

NEW EDITION

TWILIGHT OF THE GREAT TRAINS

FRED W. FRAILEY



Twilight Of The Great Trains Expanded Edition Railroads Past And Present

Lawrence A. Brough



Twilight Of The Great Trains Expanded Edition Railroads Past And Present:

The Indiana Rail Road Company, Revised and Expanded Edition Christopher Rund, Fred W. Frailey, Eric Powell, 2011-11-28 The Indiana Rail Road Company is a story of extraordinary success among the scores of independent short line and regional railroads spawned in the wake of railroad deregulation Christopher Rund chronicles the development of the company from its origins as part of America's first land grant railroad the Illinois Central through the political and financial juggling required by entrepreneur Tom Hoback to purchase the line when it fell into disrepair Reborn as a robust profitable carrier the INRD has become a model for the new American regional railroad This revised edition with a new foreword by acclaimed author Fred Frailey and four new chapters brings readers up to date on Tom Hoback's amazing railroad adventure

The Rock Island Line Bill Marvel, 2021-12-22 Explore the rich history of the legendary railroad that spanned the American Midwest in this beautifully illustrated volume Beginning operations in the mid nineteenth century the Rock Island Line served farms and small town America for more than 140 years One of the earliest railroads to build westward from Chicago it was the first to span the Mississippi advancing the frontier bringing settlers into the West and hauling their crops to market Rock Island's celebrated Rocket passenger trains also set a standard for speed and service with suburban runs as familiar to Windy City commuters as the Loop For most of its existence the Rock battled competitors much larger and richer than itself When it finally succumbed the result was one of the largest business bankruptcies ever Today as its engines and stock travel the busy main lines operated by other carriers the Rock Island Line lives on in the hearts of those whom it employed and served

The Railroad Photography of Jack Delano Tony Reevy, 2015-12-14 Born in the Ukraine photographer Jack Delano moved to the United States in 1923 After graduating from Pennsylvania Academy of Fine Arts in 1937 Delano worked for the Farm Security Administration FSA and the Office of War Information OWI as a photographer Best known for his work for the Office of War Information during 1940-1943 Jack Delano captured the face of American railroading in a series of stunning photographs His images especially his portraits of railroad workers are a vibrant and telling portrait of industrial life during one of the most important periods in American history This remarkable collection features Delano's photographs of railroad operations and workers taken for the OWI in the winter of 1942-43 and during a cross country journey on the Atchafalaya Topeka and Santa Fe Railway plus an extensive selection of his groundbreaking color images The introduction provides the most complete summary of Delano's life published to date Both railroad and photography enthusiasts will treasure this worthy tribute to one of the great photographers of the thirties and forties *The Electric Pullman* Lawrence A. Brough, 2013-04-18 A history of the Ohio railroad car and equipment company and its 16 year run Entering an already crowded and established industry the Niles Car Manufacturing Company in Ohio began business with surprising success producing well over 1,000 electric and steam railway cars cars so durable they rarely needed to be replaced That durability essentially put the company out of business and it vanished from the scene as quickly as it had appeared leaving little behind

except its sturdy railway cars The story of this highly regarded company spans just 16 years from Niles's incorporation in 1901 to the abandonment of railway car production and sale of the property to a firm that would briefly build engine parts during World War I Including unpublished photographs and rosters of railway cars produced by the company and still in existence in railroad museums The Electric Pullman will appeal to railroad enthusiasts everywhere Praise for The Electric Pullman Required reading for anyone interested in interurban history It holds additional appeal for those interested in Ohio history or the junction point between business society and technology Lexington Quarterly Although not one of the major manufacturers in its field the Niles company produced some notable and well remembered equipment during the height of the electric interurban railway era Indeed among some interurban railway historians Niles cars are sacred objects As such its story deserves to be told and theoretically would be a logical complement to IUP's books on the Brill and Jewett companies Brough himself is a serious historian who knows his subject and has clearly mined all the sources that seem to exist Herbert H Harwood Jr author of *The Railroad that Never Was* and *The New York Westchester Boston Railway*

Railroaders without Borders H. Roger Grant, 2015-10-22 For over 25 years the creatively led Railroad Development Corporation RDC has rejuvenated a series of down and out and even defunct railroads Launched in 1987 by Henry Posner III this investment and management company has demonstrated that it is possible both to have a conscience and to earn a profit in today's railroad industry With ventures on four continents RDC has created an admirable record of long term commitments respect for local cultures and protection of the public interest H Roger Grant presents a firsthand look at this unique business operation and its triumphs and disappointments

On Railways Far Away William D. Middleton, 2021-12-22 The photographer shares over 200 images from his sixty year career covering railroad tourism across the world plus the stories behind them In this lavishly illustrated memoir William D Middleton invites readers to climb aboard and share with him sixty years of railroad tourism around the globe Middleton's award winning photography has recorded events such as the final days of American Civil War locomotives in Morocco and the start up of the world's first high speed railway in Japan He has photographed such great civil works as Scotland's Firth of Forth Bridge and the splendid railway station at Haydarpasa on the Asian side of the Bosphorus while closer to home he has been recognized for his significant contribution to the photographic interpretation of North America's railroading history *On Railways Far Away* presents over 200 of Middleton's favorite photographs and the personal stories behind the images It is a book that will delight both armchair travelers and those for whom the railroads still hold romance Praise for *On Railroads Far Away* Few American chroniclers of the international railroad scene have shown the versatility and insight of William D Middleton As an author and a photographer not to mention a professional engineer he demonstrated an uncanny ability to connect all the dots in railroading from all corners of the world In this book he does it with an inimitable personal touch Kevin P Keefe publisher *Classic Trains* magazine Middleton will go down as the only producer of popular railroad history who was able to present such a broad

coverage of railways during his lifetime There has never been a person with his wide range of talents as a researcher writer and photographer his personal discipline to be a steady producer of historical publications and his unrivaled zeal to record railroad activity in interesting spots around the globe Many have excelled in one or even two of these categories but no one has ever come close to his overall record It will take a generation for the breadth depth and significance of his total contribution to be appreciated J Parker Lamb author of *Railroads of Meridian* *The Louisville, Cincinnati & Charleston Railroad* H. Roger Grant,2021-12-22 Among the grand antebellum plans to build railroads to interconnect the vast American republic perhaps none was more ambitious than the Louisville Cincinnati Charleston The route was intended to link the cotton producing South and the grain and livestock growers of the Old Northwest with traders and markets in the East creating economic opportunities along its 700 mile length But then came the Panic of 1837 and the project came to a halt H Roger Grant tells the incredible story of this singular example of railroad fever and the remarkable visionaries whose hopes for connecting North and South would require more than half a century and one Civil War to reach fruition *Electric Interurbans and the American People* H. Roger Grant,2016-10-31 A well written social history of the shortest lived major US transportation mode from the railway historian and author of *A Mighty Fine Road Choice* One of the most intriguing yet neglected pieces of American transportation history electric interurban railroads were designed to assist shoppers salesmen farmers commuters and pleasure seekers alike with short distance travel At a time when most roads were unpaved and horse and buggy travel were costly and difficult these streetcar like electric cars were essential to economic growth But why did interurban fever strike so suddenly and extensively in the Midwest and other areas Why did thousands of people withdraw their savings to get onto what they believed to be a gravy train How did officials of competing steam railroads respond to these challenges to their operations H Roger Grant explores the rise and fall of this fleeting form of transportation that started in the early 1900s and was defunct just 30 years later Perfect for railfans *Electric Interurbans and the American People* is a comprehensive contribution for those who love the flanged wheel With this book the subject no longer has footnote status In fact Grant s work deserves a place alongside some of the other landmark surveys of the subject Here Grant moves beyond the receiverships the rickety track and all that fascinating rolling stock He shows us why the whole darned thing mattered *Railroad History* H Roger Grant has produced a fine social history of America s electric interurbans exploring the relationship between people and those railway enterprises The book fills a void is eminently readable and richly illustrated Don L Hofsommer author of *Off the Main Lines* **The Complete History of Railroads** Britannica Educational Publishing,2011-11-01 Traversing landscapes and expediting travel railroads have allowed us to conquer once elusive frontiers to improve both transportation and commerce Railroad design has changed remarkably little in the years since the invention of the steam engine yet trains remain a prevalent form of transport and the railways The bridges that have been developed to support them continue to be a vital part of infrastructures in countries around the world This engaging volume

examines the evolution of railways railcars and bridges as well as the lives of pioneers and tycoons in the railroad business

Derailed by Bankruptcy Howard H. Lewis, 2016-01-04 The behind the scenes story of the five year legal battle over a railroad bankruptcy and the formation of Conrail as told by a lawyer on the case What happened when the US government stopped investing in railroads and started investing in highways and air travel By the late 1970s six major eastern railroads had declared bankruptcy Although he didn't like trains Howard H Lewis became the primary lawyer for the Reading Railroad during its legendary bankruptcy case Here Lewis provides a frank account of the high intensity litigation and courtroom battles over the US government's proposal to form Conrail out of the six bankrupt railroads which meant taking the Reading's property leaving the railroad to prove its worth After five grueling years the case was ultimately settled for 186 million three times the original offer from the US government and Lewis became known as a champion defender of both the railroad industry and its assets Should be required reading in every law school especially for students who aspire to become corporate attorneys valuable insights into the creation of Conrail Rush Loving Jr author of *The Men Who Loved Trains* For the railfan you'll receive an insider view of this historically important period and a better understanding of how and why Conrail came into being and what it meant for rail transportation Model Railroad News **Twilight of the Great Trains**

Fred W. Frailey, 2010 Drawing upon a lifetime of experience as a reporter and editor Frailey uncovers the reasons behind the disappearance of the great passenger trains and explains how eleven railroad systems withstood or welcomed fought or embraced the inevitable decline of their passenger services **Railfan & Railroad**, 2003 **Twilight Rails** H. Roger Grant, 2010 By the start of the twentieth century railroads crisscrossed the nation yet there were still those who believed that the railroad network in the United States was far from complete Residents of small towns lacking rail access lobbied hard for steam and electric roads to serve their communities and investors eagerly started new ventures that would fill the gaps in the railway map While some of these roads enjoyed a degree of success most of them were financial flops even before the rise of the highway system made them obsolete In *Twilight Rails* H Roger Grant one of the leading railroad historians working today documents the stories of eight Midwestern carriers that appeared at the end of the railroad building craze When historians have reflected on these twilight carriers they have suggested that they were relevant only as examples of unwise business ventures Grant finds that even the weakest railroads were important to the communities they served the arrival of the railroad was cause for great celebration as residents were finally connected to the outside world A railroad's construction pumped money into local economies farmers and manufacturers gained access to better markets and the excitement generated by a new line often increased land values and inspired expansion of local businesses Even the least financially successful carriers Grant argues managed to significantly improve their local economies This thorough and highly accessible history provides a fascinating look at the motivations accomplishments and failures of the twilight carriers granting a new breath of life to this neglected aspect of American railway history *Scientific American*, 1918 *Railroads in the Midwest*

H. Roger Grant, 2025-08-05 Discover how railroad companies in America's heartland developed a monumental network that spanned nearly 70,000 route miles. Over a century, a wide array of carriers ranging from short lines to trunk roads spread through the Midwest and represented over 35% of the country's rail mileage in the 1920s. Railroads in the Midwest is a portrait of two premier rail hub rivals, Chicago and St. Louis, and of Iowa and Ohio, which boasted the highest line densities. Before World War I, Iowa railroad officials bragged that the Hawkeye State had a depot and agent located no farther than thirteen miles from any point within its borders. In *Railroads in the Midwest: An Epic History*, renowned historian H. Roger Grant draws on fifty years of research into America's celebrated railroad history to examine what effect railroads had in the heartland and what has happened to them since the early twentieth century. **"Follow the Flag"** H. Roger

Grant, 2019-10-15 *Follow the Flag* offers the first authoritative history of the Wabash Railroad Company, a once vital interregional carrier. The corporate saga of the Wabash involved the efforts of strong-willed and creative leaders, but this book provides more than traditional business history. Noted transportation historian H. Roger Grant captures the human side of the Wabash, ranging from the medical doctors who created an effective hospital department to the worker-sponsored social events. And Grant has not ignored the impact the Wabash had on businesses and communities in the Heart of America. Like most major American carriers, the Wabash grew out of an assortment of small firms, including the first railroad to operate in Illinois, the Northern Cross. Thanks in part to the genius of financier Jay Gould, by the early 1880s what was then known as the Wabash St. Louis Pacific Railway reached the principal gateways of Chicago, Des Moines, Detroit, Kansas City, and St. Louis. In the 1890s, the Wabash gained access to Buffalo and direct connections to Boston and New York City. One extension spearheaded by Gould's eldest son, George, fizzled. In 1904, entry into Pittsburgh caused financial turmoil, ultimately throwing the Wabash into receivership. A subsequent reorganization allowed the Wabash to become an important carrier during the golden years of the 1920s and permitted the company to take control of a strategic bridge property, the Ann Arbor Railroad. The Great Depression forced the company into another receivership, but an effective reorganization during the early days of World War II gave rise to a generally robust road. Its famed Blue Bird streamliner, introduced in 1950 between Chicago and St. Louis, became a widely recognized symbol of the New Wabash. When merger madness swept the railroad industry in the 1960s, the Wabash, along with the Nickel Plate Road, joined the prosperous Norfolk Western Railway, a merger that worked well for all three carriers. Immortalized in the popular folk song *Wabash Cannonball*, the midwestern railroad has left important legacies. Today, forty years after becoming a fallen flag carrier, key components of the former Wabash remain busy rail arteries and terminals, attesting to its historic value to American transportation. **More Classic American Railroads** Mike Schafer, 2000 A groundbreaking new book that upends our understanding of ancient America. Conventional history tells us humans migrated on foot across present-day Alaska, populating the Americas far later than other continents. However, emerging new evidence suggests seafarers reached the continents thousands of years earlier and developed far more

sophisticated civilizations than previously imagined From distinguished historian BBC World Service Gavin Menzies the author of the blockbuster New York Times bestseller 1421 comes a revolutionary new account of how the first humans came to North and South America Menzies reveals that ancient peoples used the oceans natural currents and prevailing winds to make voyages across both the Atlantic and Pacific What s more we now must accept that they had time to develop remarkably advanced cultures Armed with cutting edge DNA evidence newly unearthed artifacts and astonishing linguistic and archaeological discoveries Menzies shows humans have been making transoceanic voyages as far back as 100 000 years ago vastly predating the supposed overland migration to the Americas during the last Ice Age the ancient South American civilizations of the Olmec and Maya in Central and South America may have had direct origins and influences from Asia ancient maps held in the Library of Congress in Washington D C show there must have been sustained and dedicated voyages to the Western Hemisphere by Chinese explorers as early as 2200 B C huge Chinese settlements occupied and made exploratory journeys from Nova Scotia Japanese Korean and even earlier European voyages likewise predated the explorations currently recorded by history A maverick scholar Menzies has made a riveting new contribution to the story of humanity s earliest explorers revealing the truth behind one of history s most fascinating questions Who discovered America

Railway and Engineering Review ,1892 **The Northwestern Miller** ,1920 Canadian Chemical Journal ,1919

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