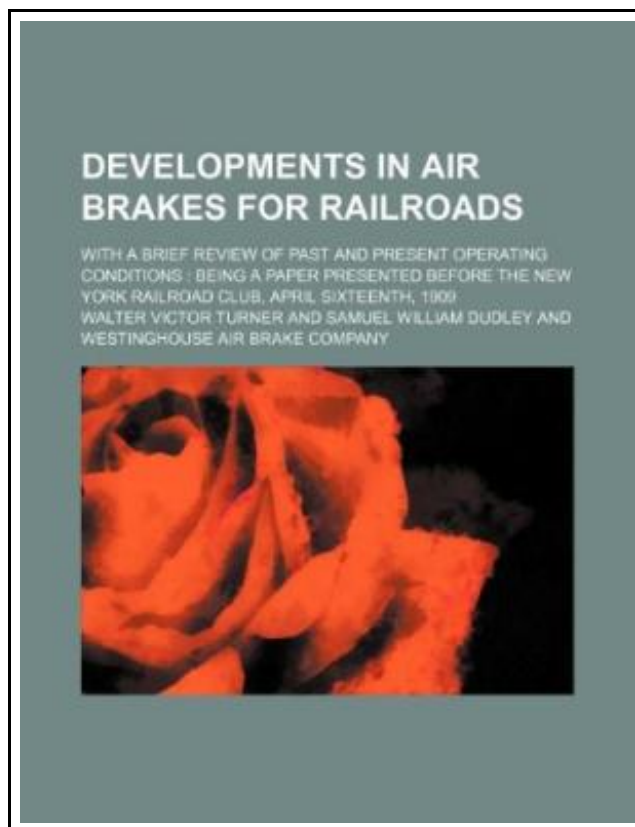


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(Ms. Ora Buckridge)

DEVELOPMENTS IN AIR BRAKES FOR RAILROADS; WITH A BRIEF REVIEW OF PAST AND PRESENT OPERATING CONDITIONS: BEING A PAPER PRESENTED BEFORE THE NEW YORK RAILROAD CLUB, APRIL SIXTEENTH, 1909



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. 1909 Excerpt: .various forms of brakes for railway trains, we present for your consideration Fig. 34, showing approximately the reduction of distance required in which to stop a given train of one locomotive and six cars from a speed of 60 m. p. h. since the introduction of the air brake. If the page be inverted so that Fig. 34 is viewed Fig. 34. Chart showing Progress of Air Brake Efficiency as indicated by Comparative Distances in which train of locomotive and six cars has been stopped from a speed of 60 m. p. h. for various types of equipment. up-side down, we will have a fair idea of what the stops would have been through the respective periods of train development had there been no change in the air brake since first applied. Fig. 35 further illustrates the tendency of modern rolling stock to lower brake efficiency. The retardation curves show the stopping distance from about the same initial speed of a train composed of cars weighing 30,000 lbs. and braking at 83 per cent. and a train of 84,000 lbs. cars braking at 150 per cent. It will be seen that notwithstanding the 60 per cent. greater braking power of the heavier train, the difference in stop is not greatly in its favor. The reason for this is clear when we consider that the work done during the stop for the light train was 143 foot tons per brake shoe per second while with the heavy...



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