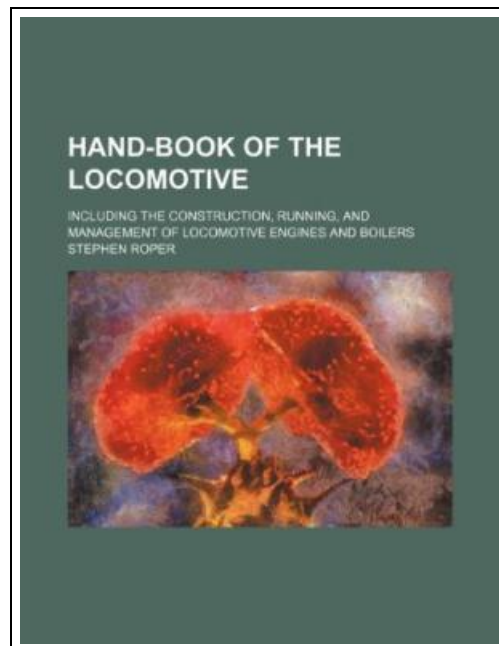


## Hand-Book of the Locomotive; Including the Construction, Running, and Management of Locomotive Engines and Boilers



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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: .and expansion better than any other material, since their small diameter and great elasticity would permit them to conform to all moderate variations in the boiler caused by ordinary degrees of temperature. The safe working strength of copper, iron, and steel stay-bolts may be estimated at about 1 of the ultimate strength; but if the screws are cut within the original diameter of the bolt, Tg of the working strength must be deducted. CROWN-BARS. The use of crown-bars is to strengthen the crown-sheet of the fire-box; and they should be tested transversely, in order that their stiffness may be fully proved. It has been found, in practice, that crown-bars 1 of an inch thick, 4J inches deep, 1 inches from centre to centre, 3 feet 6 inches long, with their euds resting on the upper edges of the side furnace-sheets, would sustain a load of 15 tons in the centre without permanent set. TUBES. There seems to be a great difference of opinion among railway mechanics with reference to the best material for tubes, as copper and brass, which had been extensively employed for wood, seemed to fail under the mechanical action of flying particles of anthracite coal. The use of tubes is to conduct heat to the surrounding water at the least possible cost--the items of cost being, 1st, waste heat; 2d, maintenance of tubes. Granted, that the best conducting tube is the least durable, and that the poorest conducting tube is the most durable,...



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