

Last Train To Texas My Railroad Odyssey Railroads Past And Present

The Southwestern ReporterMy Life with Trains"I'm from Texas, You Can't Steer Me"The Railway ConductorThe Texas ReportsThe Men Who Loved TrainsLast Train to TexasTexas reportsPassenger Trains of TexasBomb TrainsLast Train To MemphisHistory of the Atchison, Topeka and Santa Fe RailwayLast Train from CuernavacaA Mighty Fine RoadThe Well-dressed HoboTransportation and the American PeopleTrain Crash at Crush, Texas: America's Deadliest Publicity StuntOriginal Facts, No FictionTexas MedicineThe Texas Court ReporterRailroad Passenger Train ServiceThe Last Train to Zona VerdeThe Last Train NorthThe Texas civil appeals reportsSouthern Pacific's Blue Streak MerchandiseElectric Interurbans and the American PeopleUnion Pacific's StreamlinersLast Train SouthFrom Texas to RomeThe Texas Criminal ReportsTrain Like a NinjaThe Little Engine That CouldReal Stories of the RailsThe Texas Civil Appeals ReportsRiding the RailsThe Train to Crystal CityTexas MonthlyThe Texas criminal reportsThe Texas Railway JournalRailway Carmen's Journal

The Southwestern Reporter

Loving was enchanted with railroads at an early age. Here he looks at eight decades of the railroad industry and some of its greatest leaders. Chatting with brakemen, engineers, and executives, Loving shares stories he collected in locomotive cabs, business cars, executive suites and even the White House. The result is an intimate portrait of the railroad industry and its leaders, both inept and visionary, and of the dedicated men and women who truly love trains and know the industry from the rails up.

My Life with Trains

"I'm from Texas, You Can't Steer Me"

Transportation is the unsung hero in America's story. Stagecoaches, waterways, canals, railways, busses, and airplanes revolutionized much more than just the way people got around; they transformed the economic, political, and social aspects of everyday life. In *Transportation and the American People*, renowned historian H. Roger Grant tells the story of American transportation from its slow, uncomfortable, and often dangerous beginnings to the speed and comfort of travel today. Early advances like stagecoaches and canals allowed traders, business, and industry to expand across the nation, setting the stage for modern developments like transcontinental railways and busses that would forever reshape the continent. Grant provides a compelling and thoroughly researched narrative of the social history of travel, shining a light on the role of transportation in shaping the country and on the people who helped build it.

The Railway Conductor

Since 1973, TEXAS MONTHLY has chronicled life in contemporary Texas, reporting on vital issues such as politics, the environment, industry, and education. As a leisure guide, TEXAS MONTHLY continues to be the indispensable authority on the Texas scene, covering music, the arts, travel, restaurants, museums, and cultural events with its insightful recommendations.

The Texas Reports

The Men Who Loved Trains

Last Train to Texas

Anyone interested in railroad history or operations will enjoy this special collection of firsthand stories told by former and current railroad employees. Personal accounts of this kind are popular among railfans, history buffs, and modelers. Late steam and early diesel periods. The duties of various employees. Real-life accounts from engineers, firemen. Conductors, yardmasters, and more.

Texas reports

An acclaimed travel writer and novelist describes his journey across Africa, from Cape Town to Cape Province and into Namibia, riding elephants, meeting Bushmen and discussing the changes that have taken place since his first visit 50 years ago.

Passenger Trains of Texas

Bomb Trains

"Keith L. Bryant Jr. and Fred W. Frailey present a comprehensive history of the financing, construction, growth, and management of the Atchison, Topeka and Santa Fe Railway"--

Last Train To Memphis

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

History of the Atchison, Topeka and Santa Fe Railway

The story begins in March 1865 as Union troops closed in on Richmond. Jefferson Davis tries to establish new capitals in Danville, Greensboro, and Charlotte and is ultimately captured in Georgia. Secretary of War Breckinridge dons the style of a pirate to escape. Secretary of State Benjamin disguises himself as a poor farmer--with his gold sewn inside his clothes. Nearly 60 primary and secondary sources were used to research this dramatic history. The book contains sketches made by an artist who accompanied Davis on much of the escape, and includes maps of the escape route.

Last Train from Cuernavaca

On September 15, 1896, Crush boasted the highest population in Texas. Built near Waco, the town provided the staging ground for a publicity stunt ramming two trains together at top speed. Showrunner and Katy Railroad official William Crush thought he had planned for every contingency. But when elephant-sized chunks of steam locomotive began raining down into the packed stands, the extravaganza quickly unraveled into one of the Lone Star State's most confounding tragedies. The soon-to-be famous Scott Joplin commemorated the debacle in "The Great Crush Collision March," and entrepreneurs like "Head-On Joe" Connolly of Iowa continued the tradition of the staged locomotive duel for decades. But the stupefying incident still slipped into the back pages of Texas lore. In the first-ever book on the subject, writer-historian Mike Cox finally tells the full story of the Crash at Crush.

A Mighty Fine Road

Union Pacific is America's most popular railroad. The first to create a transcontinental railroad link in 1869 in conjunction with the Central Pacific, UP was also the first U.S. railroad to create a modern streamlined passenger train. Sleek, quiet, powerful, and fast, the lightweight streamliner set a new standard for luxury on the rails. This authoritative, illustrated history follows up streamliners from 1934 with the launch of the City of Salina right up to Union Pacific's ceding of passenger service to Amtrak in 1971. Award-winning rail author Joe Welsh examines the fleet of "City" trains that followed the Salina, all connecting Chicago to their namesakes with revolutionary equipment and diesel motive power on breakneck schedules. In addition to detailed looks at the trains, readers are treated to their various forms of motive power and rolling stock, and their unparalleled services. Dozens of black-and-white images and period color photos depict the City of Portland, City of Denver, City of Los Angeles, City of San Francisco, and City of St. Louis along, with period ads

and route maps to complete the picture. Images also detail the opulent furnishings and impeccable service that distinguished America's premier passenger line--from uniforms and dinnerware to the most exotic lounge cars ever built.

The Well-dressed Hobo

Transportation and the American People

Train Crash at Crush, Texas: America's Deadliest Publicity Stunt

The Chicago, Rock Island & Pacific Railroad's history is one of big booms and bigger busts. When it became the first railroad to reach and then cross the Mississippi River in 1856, it emerged as a leading American railroad company. But after aggressive expansion and a subsequent change in management, the company struggled and eventually declared bankruptcy in 1915. What followed was a cycle of resurrections and bankruptcies; a grueling, ten-year, ultimately unsuccessful battle to merge with the Union Pacific; and the Rock Island's final liquidation in 1981. But today, long after its glory days and eventual demise, the "Mighty Fine Road" has left behind a living legacy of major and feeder lines throughout the country. In his latest work, railroad historian H. Roger Grant offers an accessible, gorgeously illustrated, and comprehensive history of this iconic American railroad.

Original Facts, No Fiction

The Blue Streak -- the Great American Freight Train -- holds records as the world's fastest freight train and for hauling freight for a remarkable 60 years. Tells how the Southern Pacific built and developed this extraordinary fast freight, and the stories that surround it. By Fred W. Frailey. 8 1/2 x 11 1/2; 168 pgs.; 180 photos; 25 illus.; includes dust jacket.

Texas Medicine

A historical essay featuring the St. Louis Southwestern's passenger operations in Texas between 1910 to 1958. Featuring countless rare photographs of Cotton Belt Trains such as "The Lone Star", "Morning Star", and the "Jitney". Chapters featured include the Stephenville, Hillsboro, Fort Worth, Gatesville, Waco, Sherman, Lufkin, Tyler, and Dallas Lines. Over 150 rare black and white and color images.

The Texas Court Reporter

Railroad Passenger Train Service

When Robert D. Krebs joined the ranks of Southern Pacific Railroad in 1966, the industry had been in decline for decades, and the future of trains was in peril. Despite these obstacles, Krebs fell in love with the rugged, competitive business of railroads and was determined to overcome its resistance to change and put rail transportation back on track. By the age of 40, Krebs was president of the Southern Pacific Railroad and had also served as chief executive of both the Santa Fe Railway and Burlington Northern Santa Fe Railway companies. *Riding the Rails: Inside the Business of America's Railroads* details Krebs's rise to a position of influence in the recovery of America's railroads and offers a unique insider's view into the boardrooms where executives and businessmen reimagined transportation in the United States.

The Last Train to Zona Verde

The Last Train North

The Texas civil appeals reports

In 2013 a runaway train loaded with crude oil from North Dakota's Bakken region derailed and exploded in Lac-Mégantic, Quebec--destroying the downtown area and killing 47 people. This was the first of many oil trains that began derailing and exploding across North America as oil companies ramped up shipping a glut of fracked oil by train. Serving in lieu of pipelines, the trains carrying volatile oil soon gained the nickname "bomb trains" from rail operators. These trains continue to pass through small towns and major cities every day, putting an estimated 25 million people in North America at risk. The U.S. and Canadian regulatory systems, corrupted by industry influence, enabled a variety of risk factors that led to these "bomb trains." While the system was broken then, prospects for government oversight have gotten significantly worse in the Trump administration. Under President Trump, critical regulatory roles have been filled by former rail executives, and federal agencies have rolled back the few meaningful protections meant to avoid another oil spill or fatal disaster. Investigative journalist Justin Mikulka tells the story of how we got here, the communities fighting back, and where we could go next in an attempt to defuse the next "bomb train." "A richly researched, well-written, hugely important case study in the peril the public faces when federal agencies are captured by the industries they're supposed to regulate. Profits and body count go up while public safety and confidence in government go down." Marcus Stern, Pulitzer Prize-winning journalist "Justin Mikulka at DeSmog has been the indispensable journalist for all wrestling with the crude oil train crisis in North America in the last five years. His new book *Bomb Trains* outlines some needed concrete ways forward on rail safety, as well as valuable ammunition from a significant public safety sector for those who would insist on the need for fundamental political changes." Fred Millar, rail safety consultant "[*Bomb Trains*] is an invaluable resource for understanding how regulations get made; how they get blocked, delayed, diluted, reversed, etc. Its insights are a major contribution to understanding the power of the railroad and the petroleum industries, the acquiescence of the regulators, and the political accomplices. And how invariably profit trumps safety." Bruce Campbell, author of *The Lac-Mégantic Rail Disaster: Public Betrayal, Justice*

Denied

Southern Pacific's Blue Streak Merchandise

Electric Interurbans and the American People

“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 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 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 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 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 observed by a legendary railroad strategist.

Union Pacific's Streamliners

Last Train South

From Texas to Rome

The New York Times bestselling dramatic and never-before-told story of a secret FDR-approved American internment camp in Texas during World War II: “A must-read....The Train to Crystal City is compelling, thought-provoking, and impossible to put down” (Star-Tribune, Minneapolis). During World War II, trains delivered thousands of civilians from the United States and Latin America to Crystal City, Texas. The trains carried Japanese, German, and Italian immigrants and their American-born children. The only family internment camp during the war, Crystal City was the center of a government prisoner exchange program called “quiet passage.” Hundreds of prisoners in Crystal City were exchanged for other more ostensibly important Americans—diplomats, businessmen, soldiers, and missionaries—behind enemy lines in Japan and Germany. “In this quietly moving book” (The Boston Globe), Jan Jarboe Russell focuses on two American-born teenage girls, uncovering the details of their years spent in the camp; the struggles of their fathers; their families’ subsequent journeys to war-devastated Germany and Japan; and their years-long attempt to survive and return to the United States, transformed from incarcerated enemies to American loyalists. Their stories of day-to-day life at the camp, from the ten-foot high security fence to the armed guards, daily roll call, and censored mail, have never been told. Combining big-picture World War II history with a little-known event in American history,

The Train to Crystal City reveals the war-time hysteria against the Japanese and Germans in America, the secrets of FDR's tactics to rescue high-profile POWs in Germany and Japan, and above all, "is about identity, allegiance, and home, and the difficulty of determining the loyalties that lie in individual human hearts" (Texas Observer).

The Texas Criminal Reports

This is the first of two volumes that make up what is arguably the definitive Elvis biography. Rich in documentary and interview material, this volume charts Elvis' early years and his rise to fame, taking us up to his departure for Germany in 1958. Of all the biographies of Elvis - this is the one you will keep coming back to.

Train Like a Ninja

The Little Engine That Could

Real Stories of the Rails

The Texas Civil Appeals Reports

Ninja of the past learned to climb, dodge, and sneak. But how do modern ninja tackle intense obstacles? This title takes a fun look at ninja training, including martial arts techniques readers can try.

Riding the Rails

In the Christmas season of 1913, Grace Knight's elegant old hotel on Cuernavaca's main plaza is the place to see and be seen. Mexico's landed aristocracy, members of the foreign community, wealthy tourists, and young army officers with their wives flock to the Colonial. Under the ballroom's hundreds of twinkling electric lights, they dance to old Spanish tunes and to the new beat of ragtime. Outside the city, in the shadows of the valley's two volcanoes, a company of federal soldiers raids the hacienda of Don Miguel Sanche, hunting for men sympathetic to the cause of the charismatic rebel leader, Emiliano Zapata. In a hailstorm of rifle fire, sixteen-year-old Angela Sanchez's life takes a horrifying turn. After the soldiers leave, she returns to the ruins of her family's home. She collects her father's old Winchester carbine, gathers the survivors among his workers, and rides off in search of Zapata's Liberating Army of the South. Last Train from Cuernavaca is the story of two strong and ambitious women. For the sake of love, honor, and survival, they become

swept up in a Revolution that almost destroys them and their country. At the Publisher's request, this title is being sold without Digital Rights Management Software (DRM) applied.

The Train to Crystal City

An award-winning account of a crisis in railroad history: "This absorbing book takes you on an entertaining ride." —Chicago Tribune A saga about one of the oldest and most romantic enterprises in the land—America's railroads—The Men Who Loved Trains introduces the chieftains who have run the railroads, both those who set about grabbing power and big salaries for themselves, and others who truly loved the industry. As a journalist and associate editor of Fortune magazine who covered the demise of Penn Central and the creation of Conrail, Rush Loving often had a front-row seat to the foibles and follies of this group of men. He uncovers intrigue, greed, lust for power, boardroom battles, and takeover wars and turns them into a page-turning story. He recounts how the chairman of CSX Corporation, who later became George W. Bush's Treasury secretary, managed to make millions for himself while his company drifted in chaos. Yet there were also those who loved trains and railroading—and who played key roles in reshaping transportation in the northeastern United States. This book will delight not only the rail fan, but anyone interested in American business and history. Includes photographs

Texas Monthly

The special anniversary edition of The Little Engine That Could(TM) contains the entire text and original artwork. A laminated jacket, gold-stamped cloth binding, and colored endpapers complete the deluxe package. Young readers, as well as parents and grandparents, will treasure the story of the blue locomotive who exemplifies the power of positive thinking.

The Texas criminal reports

The author shares his memories of moving north to St. Louis at the age of seventeen to seek his fortune and describes his impressions of the city during the sixties

The Texas Railway Journal

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.

Railway Carmen's Journal

This remarkable and very rare memoir discusses the bloody combat history of the Texas National Guard 36th Infantry Division in World War II, from pre-embarkation training through the capture of Rome. The perspective, as seen through the eyes of its author, General Fred Walker, is refreshing for its refusal to rely upon hindsight and revisionist history. Walker led a division longer than any other American officer during World War II. The 36th earned a formidable reputation—and paid a high price for that distinction. Only five divisions in the entire U.S. Army suffered more casualties than the 36th during the course of the war. Some of the division's fighting included the hard battles of Salerno and Monte Cassino. The 36th was assigned an assault river crossing at the Rapido to outflank the Cassino position and although several companies made it to the far bank, their tank support failed to cross the river. A German panzer grenadier counterattack pushed the infantry of the 36th back across the river with heavy losses. General Mark Clark, the 5th Army Commander, in what appeared to be an effort to scapegoat, relieved several key 36th division officers, although General Walker was retained as its commanding general. After the allies captured Rome, Walker was reassigned to command the Infantry School at Fort Benning. Includes a special guest Preface by Jeffrey W. Hunt, Director of the Texas Military Forces Museum, illustrations, photographs, maps. 504 pages.

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