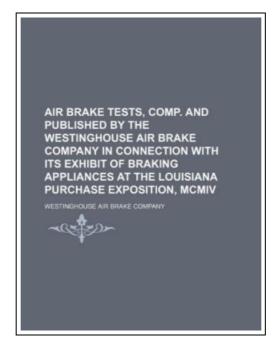
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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English. Brand New Book ***** Print on Demand *****. This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1904 Excerpt: .test, was intended especially to develop this feature of a freight train brake and was creditably performed by the Westinghouse and the Eames companies. The other competitors obviously from their construction were unable to participate in this competition: Table XIV. on next page shows the result of the tests. The trains were parted between the thirteenth and fourteenth car, counting from the engine, the train being composed of 25 cars, mixed loads. In test 1451 of the Eames, owing to a misunderstanding of orders, the engineer was not allowed to work his ejector after the breakaway occurred, which resulted in the rear train running into the forward one with some force and damaging two of the cars. In the subsequent tests, by working the ejector, the brakes were kept off the forward train until all danger of collision was passed. Down-grade Run--General Test No. 3. One of the severest tests, and the one most dreaded by the competitors engineers, was the down-grade run described in the competition as No. 3 of the general tests. The train was composed of 50 cars, half loaded and half empty cars, and in addition the dynamometer and way car. The ground selected for the run was the stretch of track between stop No. 3 and the distance post covering 2.021 miles. The speed passing stop-post No. 3 was to be 20 miles per hour, and re THE BURLINGTON BRAKE TRIALS duced as soon as practicable to 15 miles, which...

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