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### ***Reviews***

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*(Kristina Rippin)*

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FBC LTD, 2017. Paperback. Condition: New. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*. Excerpt from The Railway Review, Vol. 36: June 20, 1896 Of course, the ladies who are here with us today have highly appreciated what their fathers and bus bands have done to beautify and glorify the American passenger car, but what do they know or care about the success which you have attained in a matter of much more importance to the railroad companies - that is, the construction of a freight car? For just as you have developed the American passenger car from what I have styled a caboose, so you have wrought out the American freight car from what I will term a wagon or truck. Look back for a moment and think of the little box car of six and ten thousand pounds capacity, and compare it with our present lbs. Car, framed to resist a variety of shocks and strains to which no other structure on earth is exposed. In the contest between the standard gage and the narrow gage track, in which we were all intensely interested some 20 years ago, the promoters of the narrow gage idea were never tired of expatiating upon the advantage which it offered. Of a greater weight of paying freight in proportion to the weight of the equipment. It is true that they also claimed a saving in the cost of railroad construction, but that was their principal argument, that the cost of transportation per ton per mile would be greatly lessened on the narrow gage roads, by reason of this reduction in dead weight, and they thus induced a useless expenditure of millions of dollars on thousands of miles of narrow gage road....

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