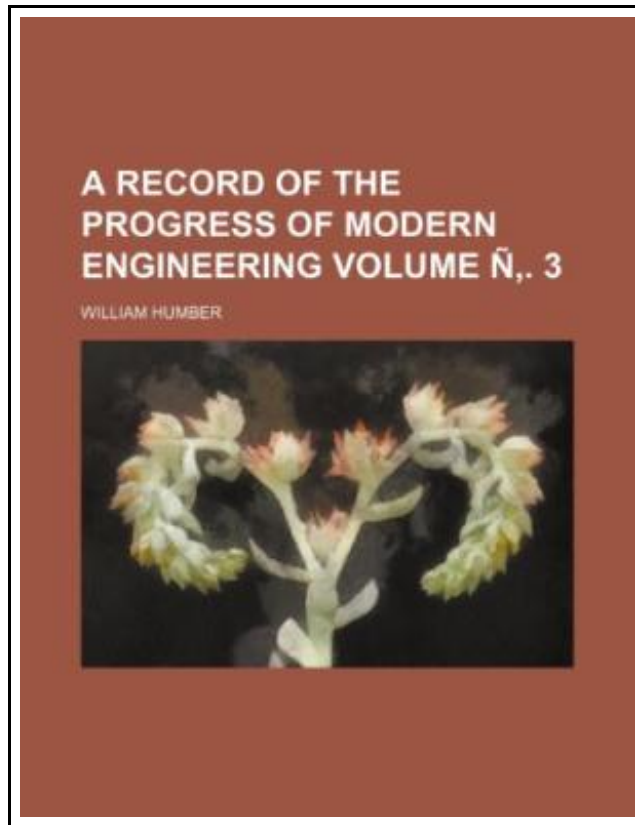


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1866 Excerpt: . for each third class passenger, 4 for each second class, and 7h for each first class; and this is the consideration which should govern the proportioning of fares. Comparing this with the American carriages, we find that in a length of 180 feet of train 180 passengers are carried, all one class; while in the carriages above described, 308 passengers are carried in a train length of 162 feet. And while the Americans number 30 per doorway for exit and entrance, this improved system gives 12, 10, and 8 per doorway--a manifest advantage in rapid passenger traffic. Assuming the ten-wheel engine before described to be capable of taking a load of 650 tons up an incline of 1 in 100, this system would facilitate the transport of 5,000 passengers in a single train--a very important question to consider when the conveyance of troops, whether volunteers or regulars, is concerned; and a very important consideration for railways where the traffic might be doubled but the trains are too frequent. In the construction of trains a very important element is the friction of axle bearings, and the minimum of friction is obtained by the use of good lubricating oil instead of viscid soap. The use of the latter originally obtained as a compensation for inferior mechanical structure. The viscid material enabled axles to be used of smaller bearing surface than could be used with oil, which can only maintain a cushion with ample surface. As axles are...



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