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Cyrus K. Holliday envisioned a railroad that would run from Kansas to the Pacific, increasing the commerce and prosperity of the nation. With farsighted investors and shrewd management, the Atchison, Topeka and Santa Fe Railway grew from Holliday's idea into a model of the modern, rapid, and efficient railroad. There were many growing pains early on, including rustlers, thieves, and desperadoes as well as the nineteenth century's economic and climatic hardships. The railroad eventually extended from Chicago to San Francisco, with substantial holdings in oil fields, timber land, uranium mines, pipelines, and real estate. This is the first comprehensive history of the iconic Atchison, Topeka and Santa Fe Railway, from its birth in 1859 to its termination in 1996. This volume discusses the construction and operation of the railway, the strategies of its leaders, the evolution of its locomotive fleet, and its famed passenger

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service with partner Fred Harvey. The vast changes within the nation's railway system led to a merger with the Burlington Northern and the creation of the BNSF Railway. An iconic railroad, the Santa Fe at its peak operated thirteen thousand miles of routes and served the southwestern region of the nation with the corporate slogan "Santa Fe All the Way." This new edition covers almost twenty-five more years of history, including the merger of the Santa Fe and Burlington Northern railroads and new material on labor, minorities, and women on the carrier along with new and updated maps and photographs. Like lightning flashing across the desert sky, the Chief streaks by, resplendent in its "warbonnet" livery. This splendid illustrated history of the Santa Fe Railroad's flagship passenger trains carries readers back to an era of luxury travel on America's rails - when movie stars and moguls booked their places on the Chief for the 40-hour trip from Chicago to Los Angeles - faster even than Amtrak's Southwest Chief today. The story of America's most celebrated passenger train, the nation's first diesel-powered streamliner - from its first run in 1936 to its takeover by Amtrak in 1971 - also includes coverage of the Santa Fe's other Chiefs, including the Texas and San Francisco. This book encompasses in brief the story of Madame Queen and embraces steam locomotive development on the Santa Fe from 1869 to the officially announced end of steam operations in 1953. The actual end date of steam operation was August 1957. Presented for the first time in chronological order in one publication, here is a brief photographic story of motive power development on the Atchison, Topeka & Santa Fe Railway. Representative locomotive types and Classes are shown as technology developed, thus the overlap between the fruition of steam perfection and early Diesel development is demonstrated. This work is a collaborative effort between Sam D. Teague, President of the Railroad Artifact Preservation Society, Inc. and Larry E. Brasher, author of Santa Fe Locomotive Development, which was published by Signature Press in 2006. Photos were reprinted by the courtesy of the Temple Railroad & Heritage Museum, Santa Fe Historical & Modeling Society and the Railroad Artifact Preservation Society Collections. This is the first time

this book has been made available on Kindle As a tribute to America's favorite railroad-the Santa Fe, this book discusses everything from its origins, to locomotives, freight operations, passenger operations, and more. The Santa Fe Railway's charisma and mystique has long made it one of America's compelling railways. From Chicago to LA it blends a nation's westward vision with all the best elements of railroading: colorful passenger trains, attractive stations, fascinating historical personalities, a diverse and eclectic collection of locomotives, and of course - lots of long freight trains. All of these aspects of the Santa Fe and more are featured in this compact but colorful history packed with great archival color photography. The second volume of a two-part book covers passenger and freight services, the Fred Harvey system, and steam and diesel locomotives. The Diesel That Did It tells the story of the legendary diesel-electric locomotive, the FT. As war loomed in 1939, American railroads were on the precipice of railroad transformation. In an obscure factory in La Grange, Illinois, a group of gifted engineers and designers were planning a revolution that would shake railroading to its foundations and eventually put the steam locomotive out of business. Their creation, the FT, was a diesel-electric, semi-streamlined freight engine. The FT would establish a new standard for reliability, flexibility, and cost, but its arrival unsettled many railroad employees and gave fresh ammunition to their labor unions, who believed that it threatened a century-old culture. Wallace W. Abbey's *The Diesel That Did It* is the story of a revolution. He explores how EMC (and its successor Electro-Motive Division of General Motors) conceived the FT, and how it ultimately emerged as the dominant locomotive power plant for 20 years. However, for Abbey, the history of the Santa Fe Railway and the FT go hand in hand. *The Diesel That Did It* also offers a penetrating look at how the great American railroad, at the height of its Super Chief glamor, threw its conservative mechanical traditions aside to bet big on the diesel. Showcasing more than 140 exquisite photographs by Abbey and other noted photographers, *The Diesel That Did It* is a captivating story not to be missed by railroaders and railfans. Learn the history, spotting features, characteristics, and operation of diesel locomotives, plus how to

determine appropriate eras, and details and features. Climb aboard for a visual road trip across the American Southwest, following famous Route 66 and the trains of the Santa Fe and BNSF Railways. Filled with spectacular photography and engaging text, *Route 66 Railway* explores the relationship between the "Route of the Warbonnets" and the "Mother Road" through mountains, deserts, forests, cities and quirky towns. Thrill to colorful diesel locomotives and vintage steam trains as they roll past cafes, motor courts, tourist traps, railroad stations, neon signs, and much more. Travels back in time to three spectacular mountain passes -- Cajon, Raton, and Tehachapi -- with dramatic photographs of steam and diesel locomotives from the Atchinson, Topeka & Santa Fe struggling up these famous grades. By George H. Drury. 11 x 8 1/2; 128 pgs.; 120 b&w photos: softcover. An enlightening historical overview of the world's most famous railway. Archival color photography captures the nostalgia of the locomotives, rolling stock, and scenic routes. Haynes manuals are written specifically for the do-it-yourselfer, yet are complete enough to be used by professional mechanics. Since 1960 Haynes has produced manuals written from hands-on experience based on a vehicle teardown with hundreds of photos and illustrations, making Haynes the world leader in automotive repair information. *The Diesel That Did It* tells the story of the legendary diesel-electric locomotive, the FT. As war loomed in 1939, American railroads were on the precipice of railroad transformation. In an obscure factory in La Grange, Illinois, a group of gifted engineers and designers were planning a revolution that would shake railroading to its foundations and eventually put the steam locomotive out of business. Their creation, the FT, was a diesel-electric, semi-streamlined freight engine. The FT would establish a new standard for reliability, flexibility, and cost, but its arrival unsettled many railroad employees and gave fresh ammunition to their labor unions, who believed that it threatened a century-old culture. Wallace W. Abbey's *The Diesel That Did It* is the story of a revolution. He explores how EMC (and its successor Electro-Motive Division of General Motors) conceived the FT, and how it ultimately emerged as the dominant locomotive power plant for 20 years. However, for Abbey, the history of the Santa Fe

Railway and the FT go hand in hand. The Diesel That Did It also offers a penetrating look at how the great American railroad, at the height of its Super Chief glamor, threw its conservative mechanical traditions aside to bet big on the diesel. Showcasing more than 140 exquisite photographs by Abbey and other noted photographers, The Diesel That Did It is a captivating story not to be missed by railroaders and railfans. Establishing its collection as the Age of Steam exhibit at Dallas's Fair Park in 1963, the Museum of the American Railroad would go on to acquire over 45 locomotives and railcars. By 2006, the museum needed to move from its first home to a larger facility to allow more space to exhibit the collection of railcars, documents, and other artifacts. One of the keystone pieces is the GG-1 electric locomotive that pulled Robert Kennedy's funeral train in 1968. It has been restored to its original Pennsylvania Railroad appearance. The museum also houses the

Centennial--the world's largest diesel-electric locomotive--as well as the rare and famous Santa Fe Alco PA-1 locomotive, acquired from the Smithsonian Institution. Covers information about: Mechanical Dept.; Mechanical Engineer; Engineer Car Construction; Supervisor of Diesel Engines; Test Dept.; Shop Extensions Dept.; Fuel Conservation Dept.; General Supervisor of Air Brakes; Car Lighting and Air-conditioning Engineer; General Boiler Inspector; Supervisor of Tools; Supervisor of Welding; Supervisor of Mechanical Training; Mechanical Valuation Engineer; Chief Scale Inspector; General Mechanical Inspector; General Car Inspector; General Material Inspector; Lubrication Supervisors; Power Plant and Electrical Equipment Supervisor and Inspector. The complete story concerning the development of Supreme Steam and the impact on pioneering Diesel locomotives on the Atchison, Topeka and Santa Fe Railway has seldom been told, until now.