

Ferrocarril General Bartolom Mitre

Argentina

A History of the Railways in Argentina. Railway Policies between 1857 and 2015 Mario Justo López, Jorge E. Waddell, Juan Pablo Martínez, 2023-11-20 In this captivating journey through Argentina's rail history, López, Waddell y Martínez present an illuminating narrative spanning 158 years. This translated edition, originally published in Spanish as *Historia del ferrocarril en Argentina*, offers global readers a unique insight into the country's rail evolution. Navigating previously uncharted historical terrain, this book addresses gaps in prior works. Prior to the 2007 edition, no comprehensive account covered Argentina's railways. Authors broke free from politicized narratives, fostering academic railway historiography. This edition, fortified by a robust bibliography, presents an authentic portrayal of railways' transformative role. Structured into six pivotal periods, the book unveils shifting railway policies. From pragmatic beginnings to private sector involvement, State regulation, and nationalization, each era reflects policy changes. Beyond factual accuracy, the book delves into the influence of public policy on railways. Authors navigate complexities of policy choices and socio-economic impact, offering multi-dimensional insights into Argentina's history. Paddy Farrell's translation ensures resonance in English. Collaborative efforts with authors ensure precision and clarity. Valuable archival photos illustrate each chapter, enriching the reader's experience. The updated bibliography facilitates further exploration. *A History of the Railways in Argentina* highlights the crucial role of the railway system in shaping Argentina's development and economy. Its absence underscores the challenges faced in modern times. The authors invite readers to uncover Argentina's rail story, bridging language and culture to connect with global history.

Trenes argentinos Cayetano Roberto Campisi, La historia del avance en materia ferroviaria no se puede catalogar a secas como un avance del progreso. El crecimiento de la técnica, la implantación de una red ferroviaria, la velocidad de las comunicaciones habían sido obstáculos para el desarrollo integral de la nación. Vías y trenes habían encadenado a los pueblos a servir al centro imperial, Inglaterra, que había invertido en este desarrollo. La imagen de la red era una telaraña que confluía hacia el puerto y no ligaba entre sí a las oblaciones. La crónica del ferrocarril argentino es la crónica de un plan de servidumbre. La red ferroviaria argentina comenzó a construirse en la segunda mitad del siglo XIX. Fue una herramienta eficaz para consolidar un modelo de país diseñado por los hombres de la generación del 80. En 1857 el Ferrocarril del Oeste, que unía plaza Lavalle y Floresta, fue el primero en funcionar en Argentina, y construido totalmente con capitales nacionales.

Los primeros ferrocarriles se hicieron con el esfuerzo nacional, pero los gobiernos liberales hicieron una vergonzosa entrega, cediendo tierras y garantizando tarifas y utilidades en base a los balances de las propias empresas inglesas, cuyos gerentes o asesores muchas veces eran además funcionarios del gobierno.

Correspondencia literaria, historica y política del general Bartolomé Mitre Bartolomé Mitre,1912

Railway Age ,1949

Congreso Panamericano de Ferrocarriles Pan American Railway Congress Association,1963

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