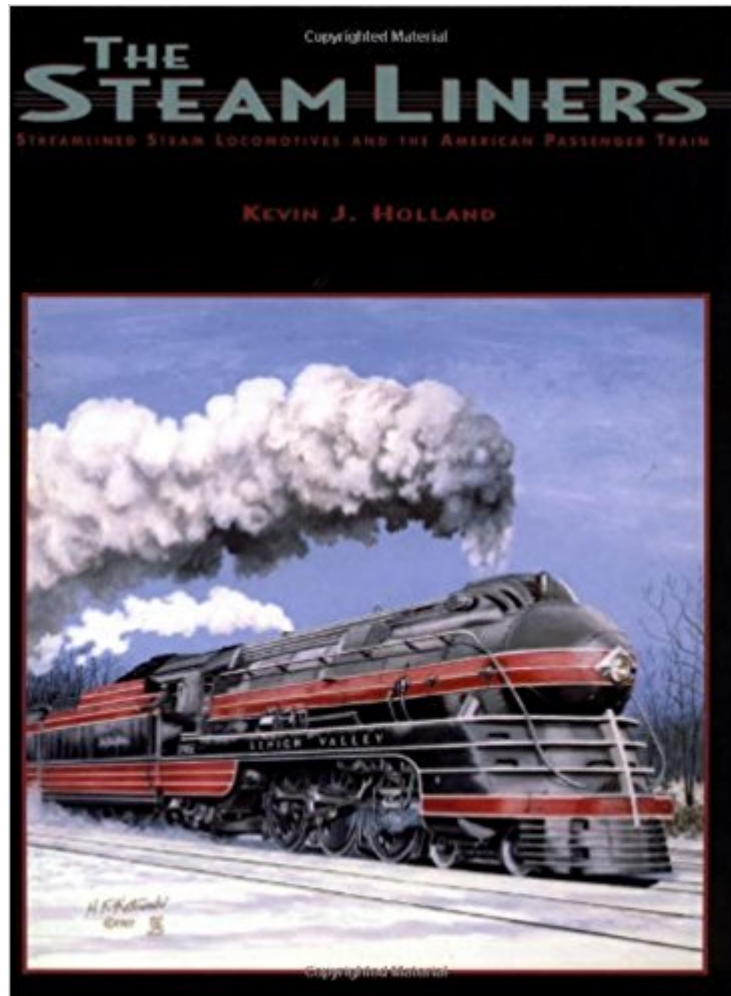




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The Steam-Liners-Steam-Powered Streamlined Passenger Trains



Synopsis

Hardcover: 160 pages Publisher: TLC Publishing (VA); 1St Edition edition (April 5, 2002) Language: English ISBN-10: 1883089700 ISBN-13: 978-1883089702 Product Dimensions: 11.6 x 8.7 x 0.7 inches Shipping Weight: 2.2 pounds

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Even better than I expected. Plenty of excellent period photos and a thorough text. You will be pleased if your interest is in Deco period streamline trains.

Interesting document of a shortlived ,excessive styling fad at the end of american steam railways in USA

Like other 5 star reviewers, I thought this a fine praise worthy endeavor. My only problem is that I can't see why the book commands such a high price on the secondary market. Since it's not available at libraries (and I live in a huge metro area), potential readers are stuck paying market bearing prices. Maybe Brian Solomon's upcoming July, 2011 hardback release, Streamliners: Need for Speed, around \$20, will make learning about this interesting chapter of railroad history more

reachable.

I BOUGHT THE BOOK ATTRACTED BY THE PICTURE ON THE COVER.BUT ALL PICTURES IN THE BOOK WERE MONOCHROME.IF THEY WERE COLORED, COLORFUL STREAMLINED LOCOMOTIVES COULD NICELY CAPTURE THE READER'S SPIRIT.

The Steamliners became a favorite of mine quickly. I was not looking for another picture book; those volumes abound for the less astute reader - try Ball or Beebe if that is what you want. As I own a sizable depth of both original photography and paperwork from this era, the information this book was specifically created to showcase was much more important to me than yet more images. Nonetheless, well-illustrated by photos from both publicity sources as well as some of the hobby's best-known photographers, Holland's book is well-designed and laid out. It was written to give historical information on these amazing hybrid locomotives - their development and design concepts in an age of changing technologies. This book is thorough in that regard, and its high pricing on the secondary market since going of print reflects that fact. If you enjoy how the 1930 streamlining efforts affected the steam locomotive, you will find this a good read. And you will enjoy the pictures as well...

Quite possibly the definitive work on streamlined steam locomotives in North America, with a thorough text and scores of photographs, many never before published.The early 1930s marked the beginning of the transition of America's railroads from steam to diesel propulsion. At the same time, the Depression-weary American public was embracing the clean, futuristic lines of Art Deco and Moderne design, thanks in large part to the efforts of industrial designers like Henry Dreyfuss, Raymond Loewy, Norman Bel Geddes, Walter Dorwin Teague, and Otto Kuhler. The rise of the "streamlined" esthetic thus coincided with the apogee of American steam locomotive design. The streamlined steam locomotive was the evolutionary product of its times, eclipsed all too soon by the diesel-electric.During this brief heyday, trains like New York Central's 20th Century Limited, the Pennsylvania Railroad's Broadway Limited, Milwaukee Road's Hiawatha, and Southern Pacific's Daylights became world-renowned "steamliners."SteamLiners begins with a review of the designers and design movements that shaped the first decades of the 20th century in Europe and America, as well as a look at the earliest efforts at what came to be termed streamlining.The book then examines, chronologically, the streamlined steam locomotive classes and key streamlined steam-powered passenger trains operated by U.S. and Canadian railroads.Photography is almost

exclusively black-and-white. Many of these images run full-page or larger, and all are crisply reproduced. Views range from railroad publicity shots and trackside vistas to the detailed "roster" angles and closeups prized by modelers. All but the most obscure classes of locomotive benefit from this varied photographic coverage. Where variations occurred within a class, or modifications were made over the years - as with the PRR T-1, for example - a series of comparative photos and informative captions sort everything out. Images are rounded out with a selection of mechanical diagrams, train floor plans, and rarely seen brochures. Color content comes in the form of six reproduced paintings by two of America's foremost transportation artists, Michael Kotowski and the late Ted Rose. Typography and layout are clean and uncluttered. The design gimmickry of so many similar books has, thankfully, been avoided in this attractive volume. More than just a "railroad book," SteamLiners will be of interest to students of industrial design, railroad history, and Americana alike.

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