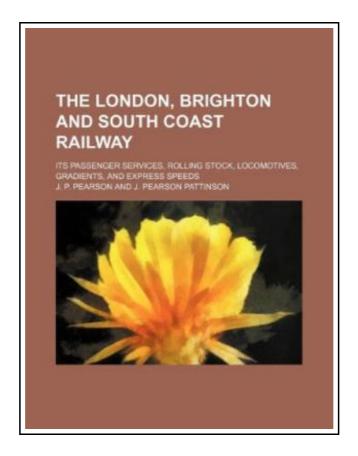
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THE LONDON, BRIGHTON AND SOUTH COAST RAILWAY; ITS PASSENGER SERVICES, ROLLING STOCK, LOCOMOTIVES, GRADIENTS, AND EXPRESS SPEEDS (PAPERBACK)



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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: .contrary to expectation, showed the best work we noticed. Here, with trains of 12J and 17 coaches, the time from passing St. John s to passing Pluckley was better by more than 3 minutes than was observed with any of the Continental trains. A further proof, if required, is afforded by the work detailed in down run No. 4 and up runs Nos. 7 and n. The real reasons for the loss of time in running may be summed up as follows: --In cases 3, 5, 6, and 14 (down) the loads were extremely heavy (much heavier than most English locomotives would be expected to haul, unassisted, on up-grades of 1 in 120), and this, coupled with greasy weather caused booked time to be slightly exceeded. This explanation also holds good as regards run 17 (up), which had, in addition, to contend with a heavy gale from the west. A further explanation is to be found in the fact that South Eastern locomotives do not make up time by hurrying down the banks, a speed of 60 miles an hour being rarely exceeded. Finally, one can hardly judge the running of the up Continental expresses by the usual standard. Starting almost always very late from Folkestone and Dover, there is not that inducement to push the engine to its. utmost that would be found were the train running to time. With a train already perhaps half or three-quarters of an hour late, a minute or so...

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