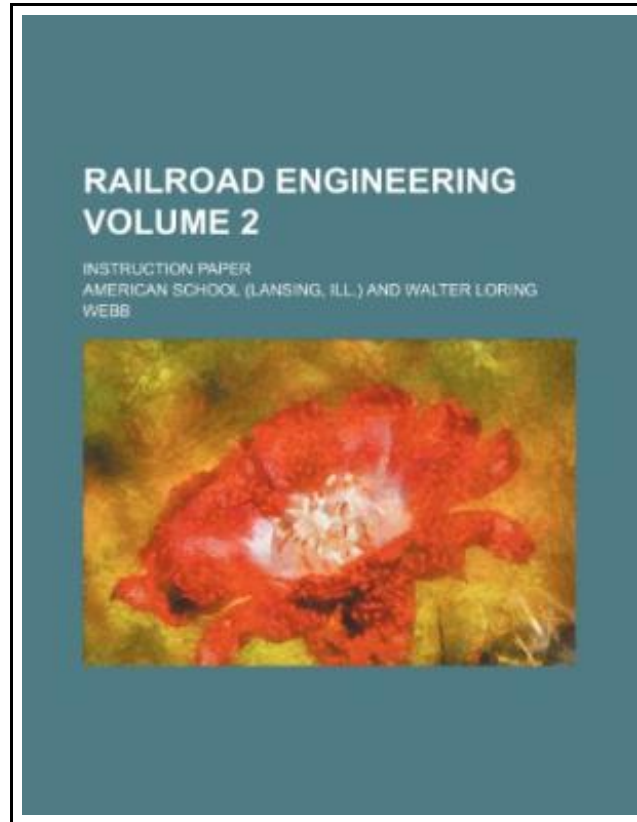


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1905 Excerpt: .as nearly at right angles as possible and then a bolted or riveted set of frogs, with fillers between the rails, such as is illustrated in Fig. 138, may be used. In general these crossings will need to be made to order according to the angle between the two lines. Since such crossings are sometimes operated at very high speeds the construction must be especially strong and rigid. When both tracks are straight the frog angles are identical, or more strictly, I two of them are complements of the other two. When one or both tracks are curved, all four frogs will be different and the computation of their exact value becomes a somewhat complicated geometrical problem. The mechanical construction need not be essentially different from that shown in Fig. 138. 133. Crossing. One straight and one curved track. In Fig. 139, R is known and also the angle M, made by the center lines at their point of intersection. $H = NCM$ and $NC = R \cos M$ then $(R-j) \cos F, = NC + g$ To find the relative positions on the tracks of the frogs, we may write It should be noted that F, F, will not be exactly equal to F, F, although the difference will be very small. 134. Crossing. Both tracks curved. The angle of the tangents (or radii) at their point of intersection is a known quantity (M) and Fj also the two radii R, and R2. But F...



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