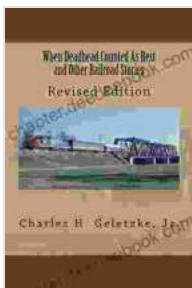


When Deadhead Counted As Rest and Other Railroad Stories

The golden age of railroading was a time of great adventure and excitement. The engineers were kings of the rails, and the trains they drove were the lifeblood of the nation. But it was also a time of hard work and danger, and the men who worked on the railroads faced many challenges.



When Deadhead Counted As Rest and Other Railroad Stories

★★★★☆ 4.7 out of 5

Language : English
File size : 3186 KB
Text-to-Speech : Enabled
Screen Reader : Supported
Enhanced typesetting : Enabled
Print length : 197 pages
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One of the biggest challenges was the long hours. Engineers often worked 12-hour shifts, and they were often on call 24 hours a day. This could lead to fatigue, which could be dangerous for both the engineer and the passengers. To help combat fatigue, the railroads instituted a rule that allowed engineers to "deadhead" for rest. Deadheading meant riding on a train without working, and it was considered to be the same as getting a full night's sleep.

Deadheading was a common practice on the railroads, and it was often used to move engineers from one location to another. For example, an engineer who had just finished a shift in Chicago might deadhead to St. Louis to start a new shift. Deadheading could also be used to move engineers to different parts of the country. For example, an engineer who wanted to work on the transcontinental railroad might deadhead from New York to San Francisco.

Deadheading was not without its risks. Engineers who deadheaded often had to ride in boxcars or cabooses, which were not always comfortable or safe. They also had to be careful not to fall asleep while they were deadheading, as this could lead to accidents.

Despite the risks, deadheading was an important part of railroading. It allowed engineers to get the rest they needed to do their jobs safely and efficiently. It also helped to move engineers around the country, which was essential for keeping the railroads running smoothly.

In addition to deadheading, there were other challenges that engineers faced on the railroads. One challenge was the weather. Engineers had to work in all kinds of weather, from freezing cold to scorching heat. They also had to deal with snow, rain, and wind. These conditions could make it difficult to operate the trains safely.

Another challenge was the terrain. Engineers had to drive trains over mountains, through valleys, and across rivers. This could be dangerous, especially in bad weather. Engineers also had to be careful not to derail their trains, which could cause serious injuries or even death.

Despite the challenges, the engineers who worked on the railroads were proud of their work. They knew that they were playing an important role in the development of the country. They also knew that they were part of a special brotherhood, and they looked out for each other.

The golden age of railroading was a time of great adventure and excitement. It was also a time of hard work and danger, but the engineers who worked on the railroads were up to the challenge. They were the kings of the rails, and they helped to build the nation.

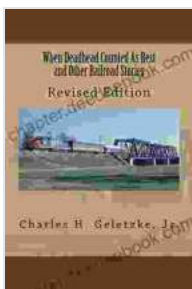
Other Railroad Stories

In addition to the story of deadheading, there are many other interesting stories from the golden age of railroading. Here are a few of them:

- **The Great Train Robbery of 1873:** This was one of the most famous train robberies in American history. A gang of outlaws led by Jesse James robbed a Union Pacific train in Council Bluffs, Iowa, and made off with over \$60,000 in cash and gold.
- **The Transcontinental Railroad:** The transcontinental railroad was completed in 1869, and it connected the eastern and western United States by rail. This was a major engineering feat, and it helped to open up the West to settlement.
- **The Pullman Strike of 1894:** This was a major labor strike that involved the Pullman Palace Car Company and its employees. The strike lasted for several months and it shut down much of the nation's rail traffic. The strike was eventually broken by federal troops.
- **The Diesel Locomotive:** The diesel locomotive was introduced in the 1930s, and it revolutionized railroading. Diesel locomotives were more

efficient and powerful than steam locomotives, and they helped to speed up train travel.

These are just a few of the many stories from the golden age of railroading. These stories are a testament to the hard work and dedication of the men and women who worked on the railroads. They are also a reminder of the important role that the railroads played in the development of the United States.



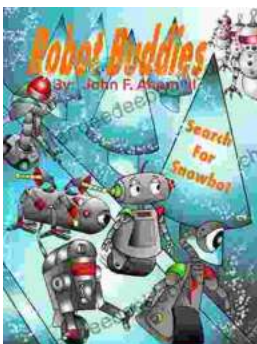
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