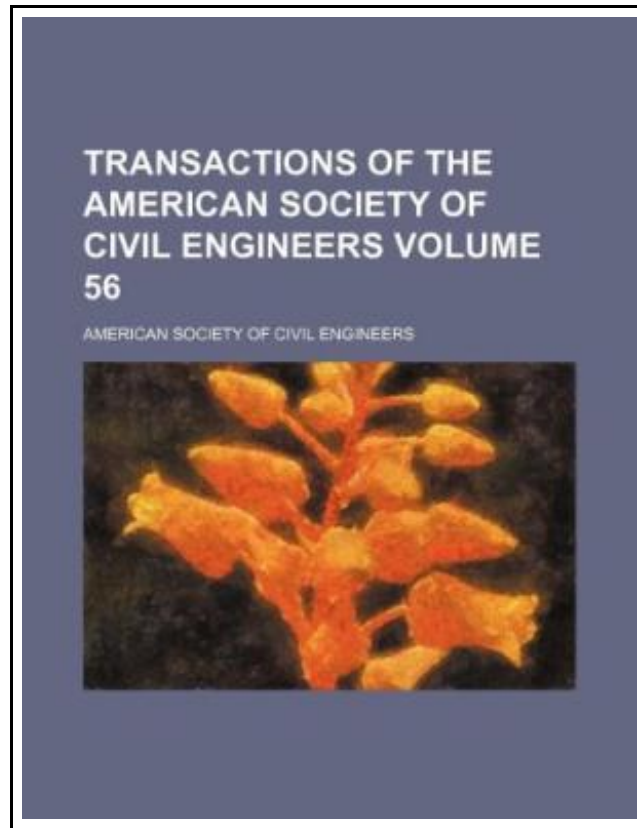


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1906 Excerpt: .necessary between them for the explosive fumes to be blown out by compressed air allowed to escape for this purpose, consumed varying times, from 30 min. to 2 hr., or an average of, say, 50 or 60 min. The delay from shooting was greatest in the portion of the tunnel excavated from the shafts. In this portion the fumes seemed to hang and accumulate, not only on the firing side, but also on the other side of the shaft, producing delays in both places. The explosive was 40 to 50 dynamite, mainly the latter, and the cost per cubic yard, for explosives, caps, wires, etc., for all the excavation, was equivalent to the cost of 3i lb. of 40 dynamite. Cars and Rail.--The type and capacity of the dump cars used in tunnel excavation is a practical question of considerable importance. General conditions require a 3-ft. gauge. The cars have to be handled as single units up to the portals or shafts, and beyond. No method seems to be economical, except by hauling single cars by mules. The car, therefore, should be nearly equivalent to the hauling capacity of a mule, and must be open at the end so that in loading the least lift is required to reach its floor--the dumping will require change or reversal of position. The car, therefore, must be rotary. A car of the following description answers well in practice: A rigid frame, with four 15-in. wheels, 3J-in. tread, 2J-in. axles;...

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