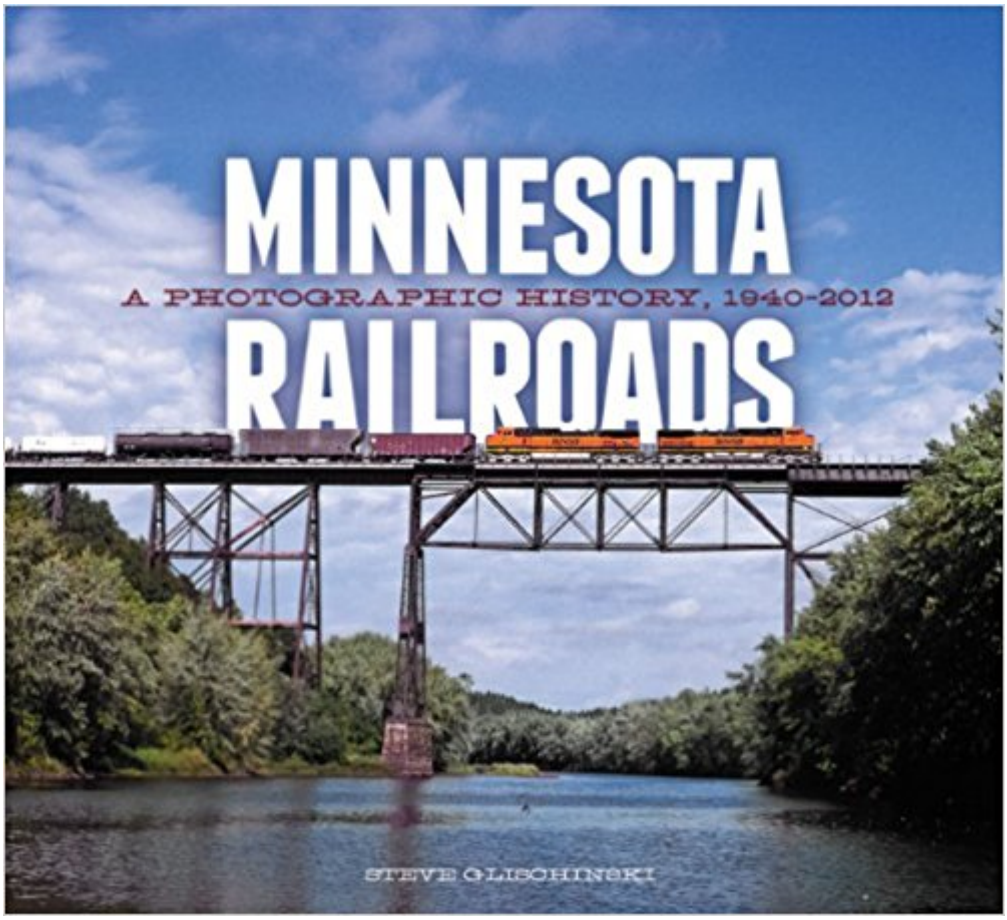
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Minnesota Railroads: A Photographic History, 1940-2012



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Synopsis

Ã¢â ¬Å“The Great Northern Railway, in the eventful year of 1941, met every requirement made of it as the Nation hurriedly prepared for war.Ã¢â ¬Â• So Great NorthernÃ¢â ¬â„¢s president spoke of the Minnesota railroad that transported the tanks and airplanes, materiel and troops, that were critical to AmericaÃ¢â ¬â„¢s military success. This illustrated volume offers an enlighteningÃ¢â ¬â •and irresistibly entertainingÃ¢â ¬â •look at Minnesota railroads from that shining moment, near the end of the romantic era of steam locomotives and luxury passenger lines, to the reemergence of railroads as one of the few profitable transportation industries in our day.Remarkable photographs, many never before published, take us inside the cab of a monumental steam locomotive, which hauled iron ore from the Mesabi Range, and into the lounge car of the luxurious North Coast Limited streamliner. We visit the huge shops that worked on massive locomotives and go trackside to witness the morning rush hour at the St. Paul Union Depot. From the modest St. Charles depot welcoming the Rochester 400 in 1962 to brand-new locomotives speeding container trains west at Hawley in 2009, Minnesota Railroads combines thrilling close-ups and an edifying long view, fine details and a full history.Traveling from Winton to Worthington, Noyes to Winona, tracking the transition from steam to diesel and the mergers that created todayÃ¢â ¬â„¢s mega railroads, Minnesota Railroads gives readers a richly textured picture of railroadingÃ¢â ¬â„¢s past and future and its impact on life in Minnesota.

Book Information

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Customer Reviews

Steve Glischinski began taking photographs of railroads in 1970, at the age of thirteen. Since then, his photographs of railroads in action have been published in many books and magazines. He is a correspondent for Trains Magazine and organizes railroad photography charter trips and the Railfan Weekend at the Lake Superior Railroad Museum. He is the author of several books on railroading and lives in Shoreview, Minnesota.

I purchased this book for my husband for his birthday in February 2013. We have a cabin in Northern Minnesota (Aitkin) and my husband belongs to the Crosslake Train Club in Crosslake, MN. I got news of this book because some of the club members wrote in an email that they saw the author and heard him speak of his book. My husband and I live in Iowa, and he has a model train collectiion, and he loves Minnesota Railroad history. He even has built some old MN train stations for his train collection. He was thrilled to get this gift!

I have been familiar with Steve’s work for a very long time. He is an excellent photographer because I think his photographs always tell a good story. I would recommend this book to anyone interested in Minnesota railroad history or to anyone looking to take great railroad photographs.

This is a must have for anyone interested in Minnesota railroads. Mr. Glischinski did a great job on this book!

Got this book for my husband whose hobby is trains. He can be very picky when it comes to books regarding railroads. He told me this book was "very good.!"

Great information on small operations

Bought this for Christmas for my son-in-law who loves trains and he spent the next day reading every page. This rejuvenated his childhood hobby.

Steve Glischinski is a well-known railroad author, whose work includes Burlington Northern and Its Heritage, 1970-1991: A 21-year Salute and the MBI volume on the Santa Fe Railway. Additionally, his byline is well known to readers of Trains or Railfan & Railroad magazines. Now Mr. Glischinski teams up with the University of Minnesota Press to deliver Minnesota Railroads: A Photographic

History, 1940-2012, a 296 page hardcover book with 368 color photographs covering the diverse rail operations in the Minnesota.The book is attractively laid out in a 11'' x 10'' "album-style" format. Glischinski opens with a one-introduction to railroad terminology, which helps to make this book accessible to the general public. Next, the acknowledgements let readers know that Glischinski had access to many noteworthy photo collections and a three page introduction discusses both the author's development as a photographer and industry trends in the period covered by this book.After the introduction, the main portion of the book is divided into four chapters, three of which cover 20-year periods. The final chapter covers the beginning of the 21st Century and is followed by lists of Minnesota railroads in 1940 and 2012, endnotes, bibliography and an index. Each chapter begins with a narrative overview of the subject time period. The overall "story arc" will be familiar to students of railroading: gradual decline followed by post-Staggers revival. Each chapter contains photos from around Minnesota that illustrate each period.The first two chapters, "An Industry in Transition: 1940-1960" and The Struggle for Survival: 1960-1980" cover slightly more than two-thirds of the book, which is not surprising given the author writes that "(T)his book began as a way to show off the many photographs in the files of the Minnesota Historical Society that contain railroad subjects." The Minneapolis Star Tribune, several museums and numerous individuals, including well-known writer and photographer William D. Middleton, also contributed photos. Glischinski, who began his photography in the 1970s, also contributes. The book's photo selection reflects the many contributors and collections cited in the acknowledgements.The third chapter, "Revival and Rehabilitation: 1980-2000," reviews the Staggers Act of 1980 which reversed the declines discussed in the first two chapters. Glischinski sums it up on page 204: "There were fewer miles of track, but those that remained were well maintained and carried more traffic." For example, we read that Burlington Northern abandoned approximately 649 miles of track in Minnesota during the 1990s. Other railroads, like Chicago Rock Island & Pacific, shut down completely. Some lines were transferred to short lines and regional railroads, and the industry became "leaner and meaner," a trend that is brought up-to-date in chapter 4.A photo book is defined by the selection of images, and that is where the book excels. Photos show an excellent cross section of Minnesota railroad history, including freight and passenger trains, stations, towers, bridges, preserved steam and taconite trains on the famous Iron Range. For example, the Erie Mining/LTV operation Hoyt Lakes to Taconite Harbor is well known, but photos of that line's F9s in the original blue and silver paint scheme, quite rare, appear on page 66. Also, the sad demise of the privately-operated passenger train and the demise of landmark stations in Minneapolis is partially offset by the news that passenger trains will soon return to Saint Paul Union Depot. There is a good selection of steam

locomotives in the book, from the classic DM&IR 2-8-8-4 "Yellowstones" to former SP 4-8-4 4449 and UP 4-6-6-4. Fan trip favorite Chicago, Milwaukee, St. Paul and Pacific Railroad 4-8-4 261 appears both in regular service and after restoration. Several images remind us that Minnesota endures nasty winters, including a North Shore Mining taconite train, where the blue locomotives stand out from the winter wonderland background.I only have one minor criticism to offer, and that refers to caption information. A good caption, such as the one on page 266, explains the type of locomotive in the photograph, in this case a General Electric AC4400CW. However, the caption for the photograph on page 269 refers to, in part; Twin Cities & Western Railroad's "newer fleet of locomotives," without telling the reader exactly what type of locomotives is pictured. This reviewer would have preferred to see locomotive types identified in more of the "train picture" captions. But such quibbles aside, this book will should appeal to anyone who appreciates good railroad photography. The reader unfamiliar with the North Star State will quickly discover interesting railroading.

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