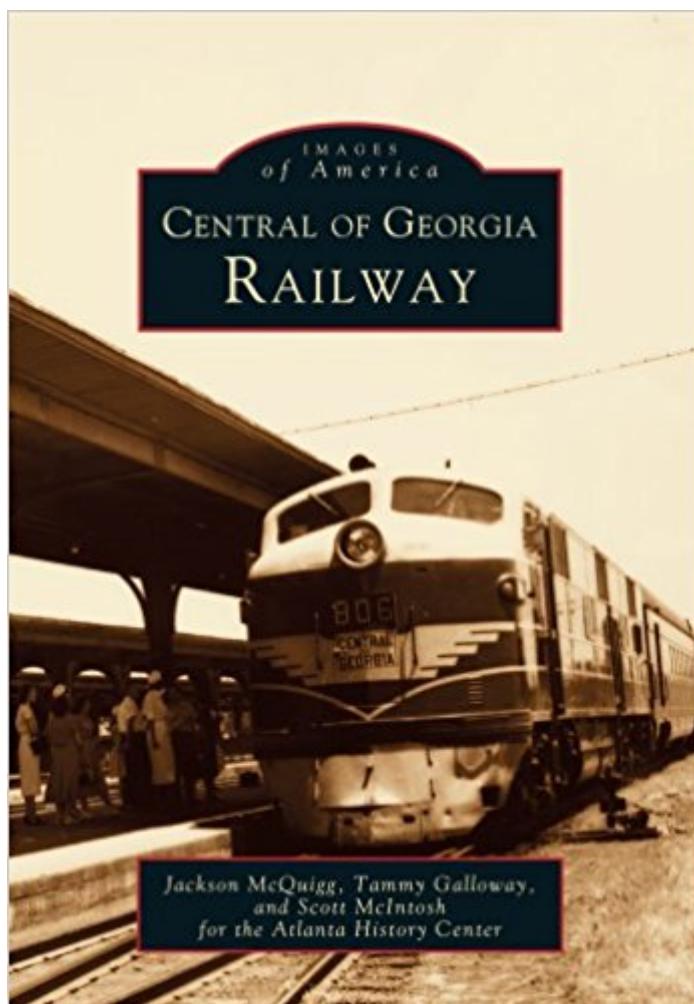


The book was found

Central Of Georgia Railway (GA) (Images Of Rail)



Synopsis

Organized in 1833 by Savannah businessmen, the Central of Georgia Railway was chartered by the Georgia Legislature as the Central Rail Road & Canal Company. The line, connecting Savannah to the interior of the state, boosted the coastal city's seaport, which had lost business to Charleston because of the South Carolina Rail Road's inland reach. In 1843, the Central was extended from Savannah to the outskirts of Macon, and after nearly 120 years of successful operation, the Central of Georgia Railway was purchased by Southern Railway. By 1982, it became merely an accounting entry in the books of Norfolk Southern, a major transportation company.

Book Information

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Customer Reviews

Central of Georgia Railway is an insightful journey documenting the evolution of railway travel while recognizing the hard work and dedication of the people who made it possible. With over 200 images from the Atlanta History Center's photographic collection-many taken during the late 1940s and mid-1950s by the railroad's company photographers-authors Jackson McQuigg, Tammy Galloway, and Scott McIntosh have created an enduring tribute that captures the spirit of a company at the height of its operation. Central of Georgia Railway is an insightful journey documenting the evolution of railway travel while recognizing the hard work and dedication of the people who made it possible. With over 200 images from the Atlanta History Center's photographic collection-many taken during the late 1940s and mid-1950s by the railroad's company photographers-authors Jackson McQuigg, Tammy Galloway, and Scott McIntosh have created an enduring tribute that captures the spirit of a

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This book is made from excerpts of the Central of Georgia RR magazine (various names) published for the employees. It is primarily a "picture book" but I found it very interesting and since it concentrates mostly on the period from 1940 through 1960 I found it especially interesting because this is the period I lived in Atlanta. For me it rekindled memories especially of the Nancy Hanks & the Man of War passenger trains. If your looking for a technical RR book look elsewhere but if you want to see photos of the people who make the trains go and the trains themselves in glorious black & white then this book will satisfy.

This book is drawn largely from the archive of the Central of Georgia's company newsletters/magazines. It is a treasure trove of photos of the employees and customers of the line, but does not as heavily emphasize the rolling stock and motive power. So most of the pictures of maintenance and locomotives are shown within the context of showing the employees. The book is pretty light on operational issues and so is not very useful for those who would be looking for maps, equipment lists and other operational details. Still, its a fun read and captures the feel of the "golden age" of railroading.

America's railroads fielded some marvelous passenger trains before the independence of the automobile and the speed of the airplane led to the near demise of railroad passenger service, at least until Amtrak restored it in densely-populated corners of the nation. To attract passengers, railroads used both modern architectural styling inside their cars and also various entertainments

and diversions. In 1951, for example, the Central of Georgia sponsored fashion shows, including the latest swimsuit fashions, to help pass the miles on one of its premier trains. Other runs hosted on-board flower shows. Passengers were not the only folks to receive the railroad's attention. To build pride and loyalty among employees, the Central of Georgia sponsored baseball teams, basketball teams, bowling leagues, and even a uniformed band. Of course, as was customary throughout the first six decades of twentieth-century America, such teams were sharply segregated both by sex and by race. Historical facts such as these come to life through the photographs in this book. The railroad itself comes to life as well, for we see through the lenses of company photographers many facets of this busy, and, for quite a while, prosperous company. Included are shots of passengers, crew members, shop mechanics at work, outdoor advertising, freight loads, rail yards, and even new 1954 Oldsmobiles being crated for shipment to Brazil. Because these photographs were originally used in the Central of Georgia's in-house magazine, it is understandable that most were taken to ballyhoo the road's progress and modernism. Hence, the new Diesel-electric locomotives built by General Motors Electro-Motive Division and by Alco show up frequently. The railfan reader might wish for a few more views of the road's older steam locomotives than are present here, but the final section of the book, entitled "On the Rails: The Diverse Rolling Stock of the Central of Georgia Railway," does include several nice views of a variety of steam motive power. A short introduction to the book gives an interestingly worded overview of the history of the Central of Georgia. I found this to be a wonderful summation of the road's history and quite adequate in detail for the general reader, although a rail historian may find it too general for research purposes. Obviously, the strength of this book lies in the story told through the camera lenses of the company photographers. The variety of photographs is excellent, and the reproduction is sharp and clear. All are black and white, but only a few lose detail to the shadows. Also, it would be nice to see the many Diesel-electric F-unit locomotives in the bright color schemes in which most were painted, particularly for passenger service. On the other hand, all of the photographs are accompanied by clear, explanatory captions which are quite helpful in ensuring that the reader understands the significance of each scene. I recommend the book to all who enjoy photographic histories of early and mid-twentieth century America, her railroads in general, or the Central of Georgia Railway in particular. It clearly reminds us that there was more to railroading than the Union Pacific, the Santa Fe, the Pennsylvania, or the New York Central--even if Lionel never made a model of the Nancy Hanks II or the Man of War, two of the CofG's luxurious passenger trains!

Very well done book, love it

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