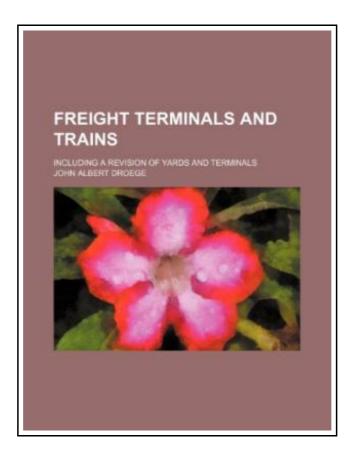
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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*. This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1912 Excerpt: .New Haven, New York Central and Pennsylvania roads, will carry 20 to 22 cars each. The float bridge must be constructed to accommodate itself to the varying levels of the car float, due to tides, which ranges from 4 to 12 ft.; and the difference in the depth of water drawn by the float itself, when fully loaded and when light. One end of the transfer or float bridge is usually supported by pontoons which keep it afloat and raise or lower the bridge with the tide. The view in Fig. 76 is that of a car float loaded, and being towed by a tug alongside. The float is brought up to the transfer bridge and made fast by ropes or chains drawn taut by winches. There being one rope or chain at each side, they draw the float up snug so that the tracks on the float and on the transfer bridge are in approximate horizontal alinement. The final adjustment is made by a ratchet working a screw, by which the tracks on the bridge can be slid over a few inches. The bridge is raised or lowered before the float comes in, until the tracks are in approximate vertical alinement with those on the float. If the alinement is not accurate enough to slide the toggle bars on the bridge into the toggle caps on the float, time can be saved in adjustment by running the yard engine onto one of the bridge tracks,...

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