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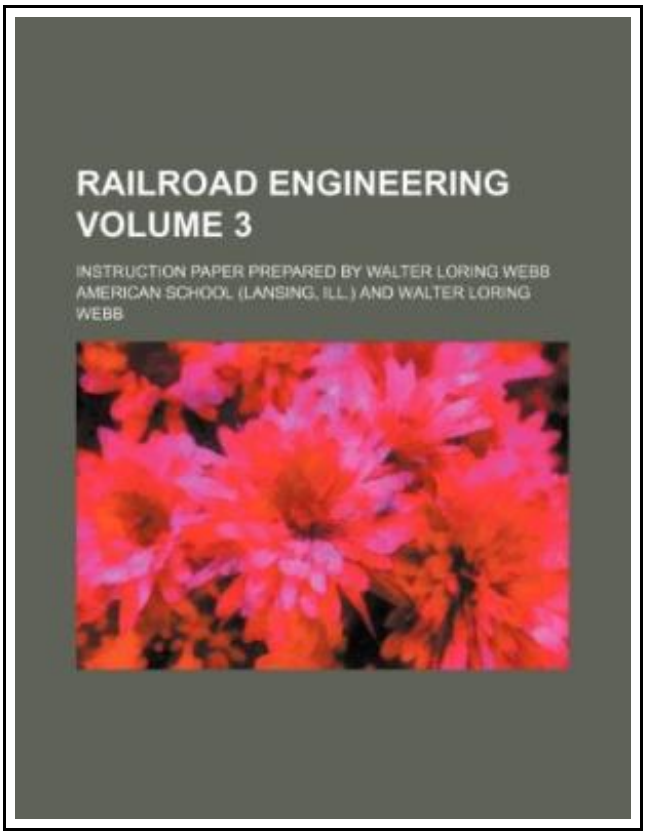

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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1915 Excerpt: .forward motion will materially assist the forward motion; (3) if the train is very long, the total slack in the couplers is very considerable and the locomotive will have moved several feet before the last car begins to move and the cars are started one by one. Such devices in operation reduce to a variable extent the resistance which would be encountered if all cars were started at the same instant. A series of tests on the Rock Island system gave results with an ordinary range from 10 to 18 pounds per ton and averaging 14.1 pounds. An extreme value of 30 pounds was noted for frozen bearings and a low extreme of only 6 pounds extra when the stop was only momentary. Since a juggling of the train can produce virtually the same result as a mere momentary stop, the necessary extra starting resistance for a limiting case will be considered as only 6 pounds per ton in solving some numerical problems in a later article. Example. How much draw-bar pull will be required to haul a freight train of 10 cars, each weighing 70 tons, and a caboose weighing 15 tons, at a uniform velocity of 15 miles per hour up a 0.9-per-cent grade? Solution. The only significance of the 15 m.p.h. in the solution is the fact that it is between 5 and 35 and that equation (105) is applicable. The grade resistance per ton is 20X0.9 = 18 pounds, and for the...

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