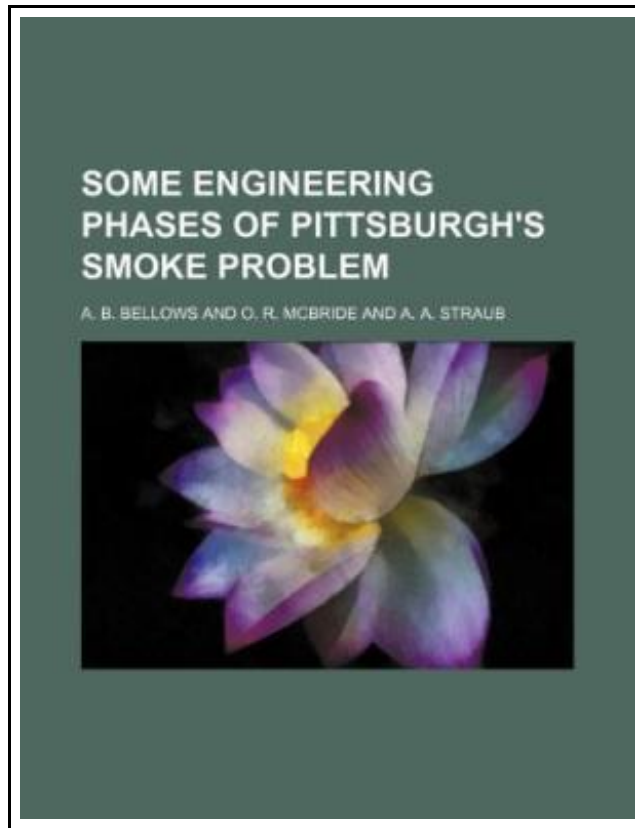


Some Engineering Phases of Pittsburgh s Smoke Problem



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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. 1914 Excerpt: .A brick arch in the firebox. This arch is for the purpose of giving a high temperature to the firebox and causing the gases to mix well with the air while in that part of the firebox where the temperature is high enough for combustion. Bulletin No. 2 issued by the Smoke Department goes into the question of brick arches in detail. Third. The fireboxes should be equipped with combustion tubes. These consist of tubes about 2 inches in diameter extending through the water space on each side of the firebox which admit air above the level of the fuel bed. Depending upon the size of the firebox, from five to six tubes of this sort should be placed on each side. A current of air through these tubes is insured by blowing a small jet of steam through them by means of a pipe about Y8 inch in diameter. 1 Report of the Department of Smoke Inspection, City of Chicago, February, 1911. The topography of the city affects materially the operating conditions of the railroads and complicates the problems of smoke elimination. The various terminals of the railroads are situated not far from the junction of the two rivers and at comparatively low levels. Practically all trains leaving the city and going eastward are required to ascend heavy grades and pull around sharp, or long, sweeping curves. It is necessary to exert a heavy pull from the time a train starts until it has passed...



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