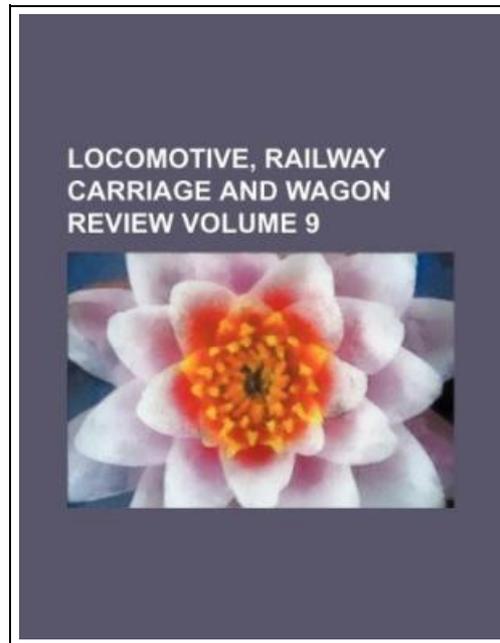


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1903 Excerpt: . diameter, the bogie wheels 3-ft., and the trailing wheels 4-ft. 2-in., the cylinders have a diameter of 17-in., with a 24-in. stroke; the rigid wheelbase is 8-ft. 3-in., and the total 2 7-ft. 3-in. The tubes provide a heating surface of 1,028 sq. ft., and the firebox 102 sq. ft., total 1,130 sq. ft.; the grate area is 17.2 sq. ft. and the boiler pressure 160 lbs. per sq. in.; the tanks have a capacity of 1,600 gallons, and the bunker holds 90 cubic feet of fuel; the total weight in working order is 55 tons. These are extremely fine locomotives, and work local and main line traffic very satisfactorily. Another powerful class of tenwheeled tank engine is also illustrated. These engines are 2-cylinder compounds, but as they have already been described in these columns, it will only be necessary to note that the 4-coupled driving wheels are 5-ft. diameter, so that they were evidently not built for high speed; the tanks are contained under the coal in the bunker. The numbers of this class are 18, 19, 21 and 22, but No. 22 has been rebuilt as a simple locomotive. In 1896 and 1897, Messrs. Beyer, Peacock Co. supplied the company with a powerful class of 4-coupled double radial tank engines, numbered 5, 7, 8, 27, 28, 29. The locomotives, one of which is illustrated, have driving wheels 5-ft. 6-in. diameter, leading radial wheels 4-ft. 2-in. diameter, and trailing ditto 4-ft.; the rigid wheelbase...



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