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Work and the Human Condition  
Annotated Bibliography  
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The bibliography presented here includes sources that one may find useful for researching railroading in the United States during the late 19<sup>th</sup> century, a period during which the railroads were greatly expanded.

Abdill, George B. This was Railroading. New York: Bonanza Books, 1958.

In this book, Abdill documents the history of railroading in the Pacific Northwest. He describes the different locations, from Alaska and the Yukon territory to eastern Washington and Oregon. There are plenty of wonderful black-and-white photographs, each with a caption describing the scene within. In fact, there are so many pictures that some pages consist entirely of photographs and their captions. Abdill writes in a fanciful and descriptive manner, capturing the attitude of the era. The table of contents is quite useful, with chapters given names like "Sage Brush and Rawhide" and "Steel to the Seashore." These chapters are further subdivided into sections, with equally creative titles. All in all, Abdill does quite a nice job of detailing the growth and history of the railroads in the Northwest during the late 1800's and early 1900's.

Berglund, Abraham. "Valuation of Railroads in the State of Washington." The Journal of Political Economy April 1913: 332-344.

In this article, Berglund attempts to assign value to the various aspects of the railways (such as railcars, land, and so on) in the State of Washington. He did this, as he says, for the purpose of "securing a basis for determining the reasonableness of railroad rates and fares on intrastate business" (332). He admits that it's quite a difficult task to undertake, but no other commission has come as close as the one that he is writing about. He describes the methods used to ascertain these values. The writing style is quite straightforward, and Berglund wastes no words. Regardless, this article is still quite useful, and may prove to be some help later on.

Brown, Dee A. Hear That Lonesome Whistle Blow: Railroads in the

West. New York: Holt, Rinehart, and Winston, 1977.  
Brown writes about the railroad, and how it changed the west, as well as relating a few anecdotes about the people involved. He writes in a manner much alike that of a novel, making the book quite easy to pick up and read and enjoy. There are a few pictures scattered in the pages, which makes picturing the events described much easier. In fact, the whole book seems much like a story told to children before bed rather than actual history, which makes reading it that much more exciting.

Burkhardt, D. C. Jesse. Backwoods Railroads: Branchlines and Shortlines of Western Oregon. Pullman, WA: Washington State University Press, 1994.

In Backwoods Railroads, Burkhardt writes about the history, expansion, and use of several railways in Western Oregon. While not directly related to the late 1800's, some of these railways were built during that time, so it is still a rather useful source. The book is organized into chapters, each about a different line. There are plenty of photographs, as well, for easy visualization of the way these lines look today.

Clark, Ira G. Then Came the Railroads: the Century from Steam to Diesel in the

Southwest. Norman, OK: University of Oklahoma, 1958.  
In this book, Clark describes the railroads in the Southwest. He writes about how they were built, which areas the companies focused on, and the struggles involved in building them, especially in what is now Oklahoma. The titles of chapters are quite descriptive, giving the reader a preview of what is discussed within. There are also several maps and illustrations for reference.

Fahey, John. Inland Empire: D. C. Corbin and Spokane. Seattle: University of Washington Press, 1965.

In this study of D. C. Corbin, Fahey's purpose is "to demonstrate the role played by early local railroads in establishing Spokane, Washington as the center of this inland area [ the so-called "Inland Empire," an area that includes eastern Washington, eastern Oregon, Idaho, and Montana]" (vii). Fahey describes the way that D. C. Corbin helped expand the railways in the "Inland Empire," from the way he organized it, to the way that he had builders build it. He includes a large list of notes, and a list of sources used.

Gaertner, John T. North Bank Road: The Spokane, Portland, & Seattle Railway. Pullman, WA: Washington State University Press, 1990.

Gaertner describes the origin of the North Bank Road in this book. He writes about how the need for a railway connecting Spokane, Portland, and Seattle arose, and how the companies went about building it, as well as how it was later taken over by Northern Pacific and Great Northern. He provides a large collection of notes, and the index is well-organized.

Hedges, James B. Henry Villard and the Railways of the Northwest. New York: Russell and Russell, 1967.

In this book, Hedges argues that Henry Villard was one of the greatest influences in expanding the railways in the West. This book describes how Villard helped start the expansion of the railway, all the way from his beginnings as an agent of a railway expansion committee. The book includes letters, telegraphs, and maps to help build its picture. The index is helpful, but only if one is looking for specific people and occasions, not locations. In addition, Hedges writes in a rather dry manner, making reading the text more of a chore than it should be. However, it is still worth reading, especially because of its extensive recollection of how Villard expanded the railways.

Hidy, Ralph W. The Great Northern Railway: a History. Boston: Harvard Business School Press, 1988.

Hidy provides a large guide to the history of the Great Northern Railway, a train that went east from Minnesota to Seattle. He describes the issues that arose, the business end of things, and how the railway was built. He also describes the end of the railway. The book provides plenty of charts and photographs for reference.

Holbrook, Stewart H. The Story of American Railroads. New York: Crown Publishers, 1947.

In The Story of American Railroads, Holbrook does as the title says, and tells the story of American Railroads. He writes from the beginning popularity of the steam locomotive, all the way to the time that the book was written. He writes mainly about the expansion and building of the railroad, and the way it affected the economy. He writes in a quite interesting manner, using personal anecdotes and asking rhetorical questions, but never skimping on the details.

Lewty, Peter J. Across the Columbia Plain: Railroad Expansion in the Interior Northwest, 1885-1893. Pullman, WA: Washington State University Press, 1995.

In this book, Lewty writes about how the railroad was expanded in (mostly) eastern Washington and eastern Oregon. He describes the difficulties, the head honchos involved in the expansion, and more. He provides two very large appendices in the back, one about the elevations of the stations and distances between them, and the other is a glossary of railroading terms. Lewty also includes many maps and photographs.

Licht, Walter. Working for the Railroad: The Organization of Work in the Nineteenth Century. Princeton, N.J.: Princeton University Press, 1983.

Working for the Railroad describes life for railroad workers in the 1800's. Licht also writes about how workers were hired, the dangers involved in the work, and how the railroad companies hired the workers. Licht seems to take the position that, while they were quite helpful economically, "the railroads served to create and heighten political tensions in the late nineteenth century" (4). Licht provides a large number of charts in the back, covering such things as salaries and the promotion of people to positions of higher power.

Lyon, Peter. To Hell in a Day Coach: an Exasperated Look at American Railroads. Philadelphia: Lippincott Company, 1968.

Lyon writes, in a rather off-kilter manner, about the history of the railroad in America, from its beginnings to its deterioration. Lyon keeps a bit of skepticism about the affairs, describing the corruption and greed involved in the industry at the time. An incredibly helpful feature of the book is the table of contents, which gives a quick summary of the chapter.

"Railroads in the United States in 1889." Science 23 August 1889: 124-127.

This brief article describes the different aspects of railroads. It details the earnings and debts of the railways companies, as well as the new lines being built, the total number of passengers transported, and laws being passed that affect railroads. There's no particular point to be made, but it provides many facts regarding the status of railroading in 1889.

Richter, Amy G. Home on the Rails: Women, the Railroad, and the Rise of Public Domesticity. Chapel Hill, NC: University of North Carolina Press, 2005.

In Home on the Rails, Richter writes about the issues regarding the new meaning of femininity and domesticity during the Victorian era, and how the railroad played into that. Richter's focus is to consider "women on trains as the key to a [...] map, one charting the changing terrain of nineteenth-century public culture" (1). She has an extensive collection of notes and sources in the back, which help add detail to one's understanding.

Riegel, Robert E. The Story of the Western Railroads: From 1852 through the Reign of the Giants. Lincoln, NE: University of Nebraska Press, 1964.

In this book, Riegel tells the story of the Western railroads, much like the title implies. He writes about how the railroads that connected the East to the West, and vice versa, were constructed, the troubles that arose, and the great amount of government aid involved. The table of contents is extraordinarily helpful, not only listing the chapters, but giving a brief rundown of what is discussed in each chapter. The index is equally helpful, listing a wide variety of topic that one may wish to look up.

Robbins, Edwin C. Railway Conductors: a Study in Organized Labor. New York: Columbia University Press, 1914.

Robbins writes about the railways conductors, and their organization into brotherhoods. He writes about the history of the organization, from the way they would strike, to the way this organization spread, and how the government became involved. He also writes about their wages and benefits. There are several appendices, including a list of strikes undertaken and a list of Grand Chief Conductors.

Schwantes, Carlos A. Railroad Signatures Across the Pacific Northwest. Seattle: University of Washington Press, 1993.

In this book, Schwantes focuses on the way the railroads changed the Northwest. He draws from a wide collection of photographs, illustrations, and posters. He writes about the way the railroads drew a large number of immigrants to the area to work on building the railroad, as well as how the railroad companies tried their best to draw visitors to remote areas by riding the trains.

Schwantes, Carlos A. and James P. Ronda. The West the Railroads Made.

Seattle: University of Washington Press, 2008.

In The West the Railroads Made, Schwantes and Ronda use many photographs, illustrations, and posters from days past to show how the railroads changed the West, from how small towns changed to how the railroad companies drew people out West with the prospect of inexpensive, fertile land. The result is quite fantastic, with the pictures in color when possible, and the text reading more like a story of how the country was changed.

Stover, John F. American Railroads. Chicago: University of Chicago Press, 1961.

Here, Stover attempts to document the history of railroading, mostly through the way that it affected America at the time. He covers the time from when railroads were first being built all the way to the late 1950s. He is quite thorough in his research, providing a list of recommended reading in the back, and a detailed index. The table of contents is also useful, providing a list of the maps used.

Stover, John F. The Railroads of the South, 1865-1900; a Study in Finance and Control. Chapel Hill, NC: University of North Carolina Press, 1955.

Stover writes about the railroads in the South in this book. He writes about the use of the railroads during the Civil War, as well as how they were expanded, consolidated, and used later on in the 19<sup>th</sup> century. He writes mostly about the financial and business aspect, and not really the social aspect. However, he takes great care in describing the business deals and economic issue, using tables to illustrate his point.

Taillon, Paul M. Culture, Politics, and the Making of Railroad Brotherhoods, 1863-1916. Diss. U. Wisconsin - Madison, 1997.

In his dissertation on the topic of railroad brotherhoods, Taillon discusses the ways that these brotherhoods came to power, and how they changed the lives of those involved. He writes about how the brotherhoods tried to improve the lives of the workers by only including white members (and being quite racist, hateful, and violent against African-Americans), and making the members follow certain rules regarding their lifestyle. Taillon outlines his entire dissertation quite nicely in his introduction.

Welke, Barbara Y. Recasting American Liberty: Gender, Race, Law, and the

Railroad Revolution, 1865-1920. New York: Cambridge University Press, 2001.

In this book, Welke discusses how the railroads changed the way people thought of liberty in their life, in three ways: the body and accidental injury, nervous shock and the mind, and segregation. She does this by relating stories, and describing the manners in which people changed the way they lived. She writes with much detail, and provides a huge list of sources referenced, as well as a detailed index. Also helpful is the quick summary of the book provided on page iii.

White, W. Thomas. "Race, Ethnicity, and Gender in the Railroad Work Force: the Case of the Far Northwest, 1883-1918." Western Historical Quarterly July 1985: 265-283.

White writes about various ethnic groups and women, and how the fear of a depression led labor brotherhoods comprised largely of white males to force these groups out, mostly through the use of violence and hatred.