RAILROADS
DELIVER THE GOODS!
I'm starting out as a railroad man.
I'm a brakeman. It's my first job.
I've been on the railroad.
I'm going to be a conductor.
You'll be in charge of the
engineer.

What do we have today?
We're going to run a steam
or a diesel?

You're good to go.
I'm ready to go.

Early one morning, the railroad freight
train, the railroad, or the railroad
is already moving on the out-bound
track.

Hi, cap, hello, Randy. Are you
going with us today?

I sure am.
I'm done with the
job.

Hello, cap. I'm breaking
in a new man.

Hauling freight is the
railroads' biggest job.
Freight cars are equipped
to carry almost any
quantity, in any
shape or size, on
any railroad or
in any part of the
world.

The train gets the clear signal at the
roundhouse, and it goes rolling up the
mainline behind a big 4-8-4 locomotive
with 4 leading truckwheels, 6 driving
wheels, and 4 trailing truckwheels.

After the conductor and engineer compare
watch, Randy and his partner walk back to the
caboose. The engineer inspects the cars to make
sure they are in good order.

I see that the
engineer is
ready to go.

Come on in, box, and
make yourself at
home. I'm your
engineer. Your
duty is nothing more
than
we're going to
roll from
here on.

Conductor Davis gives the engineer
the "roundhouse" signal, and it
emerges from the smoke.

Randy, you go up in the cupola with
the watchman and keep an eye on the
train. I've got to do my office work.
Check the billets and keep
your eyes open. That's a listing
card on the train—owner's
name, weight, contents, destination.

We're all set.
I'm all set to go.

The rear engine is
the rear
engine.

We're going to
roll from
here on.
"HEAD-END" THE ENGINE IS THE TRACK AHEAD...
CLEAR THE TRACK...

MEANWHILE, AT A CENTRALIZED TRAFFIC CONTROL PANEL MANY MILES AWAY...
CARD IN THE ROUND TICKET...

...LIGHTS ON THE BOARD INDICATE THAT NORTHBOUND NO. 20 AND SOUTHBOUND NO. 29 ARE APPROACHING EACH OTHER, THE Dispatcher ASKS LITTLE LADIES AND PANELS BUTTONS, SETTING SIGNALS AND SWITCHES SO THAT THE FREIGHT TRAIN GOES ONTO A PASSING TRACK: A FIVY MINUTES LATER, NO. 29—A DIESEL STREAMLINE—KORHS BY ON THE AMALGAM TRACK.

positions go by, conductor says, "RODNEY AND RED IN THE ENGINE ARE PRODUCTS. NOW IT'S TIME TO FUND NO. 34, WHICH IS IN THE CITY AT A SMALL COUNTRY TOWN. I'VE MANAGED FUND "RODNEY" TO BE PULLED UP AND SET OFF CARS, RANCHO ASK, THE BUILDER.

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Every railroad has a car record office which keeps a record of each car, through telegraphed and written reports and a car's history. These offices can locate a car at any time. Reports show the car's history inside and where the freight is to go.

LOCAL FREIGHTS SLEEP AT ALL STATIONS AND SIGNED BETWEEN RAILWAYS, THE FREIGHTS SLEEP AT LANDING TOWNS, DISPATCH FREIGHTS CAREFULLY, PERIODICALS AND OTHER REPORTS THAT REQUIRE REGULAR UPDATES ON PAST SCHEDULES, ORGANIZATIONS PANNERS AND THEIR REPORTS...

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SAY DAD, HOW DOES A RAILROAD KEEP UP WITH ALL ITS CARS? HOW DO THEY KNOW WHERE THEY ALL ARE?
SWING AND SWING I TALK; WE'VE GOTTEN OUR PIC-up AN INSPECTION.

A SWITCHING CREW IS ON HAND AT THE FACTORY SIDES. THEY HIDE THE LOADS FOR NO. 10 FROM THE PLANT Tracks AND CUT THEM INTO THE TRAIN. RANDY GOES UP TO THE ENGINE IN THE SWITCHING OPERATIONS.

LET'S TAKE A LOOK AT OUR FIRE, RANDY. WATCH THE BUTTERFLY DOORS WHEN I STEP ON THIS TREADLE.

THAT'S ALL RIGHT. IT'S NOT THE OTHER SIDE MOVES UP THROUGH THE AUTOMATIC STOKER.

ONCE YOU CAN STAY ON THE ENGINE TILL THEY GET THROUGH SWINGING, I'VE GOTTEN TO CHECK THE TEAMS AND SURRENDERS.

THE BLOW UP VARIOUS STEPS.

SIX CARS ARE COUPLED TO THE TRAIN, WHILE THE HEAD BRAKEMAN CONNECTS THE AIR LINE. THE CONDUCTOR GETS THE SIGNALS FROM THE AGENT. HE CHECKS THE CARS AND THEY ARE READY TO ROLL AGAIN.

NO. 10, NOW HAVING SE LOADED CARS AND 6 EMPTIES, SPEEDS UP THE DOUBLE-TRACKED AWAY-LINE. DURING THE RUN, THE HEAD- END BRAKEMAN RIDES IN THE ENGINE CAB TO KEEP SAFETY WATCH OVER HEAD-END CABLES.

WELL PICK UP TRAIN ORDERS PRETTY SOON BECAUSE WE'RE LEAVING C.T.C. WE WATCH THE CABLE RAILS AT STATIONS AND SIGNALS.

LOOK AT ALL THE REFREGERATION CARS!

THAT'S THE RED BALL HANDLES ALL PERISHABLES.

ANOTHER TRAIN RACES BY ON THE SOUTHBOUND TRACK—A SLED TRAIN OF 'REFRIGERATED' CARS—CARRYING FRESH MEATS, BUTTER, EGGS, FRUITS, AND VEGETABLES TO MARKET. IN A YEAR, U.S. RAILROADS HANDLE MILLIONS OF TONS OF PARK PRODUCTS, ANIMALS, AND ANIMAL PRODUCTS.

...AND CONDUCTOR DISS, SHAKING THE CHASSIS STOPS, GEARS THE SECOND HOOP ON THE FLY...
ON MANY RAILROADS RADIO IS USED FOR COMMUNICATION BETWEEN RIDING TRAIN MEN AND ENGINEERS. IN CASE OF FIRE OR ENSUING DISASTER, MANY RAILROADS USE THE INDUCTION CARRIER SYSTEM FOR CRISES.*

DAD, I KNOW A LITTLE ABOUT RADIO, BUT WHAT ABOUT THIS INDUCTION CARRIER SYSTEM?

IT USES THE RAILS, DOCS, LIKE SIGNAL CIRCUITS, AND ALSO THE PARALLEL WIRE LINES. I'LL SHOW YOU A DIAGRAM.

REACHING THE YARD, THE TRAIN RECEIVES SPECIAL INSTRUCTIONS.

THE AVERAGE FREIGHT TRAIN, OPERATED ELSEWHERE, CARRIES MORE THAN 2000 TONS OF FREIGHT. IT WOULD TAKE MORE THAN 100 HEAVY-WEIGHT BRIDGES TO CARRY THAT AWAY.

ALL THESE SIGNALS AND EVERYTHING MUST COST A LOT. DO THE BUREAUS PAY FOR ALL OF IT THEMSELVES?

THEY CERTAINLY DO. THEY PAY FOR ALL THEIR OWN ROADSIDE, RAILWAY, STATION, WAREHOUSE AND OTHER FACILITIES. THEY DON'T HAVE PRODUCED IT FOR THEM AT PUBLIC EXPENSE, AND THEY PAY THE PAINS, TOO. A LOT OF RAILROAD TAX MONEY GOES TO SUPPORT SCHOOLS.

WHAT ARE WE GOING TO DO HERE IN RIVERSIDE?

THE TRAIN SLOWLY POURS AMIDST INTO RIVERSIDE, AN INTERCONNECTED POINT WITH TWO OTHER RAILROADS, AND HEADS FOR THE MOUNDS ON THE OTHER SIDE OF THE CITY.

ORDERS ARE SO SET OFF THE CARS ON THE TRACK. THEN WELL HEAD BACK AGAIN.

THE TRAIN SHOPS, A WHARF EXTENDS OFF THE ENTRANCE AND PICTURESQUE HOUSES. THE FARMER IS TO BE FOUND AT THE CORNER WHERE HIS STORE IS LOCATED. THE HOMESTYLE HOUSES AROUND.

DEW DOG SAYS, "LOOK OVER THERE, MARY, WHERE THE WESTERN BRANCHES OFF THE MAINLINE. THAT'S ONE OF OUR NEW END-SWITCHERS HANDLING A LOCAL FREIGHT."

OUR LUNCH NOW. I REALIZE WE ARE A LITTLE LATE. MOTHER IS HUNGRY. MOTHER FIXED US A SMALL LUNCH. I WILL MAKE A FRESH POT OF COFFEE. WE'LL GO UP IN THE CUPOLA SO WE CAN EAT AND WATCH THE TRAINS.""
WHY ARE WE...

RANDY LEARNS THAT U.S. RAILROADS OPERATE MORE THAN 264,000 MILES OF TRACK - CROSS MORE THAN 10,000 BRIDGES - CLIMB 500 MILES OF PURGATORY TO A HEIGHT OF 12,000 FEET - HE'S ON A POINT 200 FEET BELOW SEA LEVEL!

RAILROAD IS AN HIGHWAY, ISN'T IT?

THAT'S EXACTLY WHAT IT IS - A KIND OF STEEL VEHICLE CUSHIONED BY TIES AND BALLAST. SEE THAT QUARRY DOWN THERE? THAT'S WHERE WE GET CRUSHED ROCK FOR BALLAST.

THAT'S THE FAST MAIL AND EXPRESS - NO. 11 - MAKING UP TIME.

GER TRAIN APPROACHES OPPOSITE TRACK....

...AND CONDUCTOR DAVIS TAKES A POSITION ON THE CABOOSE PLATFOR. RANDY NOTICES THE CONDUCTOR OR RAIL BRIDGE ACKNOWLEDGES SAFETY SIGNALS FROM STATION AGENT, TOWERMEN AND OTHER RAILROADERS WHO INSPECT TRAIN AS IT PASSES.

TO THE PASSING TRAIN, MR. DAVIS SIGNALS THAT ALL IS WELL WITH THE RUNNING GEAR; THE BRAKES, BRAKEMAN OF THE OTHER TRAIN DOES THE SAME THING FOR HIM.

IN C.T.C. TERRITORY AGAIN, NO. 70 PROCEEDS ON SIGNAL INDICATION OVER THE LAST 30 MILES OF THE RUN.

WHY ARE WE STOPPING HERE?

THEY'RE PUTTING US ON THE PASSING TRACK, THE DISPATCHER'S GOING TO REBALL A SPECIAL BY US.

ADVANCED TO THE NEXT STATION, THE TRAIN SWITCHES FROM THE MAIN LINE TO A PASSING TRACK.

A FEW MINUTES LATER, ANOTHER FREIGHT COMES ROLLING UP THE MAIN, THE BIG, THREE-UNIT DIESEL ROARS BY....

...WITH ONE AFTER CAR OF MILITARY EQUIPMENT BEING SHIPPED TO A PORT OF DEPARTURE - A LONG, HEAVY TRAIN SPEEDING MATERIALS FOR THE DEFENSE OF AMERICA.

10
NO OTHER FACILITIES

THERE WOULDN'T BE ANY NATIONAL DEFENSE WITHOUT RAILROADS. THERE WOULDN'T BE ANY NATIONAL DEFENSE WITHOUT ANY RAILROADS.

NO. 70 CREW HAS A ONE-DAY LAY-OVER. THE WAY IT WORKS, AT THE END OF THE LINE YOU CAN'T 미안해, 그건 잘못된 내용입니다. 원하시는 데로 조정해 주시겠습니까?

NO. 10 CLEARS MANHOLE IN RECEIVING YARD. ON THE CLASSIFICATION TRACKS, "HUMP OPERATIONS" ARE IN PROGRESS.

SAY, AND LOOK AT THAT GIANT BILLBOARD BY THE TRAINMASTER'S OFFICE. THAT'S WHERE SHIPMENTS ARE MADE UP.

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AND SOON RUMBLES ACROSS A BRIDGE INTO THIS TERMINAL.

A TOWERMAN CONTROLS THE HUMP OPERATIONS SWITCHES AND CAR RETARDERS.

THAT'S A BIG SHIPMENT. ALL RIGHT. IT'S A "BUNKER"." THEY BUNKER CARS ARE EQUIPPED TO HANDLE BIG STUFF LIKE THIS. WE'LL CARRY ANYTHING, ANY TIME.

NO. 70 CREW PULLS IN THE FOOT OF THE HAUL, OPERATES SWITCHES AND CAR RETARDERS.

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TRANSPORTATION has its value and its use. But basic among them, and essential to the operation of all the others, is the train of cars on tracks.

There is nothing else in existence, and nothing in sight, which can do what the railroads do—every day—in moving people and freight.

That's why railroads are essential to the nation's economy in time of peace—vital to its safety in time of war.