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Railroading

# **A Train Railroading**

Populäre Eisenbahnliteratur.  
Discover how important  
railroads once were to

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Michigan's Thumb region in this wonderful collection of images. Although the area is best known for its agrarian roots, the railroad operations were involved in so much more, from light industries that

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fed the auto industry to shipments of fish from Saginaw Bay into eastern markets. Return to a time when everyone knew the route of the "Polly-Ann," local citizens identified the time of

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day by the sound of a train whistle, and the arrival of a train crew nearly doubled a town's population. Many of the images in this book have never been seen before, or, if so, only in a family's living

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room, soon to be returned to grandpa's trunk in the attic. These images surfaced to introduce future generations to what railroading in the Thumb once was. In an age when many of these railroad

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lines have disappeared, it can be hard to believe how many once crisscrossed this area. This book picks up where the previous two Classic American titles left off, focusing on the golden age of

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American railroading from 1945 to the early 1970s. It extends to the present day where applicable, providing a colorful look at locomotives, passenger and freight operations, development, and,

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in some cases, demise. Full color.

"A vivid memoir" of a long career in the industry, packed with color photos (Classic Trains). Named one of the "75 People You Should Know" by



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Trains Magazine, Jim McClellan was a railroading legend and one of the railroad industry's titans. An iconic and innovative executive, McClellan participated in the creation of both Amtrak and

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Conrail and worked for the Norfolk Southern, the New York Central, US Railway Association, and the Federal Railroad Administration. My Life with Trains combines a world-class photographer's

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love of railroading with the insights of a government and railroad official. The book provides a short historical overview of the changes in the industry, recounts McClellan's experience at various

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railroads, and offers personal reflections on a lifetime of working with and chasing trains. Expertly detailed with over 250 stunning color photographs, My Life with Trains covers sixty years as

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observed by a legendary  
railroad strategist.

The Embattled Future of  
Passenger Rail Service  
Last Train to Texas

Amtrak, America's Railroad

The Complete Book of North

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American Railroading

Trains and Railroads

Railroads and the American

People

Toledo Railroads

“[A] wealth of vignettes and more  
than 100 black-and-white

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illustrations . . . Does a fine job of humanizing the iron horse” (The Wall Street Journal). In this social history of the impact of railroads on American life, H. Roger Grant concentrates on the railroad’s “golden age,” from 1830 to 1930.

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He explores four fundamental topics—trains and travel, train stations, railroads and community life, and the legacy of railroading in America—illustrating each with carefully chosen period illustrations. Grant recalls the lasting memories



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left by train travel, both of luxurious Pullman cars and the grit and grind of coal-powered locals. He discusses the important role railroads played for towns and cities across America, not only for the access they provided to distant

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places and distant markets but also for the depots that were a focus of community life, and reviews the lasting heritage of the railroads in our culture today. This is “an engaging book of train stories” from one of railroading’s finest

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historians (Choice). “Highly recommended to train buffs and others in love with early railroading.” —Library Journal “With plenty of detail, Grant brings a bygone era back to life, addressing everything from social and

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commercial appeal, racial and gender issues, safety concerns, and leaps in technology . . . A work that can appeal to both casual and hardcore enthusiasts.” —Publishers Weekly (starred review)  
Yet there isn't a train goes by all

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day But I hear its whistle  
shrieking.... Yet there isn't a train I  
wouldn't take, No matter where it's  
going. --Edna St. Vincent Millay,  
"Travel" "Yet there isn't a train I  
wouldn't take" is a collection of  
stories about favorite train journeys

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by an inveterate railway enthusiast and train traveler. A half century career as an engineer, Naval officer, and university administrator took Bill Middleton to almost every part of the globe, and everywhere he took with him an abiding interest

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in railways, and a notebook and camera to record his experiences. His North American journeys have included experiences as diverse as the long journey north through Manitoba to polar bear country on Hudson Bay, a trip to Minnesota's

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Mesabi Range to haul a boatload of iron ore to Lake Superior behind a giant Yellowstone articulated steam locomotive, and the trip between Costa Rica's Atlantic and Pacific coasts by narrow gauge railway. His European travels have ranged



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from a Pullman seat on the crack London-Paris Golden Arrow to the slow trip across Thrace on one of the last runs of the celebrated Simplon-Orient Express. In Asia he traveled through the Toros Mountains of Turkey on the famous

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Istanbul-Baghdad Toros Express, experienced modern high-speed railroading in the cab of Japan's Bullet Train, and rode to Asia's highest mountain east of the Himalayas on the little trains of Taiwan's Ali Shan Forestry Railway.

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A unique, comprehensive book to be treasured by train and music lovers alike. Contains an exhaustive collection of songs about railroads, railroading, and railroaders, and rare, vintage photographs of great trains from the

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last 135 years. Arranged for keyboard with lyrics and guitar chords.

Trains have a nostalgic connotation for most Americans, but John Stilgoe argues that we should be looking to rail lines as the path to

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our future, not just our past. Train Time picks up where his acclaimed work Metropolitan Corridor left off, carrying Stilgoe's ideas about the spatial consequences of railways up to the present moment. With containers bringing the production

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of a global economy to our ports, the price of oil skyrocketing, and congestion and sprawl forcing many Americans to live far from work, trains offer an obvious alternative to a culture dependent on cars and long-haul trucking.

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Arguing that the train is returning, "an economic and cultural tsunami about to transform the United States," Stilgoe posits a future for railways as powerful shapers of American life. For anyone looking for prescient analysis and

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compelling history of the American landscape and economy in general and railroad and transit history in particular, Train Time is an engaging look at the future of our railroads and of transportation and land development. For those



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familiar with John Stilgoe's talent for seeing things that elude the rest of us, and delivering those observations in pithy asides about real estate, corporate culture, and other aspects of American life, this book will not disappoint.

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My Life with Trains

Coal Trains

Yet There Isn't a Train I Wouldn't  
Take

The History and Recipes of  
America's Golden Age of Railroad  
Cuisine

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Mixed Train Daily  
Classic American Railroads  
Dining By Rail

The advent of the  
railroad--a major mode  
of transportation and an  
important link to

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industry--forged the interworkings of a nation, and especially the City of Toledo due to its location on the harbor. In 1850, rail companies began moving

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in, and Toledo soon became a central connecting point for railroads, bridging the gap between cities like Chicago and Cleveland and Detroit and

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Cincinnati, making coal available to cities everywhere. Just after the turn of the 20th century, there were 20 different railroads servicing Toledo with

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four different main stations, providing employment for the town and shaping its commerce and architecture. Today, many of the railroads have been lost to

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evolution of the city  
and mergers of the  
railroad. This book  
preserves their history  
through vintage images  
of trains, rail yards,  
stations, roundhouses,



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towers, bridges, and  
special trains.

Examines the kinds and  
uses of trains past and  
present and speculates  
about the railroads of  
the future.

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From narrow-gauge lines to Amtrak, this railroad lover's book shows the importance of trains to New Mexico's heritage. During the tumultuous year of 2008--when gas

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prices reached \$4 a gallon, Amtrak set ridership records, and a commuter train collided with a freight train in California--journalist James McCommons spent a

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year on America's  
trains, talking to the  
people who ride and work  
the rails throughout  
much of the Amtrak  
system. Organized around  
these rail journeys,

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Waiting on a Train is  
equal parts travel  
narrative, personal  
memoir, and  
investigative  
journalism. Readers meet  
the historians, railroad

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executives,  
transportation  
officials, politicians,  
government regulators,  
railroad lobbyists, and  
passenger-rail advocates  
who are rallying around

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a simple question: Why has the greatest railroad nation in the world turned its back on the very form of transportation that made modern life and mobility

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possible? Distrust of railroads in the nineteenth century, overregulation in the twentieth, and heavy government subsidies for airports and roads have



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left the country with a skeletal intercity passenger-rail system. Amtrak has endured for decades, and yet failed to prosper owing to a lack of political and

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financial support and an uneasy relationship with the big, remaining railroads. While riding the rails, McCommons explores how the country may move passenger rail

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forward in America--and what role government should play in creating and funding mass-transportation systems. Against the backdrop of the nation's stimulus

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program, he explores what it will take to build high-speed trains and transportation networks, and when the promise of rail will be realized in America.

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Illinois Central  
Railroad: Wrecks,  
Derailments, and Floods  
Songs and a Poem about  
Railroads, Railroading,  
and Railroaders  
Maine Narrow Gauge

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Railroads

Train Songs

Memoir of a Railroader

Railroads and the

Imminent Reshaping of

the United States

Landscape

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Burlington Railroad,  
The: Alliance Division

**U.S. railroads have  
improved their  
productivity, but increasing  
freight volume threatens  
performance-degrading**

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**capacity constraints. This report describes the current state of railroad capacity and performance for freight transportation. The public consequences of private investment**



## File Type PDF A Train Railroading

**decisions justify a public role in addressing concerns about railroads, but better data and analysis are needed to inform transportation policymaking.**

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**America was made by the railroads. The opening of the Baltimore & Ohio line--the first American railroad--in the 1830s sparked a national revolution in the way that**

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**people lived thanks to the speed and convenience of train travel. Promoted by visionaries and built through heroic effort, the American railroad network was bigger in every sense**

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**than Europe's, and facilitated everything from long-distance travel to commuting and transporting goods to waging war. It united far-flung parts of the country,**

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**boosted economic development, and was the catalyst for America's rise to world-power status. Every American town, great or small, aspired to be connected to a railroad and**

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**by the turn of the century, almost every American lived within easy access of a station. By the early 1900s, the United States was covered in a latticework of more than**

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**200,000 miles of railroad track and a series of magisterial termini, all built and controlled by the biggest corporations in the land. The railroads dominated the American**

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**landscape for more than a hundred years but by the middle of the twentieth century, the automobile, the truck, and the airplane had eclipsed the railroads and the nation started to**



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**forget them. In The Great  
Railroad Revolution,  
renowned railroad expert  
Christian Wolmar tells the  
extraordinary story of the  
rise and the fall of the  
greatest of all American**

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**endeavors, and argues that the time has come for America to reclaim and celebrate its often-overlooked rail heritage. With roots dating back to 1851, the Illinois Central**

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**Railroad (IC) transported millions of passengers and countless tons of freight. Most trips were completed without incident. However, there were occasional mishaps, including**

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**derailments and collisions with other trains or highway vehicles. Most accidents were minor, while others made the national news, such as the October 30, 1972, collision of two**

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**commuter trains in Chicago that killed 45 passengers. The IC frequently had to deal with flooding, for the railroad ran in close proximity to several major rivers. In January and**

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**February 1937, much of the southern half of the railroad was shut down because of flooding on the Ohio and Mississippi Rivers. This book depicts many of the accidents that have**

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**taken place along the Illinois Central through the years. The photographs are drawn from numerous sources, including the railroad's own photographers, amateur**

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**photographers, and  
photography studios.  
From the first, U.S.  
railroads have carried coal  
from mines to docks, steel  
mills, and power plants  
across the country. In this**



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**authoritative book  
spanning the whole of that  
history, from the mid-  
nineteenth century to  
present, noted rail author  
Brian Solomon explores the  
railroads and hardware that**

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**have transported the fossil fuels that made America work. Brilliant period and contemporary photographs convey the drama of the enterprise: the very long—and very**

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**heavy—trains powering up mountain grades and thundering across barren prairies. At sites from the eastern and western U.S., past and present, readers see giant double-headed**

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**Norfolk and Western steam locomotives moving Appalachian coal in Virginia; modern CSX diesels dragging unit coal trains over the well-groomed former**

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**Chesapeake & Ohio main line; BNSF's SD70MACs with more than 100 hoppers in tow; Rio Grande locomotives snaking through the Rocky Mountains; and coal trains**

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**working full-throttle up  
Colorado's Tennessee Pass,  
cresting the Continental  
Divide at 10,000 feet above  
sea level. Taking up topics  
ranging from the colorful  
but now-defunct**

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**“anthracite roads” of eastern Pennsylvania to today’s AC-traction diesels that work Wyoming’s thriving Powder River Basin, Solomon reveals how for 150 years the unique**

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**demands of coal—and  
America's demand for  
coal—have prompted new  
railroad technologies.  
American and English  
Railroad Cases, 1901, Vol.  
22**



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**Richmond Railroads  
We Got There on the Train  
Transportation's Orphan  
and Its Struggle for  
Survival  
New Mexico's Railroads  
A-Train Railroading**

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### **The Ultimate Guide to Model Trains**

"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." -- back cover.

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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

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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

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"heritage railroading" has transformed Scranton into a destination for tourists and rail historians alike.

A culinary look back at America's great passenger trains offers a history of their era and more than 250 authentic recipes for meals regularly served in the dining cars of the past

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From the first steam-powered locomotives of the early nineteenth century to the high-speed commuter trains of today, the American railroad has been a great engine powering the nations growth and industry. This book celebrates the glory and grandeur of that legacy with a lavish tour of the

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history of the American railroad and the culture surrounding it. Generously illustrated with vintage photographs, modern images, maps, timetables, tickets, brochures, and all manner of memorabilia, this volume offers a fascinating look at the rail industrys beginnings and development, as well as

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its place in American history. From the might of the major rail companies and their empires to the romance of rail travel, this is the full and fabulously colorful story of the industry that moved a nation--and stirs our imaginations to this day.

Trains and Technology

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Transportation by Rail

An Illustrated History

Rails Around the Thumb

Railroads in the Lives of the American  
People

Train Time

The History of Railroading and Coal in  
the United States

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This all-new book by Jeff Wilson takes a historical look at both industries and their symbiotic relationship from the 1910s through today. The well-researched book features a wealth of information and prototype photos showing how railroads have handled automobile traffic (parts and finished

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vehicles), beginning with the steam era. Covered topics include the evolution of the railroad equipment used, including auto parts boxcars, double-door boxcars, piggyback auto trailers, two- and three-deck open auto racks, and enclosed auto racks, how auto production, parts plants

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and assembly plants work, how railroads get raw materials to plants and deliver vehicles to distribution centers and more!

During the second half of the 20th century, the railroads that operated in the Mid-Atlantic region offered a wide variety of subject matter for

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railroad enthusiasts and photographers to marvel at. A prime location to witness this activity was in Richmond--a railroad melting pot. As with any major city, the railroads played a significant role in Richmond's growth and development. As a result of being

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served by five different railroads, a labyrinth of railroad infrastructure emerged, including the Triple Crossing, a world-renowned landmark. Millions of travelers have passed through Broad Street and Main Street Stations on famous streamliner passenger trains such as

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the Silver Meteor and the George Washington. Images of Rail: Richmond Railroads documents the past 60 years of railroading in the Capital City, which has seen drastic changes as a result of corporate mergers, urban development, and technological advances.

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US Navy rail operations on Oahu began in 1908 with construction railroads used to help build the shipyard. Expansion of Pearl Harbor to include the submarine base and the naval magazine on Kuahua Island required a permanent railroad, which was begun in 1911. This construction



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provided industrial employment to hundreds of local men in the existing agricultural economy, and the influx of additional manpower from the mainland contributed to an increasingly skilled and diverse population. World War II brought about a dramatic increase in Navy

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railroad operations in support of the war effort. Success in the Pacific theater of operations depended on the Navy's railroads, equipment, and the Oahu Railway & Land Company (OR&L), which connected all the bases. The OR&L abandoned its main line in December 1947. By the

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mid-1950s, railroad operations at Pearl Harbor also ceased. Rail operations continued at and between Naval Magazine Lualualei and Ammunition Depot West Loch through the Korean Conflict and Vietnam era, ending in 1972." This work presents a view of the

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history of American railroads in the nineteenth century from a somewhat different perspective. The maturation of the railroad is traced through an exposition of the railroad technology that was developed and applied during the period. Throughout the nineteenth century, a symbiotic

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relationship existed between railroading and technology, each dependent upon the state and progress of the other to a large degree. A great deal of new technology was created for the railroad, and the railroad, in turn, applied new technology as it became

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available. Volume four is about bridges and tunnels, and signals. An exposition of the various types of bridges, their foundations, and the materials of which they were made is included. Tunnels and marine railroad operations are treated also. The development of signal systems is an

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area that has been overlooked or neglected in the general literature but is fully covered here. The text of this volume is accompanied by 145 illustrations and accurate drawings of the equipment and appliances, many of which have not been published before outside of old technical

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journals. Anthony J. Bianculli is a mechanical engineer with extensive and varied experience in a Fortune 500 company.

The American Railroad in the  
Nineteenth Century

The Great Railroad Revolution  
A Historical Survey



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South Dakota Railroads  
An Infographic History of the  
Industry's Mergers and Evolution  
A Book of Short-line Railroads

The most comprehensive history of North  
American railroad electrification, William  
D. Middleton's *When the Steam Railroads*

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Electrified has been out of print for many years. Now, Indiana University Press is proud to announce the return of this much sought after volume in a new, updated second edition, with a new final chapter, appendixes, bibliography, index, and nearly 800 illustrations. For most of the first half of the twentieth century the

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United States led the world in railroad electrification. Before the outbreak of World War II, it had some 2400 route-miles and more than 6300 track-miles operating under electric power, far more than any other country and more than 20 percent of the world total. In almost every instance, electrification was a huge

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success. Running times were reduced. Tonnage capacities were increased. Fuel and maintenance costs were lowered, and the service lives of electric locomotives promised to be twice as long as those of steam locomotives. In many cases, the savings resulting from electric operation were sufficient to repay the cost of

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electrification in as little as five years. Yet despite its many triumphs, electrification of U.S. railroads failed to achieve the wide application that once was so confidently predicted. By the 1970s, it was the Soviet Union, with almost 22,000 electrified route-miles, that led the way, and the U.S. had declined to 17th place behind such

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countries as Czechoslovakia, Austria, Norway, and Brazil. For a while, the prospects for electric operation for U.S. railroads brightened during the energy crisis of the 1970s, and as power companies began to consider the major market represented by railroads, and then faded away again. Today, electric

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operation of U.S. railroads is back in the limelight. The federally funded Northeast Corridor Improvement Program has provided an expanded Northeast Corridor electrification, with high-speed trains that are giving the fastest rail passenger service ever seen in North America, while still other high-speed corridors are

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planned for other parts of the country. And with U.S. rail freight tonnage at its highest levels in history, the ability of electric locomotives to expand capacity promises to bring renewed consideration of freight railroad electrification. Middleton begins his ambitious chronicle of the ups and downs of railway electrification with the



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history of its early days, and brings it right up to the present - which is surely not the end of this complex and mercurial story.

Excerpt from American and English Railroad Cases, 1901, Vol. 22: A Collection of All Cases Affecting Railroads of Every Kind, Decided by the Courts of Last Resort in the United States

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While a railroad company may agree to carry passengers upon its freight trains. And when it does so agree. And accepts a passenger on such train. It is bound to the same degree of care for the safety of such passenger as when upon a train designed for passengers, modified only by the differing manner consistent with the usual

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and practical Operation of such train, yet in the absence of an established custom. Or some sort of notice that amounts to an invitation. When a person gets aboard a train composed of cars obviously designed for and loaded with stone and other goods in the absence of the conductor and other employees of the company. He will be

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presumed to be a trespasser. And the burden rests upon him to prove that he rightfully took passage. Under the evidence produced. The train taken by the deceased was an irregular freight train. Running when and as often as sufficient loaded cars accumulated at the quarries. Its coming and going was'a matter of

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chance; its purpose. To haul empties into. And loads out of. The quarries. There is no evidence that it was the custom or that the train ever before had a passenger coach attached to. Or in any way connected with it in its passage between Bedford and the quarries. There was no evidence that appellees, by any rule. Regulation. Or

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custom, accepted passengers on this train, no evidence that the deceased presented himself as a passenger. Or that he was in any way invited or recognized as such by the conductor. 'it is shown that he rode with the conductor three-fourths of a mile To the siding, where the coach was left. Without anything being said as to

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destination or fare; that the conductor at no time requested fare. And none was paid or profiered; that when the coach was placed on the siding, and the decedent was directed to get on the car in the rear of the engine. The conductor went his way to the rear of the train. And gave decedent no further attention. Manifestly regarding

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him and his companion as riding upon the train at sufferance, and not as passengers. Going aboard the car loaded with stone in the rear of the engine. After leaving the coach by invitation of the conductor. Did not of itself constitute the decedent a passenger. Under the circumstances. Smith v. Railroad Co., 124 Ind. 394. 397,



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24 N. E. 753; Railroad Co. V. Barnes, 137 Ind. 306. 312, 36 N. E. 1092. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at [www.forgottenbooks.com](http://www.forgottenbooks.com) This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-

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art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections

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successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

The history of railroading in North America is as much a story of boardroom intrigue as it is a story of the brute force that stamped thousands of miles of train track across a rugged continent. Today's

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nine U.S. and Canadian Class I railroads are the result of well over a century of convoluted bankruptcies, mergers, acquisitions, and expansions. North American Railroad Family Trees marks the first time in book form that this major aspect of railroad history has been presented in a clear, graphic format,

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helping the railfan make sense of the many smaller train lines that shaped North American rail as it is today. In these pages, renowned rail author Brian Solomon takes a visual and chronological approach, presenting 50 "family trees" in the style of human lineages. The story begins with the railroads of the "Golden

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Age" (1890–1930), continuing through the second wave of consolidations between the World Wars, the merger mania of the 1950s through the 1970s, the creation of major passenger networks, and the megamergers of the last three decades that have left railroading close to its current incarnation. Solomon even offers a

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selection of maps tracing the evolution of the North American rail system and diagrams proposing what-if scenarios for the industry's future. Including chapter-by-chapter narrative overviews of key eras, along with a selection of rare photography and period advertising to lend historical context, North American Railroad Family

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Trees provides an unprecedented retrospective of the continent's iconic rail network.

Alliance has been a railroad center ever since the Burlington Railroad established the city in 1888 while pushing tracks into the vast, open regions of Nebraska, South Dakota, Wyoming, Colorado, and



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Montana. As a hub for trains carrying a variety of agricultural and mining products to market, Alliance became headquarters in 1902 for the large and geographically diverse area of Burlington train operations called the Alliance Division. For 86 years, the Alliance Division controlled much of the region's

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rail traffic. Despite the loss of its division point status in 1988, Alliance continues to have its fortunes closely tied to the railroad, now known as the Burlington Northern & Santa Fe. Today, the BNSF funnels large numbers of coal trains through the city while transporting Power River Basin coal to power plants across

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the nation."

The Modern Wonder Book of Trains and  
Railroading

Waiting on a Train

Florida Railroads in the 1920s

The State of U.S. Railroads

The Railroad, what it Is, what it Does

A Review of Capacity and Performance

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Data

An Analysis of the Maintenance and Operation of Railroads, Showing the Character and Cost of the Service Performed by Railway Companies in the Maintenance of Highways for Commerce, and as Carriers of Passengers, Freight, and the United States Mails Over Such

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Highways

***Midnight train rides, head-on freight collisions—there is never a dull moment when it comes to trains. Take a look at America's biggest railroads and meet the thunderous personalities who***

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***operate them. In Last Train to Texas, author Fred W. Frailey examines the workings behind the railroad industry and captures incredible true stories along the way. Discover how men like William "Pisser Bill" F.***

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***Thompson swerve from financial ruin, bad merger deals, and cutthroat competition, all while racking up enough notoriety to inspire a poem titled "Ode to a Jerk." Bold, savvy, and ready for a friendly brawl, the only thing***

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***louder and more thrilling than these men are the trains that they handle. Come along with Frailey as he travels the world, one railroad at a time. Whether it's riding the Canadian Pacific Railway through a blizzard,***



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***witnessing a container train burglary in the Abo Canyon, or commemorating a poem to Limerick Junction in Dublin, Ireland, Frailey's journeys are rife with excitement and the occasional mishap. Filled with***

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***humorous anecdotes and thoughtful insights into the railroading industry, Last Train to Texas is an adventure in every sense of the word.***

***Florida's railroads emerged in the 1830s amid Native American***

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***upheaval and territorial  
colonization. Many periods of  
development marked this  
fascinating heritage, but one era  
towers above the rest: the 1920s.  
It was then that Florida  
experienced a colossal land***

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***boom, one of the greatest migration and building stories in American history. People poured into the state as never before, real estate traded hands at breakneck speed, and the landscape added countless new***

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***homes, hotels, apartments, and commercial buildings. Florida's biggest railroads--the Atlantic Coast Line, Seaboard Air Line, and Florida East Coast--were unprepared for the tidal wave of traffic. Thus, the "Big Three" had***

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***to rapidly expand and increase capacity. Dozens of projects unfolded at great cost, by one estimate over \$100 million. When the building frenzy ended, the railway map of the state stood at its greatest extent--some 5,700***

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***miles. Further, the frequency of railway service within and to the Sunshine State reached an unprecedented level, never again to be repeated.***

***Did your children grow up with Thomas the Tank? Did you ever***

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***read them the story of the "Little Engine that could"? Railroad-themed stories and toys are part of the fabric of the American experience. While today, the only passenger trains running are owned by Amtrak, railroads were***



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***once the fastest way to cross this huge country. There's a nostalgia associated with model railroading -- even if it's unspoken. Railroads take us back to an earlier era. A more basic time. When spending a***

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***week or more on a train was seen as a luxury -- an event in itself -- not at as merely a mode of transportation. Perhaps you've spent the best times of your life in that era? Or maybe you didn't, but would love to recapture the***

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***joy you imagine would be associated with it. Then model railroading is the hobby for you. You've probably already scouted some model railroad shows. You've no doubt recognized the camaraderie and***

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***the passion these folks have.  
And yes, you're interested in  
becoming a part of that. This  
book will help you do just that!  
It's as comprehensive a guide to  
model railroading as you'll find  
anywhere, starting with some***

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***basic "train knowledge" and continuing on to the more detailed aspects of the hobby. And yes, this hobby can indeed get quite detailed. And that tends to be intimidating to some people. The beauty of this***

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***hobby is that you can get involved at just the level you care too. Don't want to build entire villages by hand? You can populate your layout simply by going to the hobby store and buying proportional figures,***

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***houses, cars and other objects for your scenery. If you'd rather hand-build an entire company town -- house for house, general store and other structures -- you can. The great secret of this hobby that is both the person***

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***who buys his village and the person who builds it from scratch are enjoying themselves to the fullest. As an individual who stumbled onto the hobby in a way many have -- with one single electric train set as a***



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***Christmas present in my  
childhood -- I'm thrilled to have  
progressed in my passion to be  
able to share it with you now.  
It would be impossible to  
imagine the rapid growth of the  
United States and Canada***

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***without railroads. From the industry's first tentative steps in the early nineteenth century to the railways of our day, here is a fitting celebration of that legacy-an all-encompassing tome for hardcore railfans and casual***

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***enthusiasts alike. For more than 150 years, railroads have transformed everyday life in North America - Bringing goods to market, carrying travelers across the continent, seeing us through wars, enriching our***

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***folklore, and proving  
indispensable to economic,  
industrial, and social  
infrastructures. And that's not to  
mention the mind-bending  
technologies and machines that  
railroads have spawned. The***

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***Complete Book of North American Railroading celebrates the people and machines that have made this growth possible. In these pages, a cast of railroading authorities team up to tackle the industry's genesis; the***

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***development of steam, electric, and diesel-electric locomotives; the golden age of passenger travel; workhorse freight haulers; railroad infrastructure; and modern railroading operations.***  
***The History of Trains in America***

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***The Introduction to Railroading  
Railroading and the Automobile  
Industry***

***Scranton Railroads***

***When the Steam Railroads***

***Electrified***

***Railroads Across North America***

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## ***North American Railroad Family Trees***

***The narrow gauge railroad  
arrived in the United States in  
the late nineteenth century.  
Based on the Welsh two-foot  
gauge, the American narrow  
gauge was expanded by***



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***railroad engineers to a three-foot gauge that became the standard track width for narrow gauge railroads in the United States. Maine, however, adopted the two-foot gauge that was developed by George E. Mansfield in***

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***Massachusetts. The narrow track width was ideally suited to the mountainous terrain, and the maneuverability of the trains proved highly beneficial to companies and passengers traveling to remote locations. The narrow***

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***gauge railroad served Maine for over fifty years until the early 1940s. Maine Narrow Gauge Railroads is a comprehensive pictorial record of the history of the narrow gauge railroad in Maine. From the one-hundred-***

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***twelve-mile Sandy River and Rangeley Lakes Railroad to the five-mile Kennebec Central, Maine Narrow Gauge Railroads features the toylike miniature trains of Maine as they appeared at different stages in their history. The***

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***Bridgton and Harrison  
Railroad, the Monson  
Railroad, and the Wiscasset,  
Waterville and Farmington  
Railway lines are documented  
within, as well as the current  
restoration projects that are  
under way.***

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***Discover the story of Amtrak, America's Railroad, 50 years in the making. In 1971, in an effort to rescue essential freight railroads, the US government founded Amtrak. In the post-World War II era, aviation and highway***

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***development had become the focus of government policy in America. As rail passenger services declined in number and in quality, they were simultaneously driving many railroads toward bankruptcy. Amtrak was intended to be the***

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***solution. In Amtrak, America's Railroad: Transportation's Orphan and Its Struggle for Survival, Geoffrey H. Doughty, Jeffrey T. Darbee, and Eugene E. Harmon explore the fascinating history of this popular institution and tell a***



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***tale of a company hindered by its flawed origin and uneven quality of leadership, subjected to political gamesmanship and favoritism, and mired in a perpetual philosophical debate about whether it is a business or a***

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***public service. Featuring interviews with former Amtrak presidents, the authors examine the current problems and issues facing Amtrak and their proposed solutions. Created in the absence of a comprehensive national***

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***transportation policy, Amtrak manages to survive despite inherent flaws due to the public's persistent loyalty. Amtrak, America's Railroad is essential reading for those who hope to see another fifty years of America's railroad***

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***passenger service, whether they be patrons, commuters, legislators, regulators, and anyone interested in railroads and transportation history. The self-described "rubber capital of the world," Akron was the home of numerous***

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***rubber factories that made tires for America's burgeoning automobile industry. Many of the raw materials needed to create rubber arrived by rail, and the finished products moved to market in freight cars. The city's major***

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***railroads included the  
Baltimore and Ohio,  
Pennsylvania, and Erie  
Railroads, but three regional  
carriers, the Akron, Canton  
and Youngstown, the  
Wheeling and Lake Erie, and  
the Akron and Barberton Belt,***

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***also served Akron-area industries. Written in cooperation with the Akron Railroad Club, this book chronicles the ever-changing Akron railroad scene since the club's founding in 1936. The Complete Book of North***

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***American  
Railroading Crestline Books  
My Railroad Odyssey  
A Collection of All Cases  
Affecting Railroads of Every  
Kind, Decided by the Courts of  
Last Resort in the United  
States (Classic Reprint)***



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***Railway Journeys***  
***Oahu's Narrow-Gauge Navy***  
***Rail***  
***Akron Railroads***