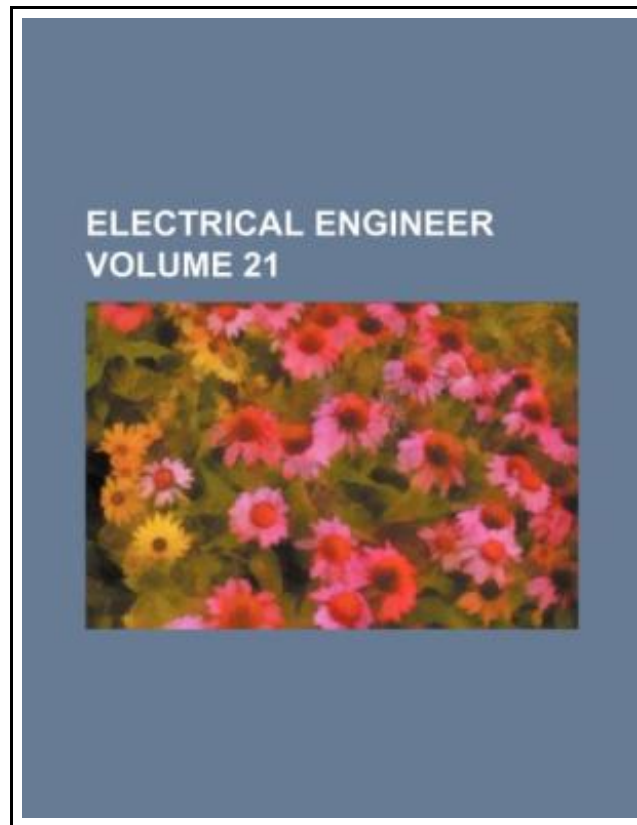


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1896 Excerpt: .(Zurich), Professor Gollietz (Lausanne), Dr. Maurer (Zurich), Dr. L. von Salis-Guyer (Basle), Dr. Schmid (Berne), Rev. G. Strasser (Grindelwald), E. Strub, railway engineer (Interlaken), Professor Walder-Meyer (Zurich), Professor Weber (Zurich), Dr. Wrubel (Zurich), and President Guyer-Zeller. FLORE ELECTRIC MOTORS FOR THE BROOKLYN BRIDGE. At the meeting of the bridge trustees on March 23 the plans for the introduction of electric power on the railroad were outlined in this report from Chief Engineer Martin, which was received and approved: Since the last meeting of the board I have conducted a series of observations upon the operation of the motor car in use, with the result that it has been determined to use motors of 25 per cent, greater capacity than those on the present motor car and to somewhat differently arrange the electrical units in the power house and increase their capacity 20 per cent. With the equipment increased, as shown, the plant will readily do the switching of trains running on forty-five seconds headway, and in case of failure of the cable, it will be capable of running four-car trains at intervals of sixty seconds. With the transportation equipment, consisting of a double cable, gauntleted tracks, and the above described electrical plant, it seems to me that we shall be in an ideally perfect condition to carry absolutely the maximum number of passengers that the bridge railway can be made to carry. Although even the maximum carrying capacity of the bridge will in all probability never...



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