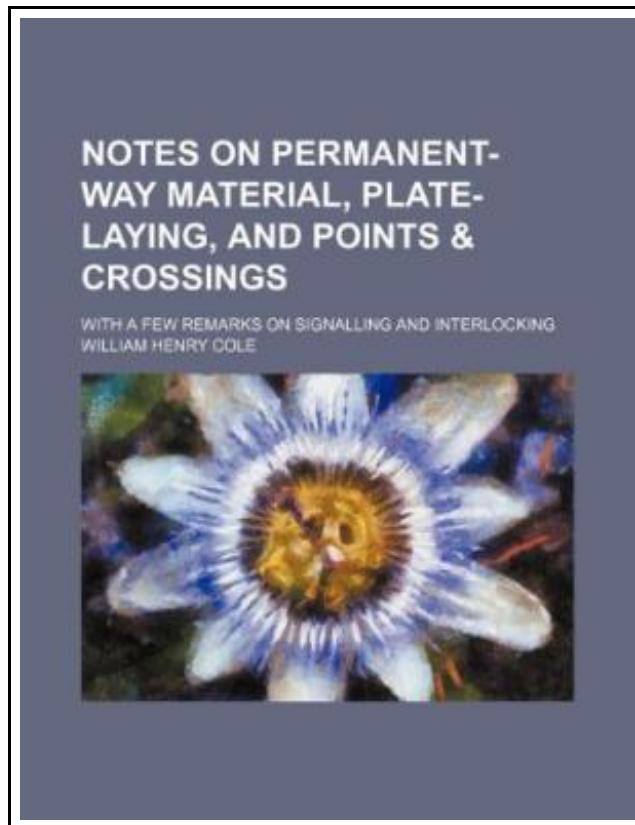


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1890 Excerpt: . the rail and chairseat and slack keying are the chief causes of the under table of rails being dented. The breakage of pots may also be traced almost invariably to slack keying. In lifting a pot road, all filling and ballast should be removed and replaced with fresh packing. When the rail is canted too much inwards from careless keying, the lifting should be done by applying the crowbar from the inner side of the rail. Indeed the rails ought to be unkeyed, lifted from the chairseat while the latter is scraped and cleaned, and the key carefully redriven. 52.--Curves. As previously explained, short rails have occasionally to be put in on the inner side of curves to correct the advance of the inner rail-joints. To determine the exact amount of slack gauge to be allowed on sharp curves, we must find what is the versed sine on a chord whose length is that of the maximum rigid wheel-base plus the distance beyond to the points where the wheel-flanges touch the inner edge of the outer rail. To do this we may apply the formula $3 C^2 v = -T^2$ -(approximately). (1) where C = chord expressed in feet, E = radius of curve, also expressed in feet, and v = versed sine in inches. Thus, on the 5 feet 6 inch gauge, with a maximum rigid wheel base of 16 feet, the allowance would be liberal, if we assumed C to be 20 feet, and this...

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