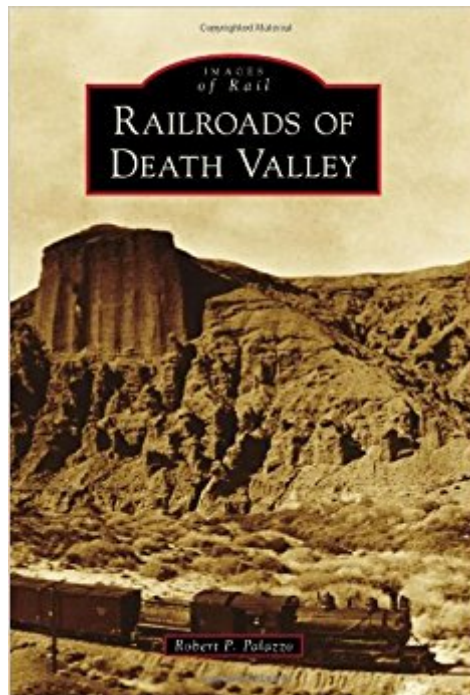


The book was found

Railroads Of Death Valley (Images Of Rail)



Synopsis

Railroads have played an important part in the history of Death Valley. The Pacific Coast Borax Company first used the Death Valley Railroad to transport its ore to market and then to transport Death Valley tourists to its Furnace Creek Resort. â œDeath Valley Scottyâ ™sâ • leap to national fame came as a direct result of his chartering a private train to break the Los Angeles to Chicago speed record. The Carson & Colorado Railroad on the west and the Tonopah & Tidewater Railroad on the east provided support to Death Valleyâ ™s mining activity, its associated boomtowns, and early tourism.

Book Information

Series: Images of Rail

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Average Customer Review: 4.1 out of 5 stars 4 customer reviews

Best Sellers Rank: #859,624 in Books (See Top 100 in Books) #151 inÂ Books > Arts &

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Transportation > Railroad Travel #305 inÂ Books > Engineering & Transportation > Transportation

> History > Railroads

Customer Reviews

Robert P. Palazzo is a historian, estate planning attorney, and author of Western US history. He has presented numerous academic papers at the Death Valley History Conferences and other historical events across the country, and he is the author of Arcadia Publishingâ ™s Death Valley in addition to dozens of articles and three books on diverse historical topics. Much of the visual material in his publications comes from his extensive private collection.

Wonderful pictorial history of the railroads covered in the Death Valley region, as well as those that connected with south western Nevada.

Great Price and fast shipping!

The subject of this book is fascinating but the author obviously does not know very much about real railroading. Statements such as "narrow gauge railroads are 36" but the Baby Gauge was narrower" (paraphrased) along with a picture showing a set of switch point along with the caption stating that the Baby Gauge (a 24" gauge railroad) rode inside the 36" gauge tracks indicate a fundamental grasp of real railroading. In the second instance the author obviously thought that the switch points were the end of the 24" track, nestled between the 36" gauge tracks. There also is not really enough narrative about each railroad to complement the pictures. This book could have been a lot better had it been written by a real railroad author like Robert A. LeMassena or Mallory Hope Ferrell.

Clear pictures and detailed text about these desert railroads.

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