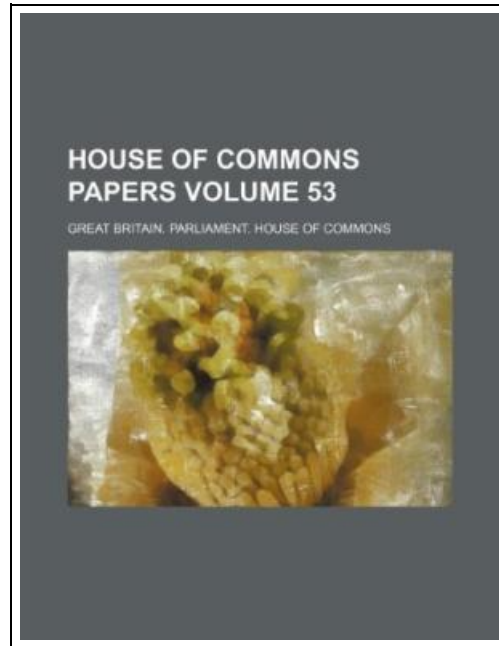


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Reviews

Basically no terms to clarify. It can be written in basic terms instead of difficult to understand. I am easily could get a enjoyment of reading through a composed publication.

(Dr. Hazel Ziemann IV)

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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1862 Excerpt: .at 7.43, and had to be telegraphed forwprd; and when attention was obtained at Bainham, the first signal that should have been given, viz., the prefix D.G., denoting danger, was omitted altogether. The station master did not even write a message for the telegraph clerk to send; and I look upon it as quite certain that the accident would probably have been prevented if he had done his duty. 4. The telegraph clerk was greatly to blame for the part he took in these proceedings. When the night watchman reported to him, at 6.50 a.m., what had happened to the down goods train, he should at once have gone to the station master, if he did not like to incur the responsibility of trying to telegraph to Bainham without orders, and not have referred the night watchman to the station master. 5. The foreman of platelayers at Bainham neglected his duty in not having gone over his length of line before the down express train passed over it, in accordance with his instructions. He was walking on the up road and had passed the place where the train got off the line when the accident happened. The express train to which the accident happened, is allowed 2h. 7m. from London to Dover with four intermediate stoppages, and to accomplish the journey in this time its speed must average 45 miles an hour; and as there are considerable lengths of unfavourable incline, where the trains cannot run...



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