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Freight Terminals and Trains; Including a Revision of Yards and Terminals

By John Albert Droege

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. 1912 Excerpt: .New Haven, New York Central and Pennsylvania roads, will carry 20 to 22 cars each. The float bridge must be constructed to accommodate itself to the varying levels of the car float, due to tides, which ranges from 4 to 12 ft.; and the difference in the depth of water drawn by the float itself, when fully loaded and when light. One end of the transfer or float bridge is usually supported by pontoons which keep it afloat and raise or lower the bridge with the tide. The view in Fig. 76 is that of a car float loaded, and being towed by a tug alongside. The float is brought up to the transfer bridge and made fast by ropes or chains drawn taut by winches. There being one rope or chain at each side, they draw the float up snug so that the tracks on...



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