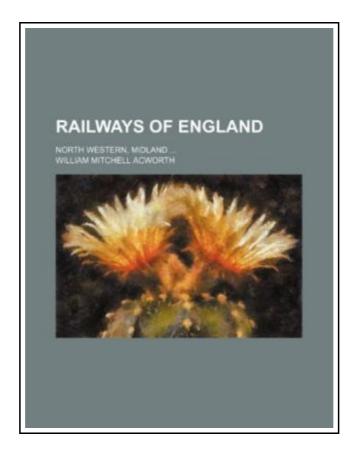
# Railways of England North Western, Midland



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# Reviews

Very useful for all group of people. It is amongst the most incredible pdf i actually have read through. Its been written in an extremely straightforward way and it is just right after i finished reading through this pdf by which basically modified me, change the way i think. (Felicia Nikolaus)

## RAILWAYS OF ENGLAND NORTH WESTERN, MIDLAND



RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 140 pages. Dimensions: 9.7in. x 7.4in. x 0.3in.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. 1890 Excerpt: . . . 64 tons. But then, on the other hand, it must be remembered also that in the States grade crossings, stretches of single line, absence of proper As to this speed for single miles I shall have something to say in the next chapter. Meanwhile, I would ask my readers not to attach too much importance to the statements in the text. signalling arrangements, and so forth, compel many slacks and halts of which we in England know nothing. Let us see how the two trains compare when this is deducted. The Midland spends 44 minutes in six intermediate stops. What the West Shore special did is, however, not quite so clear. As given at the time by the leading American railway paper, there were 20 stops (including 6 crossings and 5 detentions by trains or block signals) amounting in all to 1 hr. 34 min. On August 10th, 1888, the same paper published a different account, in which only 12 stops of 64 minutes in all were put down. The running speed on the former estimate was 54 miles an hour, on the latter it fell to 51. Professor Hadley writes as follows: The account in the Railroad Gazette of August 10th cannot be accepted without reserve. The writer has only deducted for station stops, while in fact there were several extra stops at intermediate points for grade crossings, and c., which did not appear in the train sheet. . . I have some doubt...



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