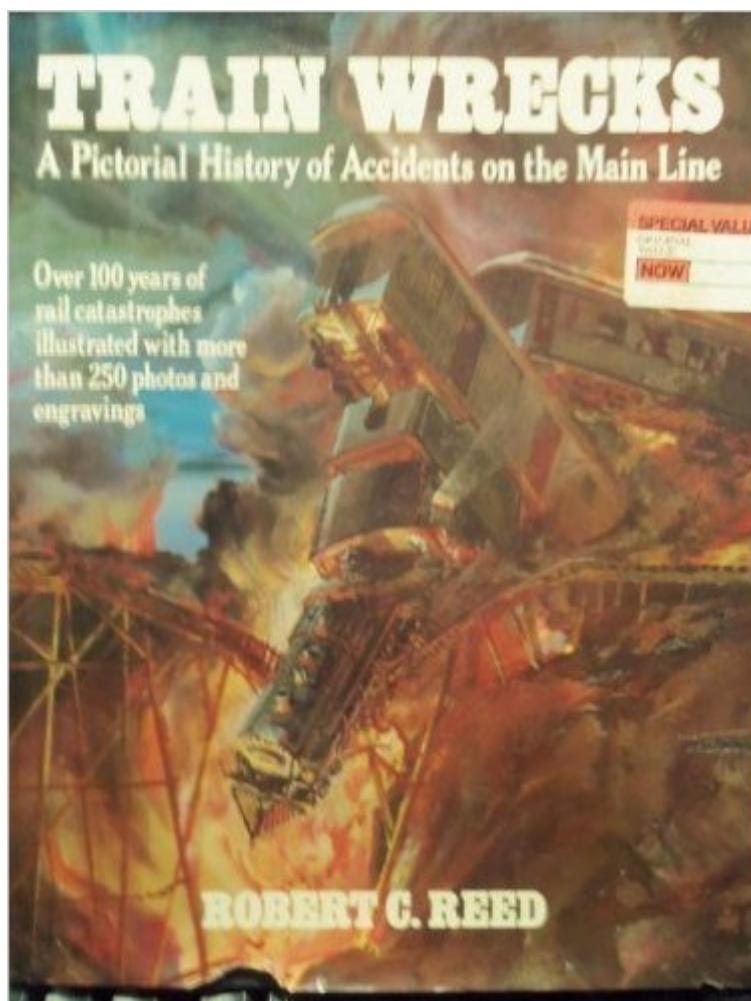


The book was found

Train Wrecks



Synopsis

In the mid-nineteenth century, American railroading was burgeoning--a growth too fast for safe operations. Despite the grim statistics of 19th and early 20th century train wrecks that resulted, one cannot help but find the photographs and public prints of the day interesting. Train buffs will see the antecedents of their hobby. --This text refers to the Paperback edition.

Book Information

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Average Customer Review: 3.8 out of 5 starsÂ [See all reviewsÂ](#) (11 customer reviews)

Best Sellers Rank: #846,230 in Books (See Top 100 in Books) #159 inÂ Books > Crafts, Hobbies & Home > Antiques & Collectibles > Transportation #203838 inÂ Books > Reference

Customer Reviews

Posting a review of Reed's TRAIN WRECKS: A PICTORIAL HISTORY OF ACCIDENTS ON THE MAIN LINE would never have occurred to me had I not recently been given a reprint of this rather old book (published in 1968). While I had thumbed through my original copy many years ago, I admit that reading the text had not been one of my accomplishments. Having now two different printings of the book, I decided that it was high time to read at least one of them properly. Let us say up front that the narrative is not one of the book's strong points. The reader continually encounters misspelled words here and there, words that Reed surely knew how to spell but that fell victim to typographical error and lack of adequate proofreading. More annoying yet are what I believe to be Reed's own grammatical errors, particularly in his conjugation of the verb "to lead," the past tense of which is "led" and which is misused every time it appears in the text. Beyond these grammatical weaknesses, the text also displays occasional inconsistencies in factual data. For one example, Reed's explanation of a runaway passenger train on Tehachapi Summit (page 143) clearly states that the seven cars "slipped away by themselves, [and that] the two locomotives had been detached temporarily." However, a photograph on page 145, captioned "Another View of the Tehachapi Runaway," shows the wreckage of a steam locomotive lying amongst the destroyed cars. The

earlier text had also said that the cars rolled four miles before leaving the rails and crashing in a deep ditch; there is no mention of those hapless cars having met another locomotive. Either the text is inaccurate, or the photograph is actually of some other disaster and is mis-captioned.

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