

Special Reports Street and Electric Railways 1907

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Reviews

Complete guide for ebook fans. Better then never, though i am quite late in start reading this one. Your life span will likely be convert when you full reading this ebook. (Dr. Teagan Beahan Sr.)

SPECIAL REPORTS STREET AND ELECTRIC RAILWAYS 1907



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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. 1910 Excerpt: .The heavy traflic with the electric locomotives arrives at the New York Central Depot on one level and the large suburban traffic, for which motor cars and trailers are used, on a lower level. The first equipment of suburban rolling stock for the New York Central included 125 motor cars with 2 motors, mounted on the same truck, on each car, the machines being rated at 200 horsepower each. An average suburban train of the old steam type with locomotive and 6 loaded cars weighs 700,160 pounds, while the electric train of equal seating capacity, composed of 4 motor cars and 2 trailers, weighs 621,360 pounds, or a lighter weight, for the electric, train, by 39.4 tons. This pioneer installation was begun on the New York Central Institute of Electrical Engineers, in November, 1907, VicePresident Wilgus, of the New York Central Railroad, said: The working, side by side, of both kinds of motive power has given unsurpassed opportunity for the observation of their comparative capacities and efficiency. The results are even more gratifying than were expected, and substantiate many of the claims of the superior capacity of electric equipment. Mr. Wilgus said also that the net result of all the economic advantages of electrical operation over steam, for the conditions existing on the New York Central, would, after including all elements of cost of...

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