
American Railway Engineering Maintenance Of Way Association

Proceedings of the Fourth Annual Convention of the American Railway Engineering and Maintenance of Way Association, Vol. 4
Proceedings of the ... Annual Convention of the American Railway Engineering and Maintenance-of-Way Association
Held at the Congress Hotel, Chicago, Illinois; March 21, 22 and 23, 1911; Part 1 (Classic Reprint)
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Bulletin - American Railway Engineering Association
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forerunner of the various drop bottom cars for handling earth or ballast, some of which have recently been brought to a high state of perfection, and the method of support is a temporary trestle for construction alone. The use of trestles or trussels has been mentioned on the South Carolina Railroad In 18, a, and provision was made at that time for filling around the piles, for it is stated that The execution of the work throughout this division of the line is of a very substantial and superior character; especially through the valleys of Horse and V ise Creeks, where extensive sections of the trussel work have been substituted for the piling construction. In some cases the elevation of the grade of road above the surface of the country rendered this mode of construction indispensable, and in other cases where the soil consists of soft mud ten or twenty feet below the natural surface, its adoption was judicious, as the most effectual mode of acquiring solidity of foundation and stability of structure. This report also says: Yet it must be admitted that all piles will decay, and that decay commences at the surface of the earth. To guard against the consequences which must otherwise ensue, it is contemplated to fill up the ravines every year, in summer months, about twelve or eighteen inches, so as to keep that part covered with earth in which the rot may have commenced. This apparently was the beginning of the practice of building semi permanent trestles, which were to remain until renewal was imminent, and then filling with earth, a practice which was certainly in extensive use in 1850, and perhaps much earlier. This practice may be considered as a part of the American policy of building temporary structures, to be replaced by permanent ones later, a policy well defined as early as 1830, in the Thi'rd Annual Report of the Baltimore Susquehanna Railroad. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

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