming, 1876, Narrow gauge railroads, 104 pages. .

Chimney Rock The Ultimate Outlier, J. McKim Malville, Jan 1, 2004, Architecture, 235 pages. This volume sheds new light on the geography and the history of the Chimney Rock Archaeological Area in southwestern Colorado. Home until the mid-twelfth century to the

The Willamette locomotive , Steve Hauff, Jim Gertz, Jan 1, 1977, Transportation, 182 pages. .

Conference Program , American Library Association, American Library Association. Conference, 1983, , . .

Summer 1859: Following the great gold rush, the Griffith brothers from Kentucky (George and David) traveled to Central City. Finding the area overcrowded, they continued on following the south fork of Clear Creek toward the gold discoveries at present Idaho Springs. Within two days, on June 17, George Griffith hits pay dirt. The news travels quickly and a small and growing settlement begins, known as "George's Town."

1864: After the collapse of the gold-mining era, silver is discovered in the area and Georgetown booms again, bringing experienced miners from California and Nevada who realize previous mining attempts in the town and surrounding mountainside had been weak, leading to the formation of the Argentine Mining District.

1877: The railroad reaches Idaho Springs in June, thanks to financier Jay Gould who controlled the Union Pacific (UP) and supplied the necessary funds to complete both the route to Idaho Springs and the later route to Georgetown, completed in August 1877. The railroad makes access open for freight, ore, consumers and passengers to Georgetown. The Rocky Mountains are open for tourists.

1879: Georgetown becomes the "Silver Queen of Colorado" for only a short time that year when news of large silver strikes spread across the region from Leadville, one of the greatest strikes to date. Gould strives to have the Colorado Central be the first rail line to reach Leadville. The track to reach Leadville from Georgetown is an obstacle due to narrowing of the valley west of the city and an area where the average grade is over 6 percent (too steep for most trains). UP chief engineer, Jacob Blickensderfer, devises a system of curves and bridges, reducing the average grade to 3 percent. The plan includes three hairpin turns, four bridges and a 30-degree horseshoe curve from Georgetown to Silver Plume.

1884: The first trains arrive in Silver Plume. Another line, the Denver & Rio Grande (D&RG), is completed into Leadville from the south. Gould's interest in pushing the Georgetown line over the mountains wanes. The Georgetown, Breckenridge and Leadville Railroad line ends permanently a few miles past Silver Plume.

1880s and into the early 1900s: The community and the Georgetown Loop become a tourist center for those who venture West to encounter the wild ruggedness and romance. Tourism in the West develops around railroad excursions. With seven trains a day running out of Denver at the height of its popularity, the Georgetown Loop is Colorado's scenic "must see" and a deal at only \$3 round-trip. Guidebooks, pamphlets and postcards help send the images of the steep canyons and mountain peaks accessible by train across the nation.

1959: The centennial celebration of the discovery of gold in Georgetown and the surrounding areas is formed under the leadership of James Grafton Rogers, chair of the Colorado Historical Society's board of directors. Almost 100 acres of mining claims and mills are donated, including the Lebanon-Everett mines. The Society begins a program of land acquisition and lease with plans to eventually reconstruct the entire length of the Georgetown Loop.

1969: Work begins on opening the Lebanon mine tunnel. The tunnel is cleared its full length and wired for lighting. Excavation outside uncovers the sites of four mine buildings apparent in historic photographs, including a blacksmith shop, a miners' change room or "dry," a mine manager's office and a tool shed.

1982: A \$1 million grant from the Boettcher Foundation, in honor of E. Warren Willard, a former partner of Boettcher & Company and a board member of the Colorado Historical Society (today's History Colorado), finances the final segment of the railroad's reconstruction, the Devil's Gate High Bridge.

August 19, 1985: The Colorado Historical Society turns its attention to increasing visitor facilities and historical interpretation along the route. In August 1985, the Morrison Valley Center, now known as the Devil's Gate Station, is dedicated. The station currently includes boarding and ticketing areas, a gift store, visitor facilities, and parking.

1986: An engine house is completed to service locomotives. The Colorado Historical Society also completes a series of interpretive markers throughout the park ranging from historic events to the park's geology and natural history. This interpretation is made possible with a grant from the National Endowment for the Humanities, which also sponsors the publication of a book, *The Georgetown Loop: A Capsule History and Guide*.

In 1959, the centennial year of the discovery of gold in Georgetown, the Colorado Historical Society (today's History Colorado) created the Georgetown Loop Historic Mining & Railroad Park®. The Society, over time, negotiated a donation of mining claims and mills, and 978 acres of land. Rail line construction began in 1973, with track and ties donated by the Union Pacific Railroad.

Book Description: Colorado Historical Society, Denver, Co. Softcover, spiral binding. Book Condition: New. Dust Jacket Condition: None issued. Book Description: Provides a brief, but informative history of the reason for the railroad, its original construction, the decline, and the "new beginning" with its development as part of the historical region. Extensive black and white photographs and a map of the railroad route enhance the value of the publication. Book ships from Silver Plume, CO. Bookseller Inventory # BW105

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