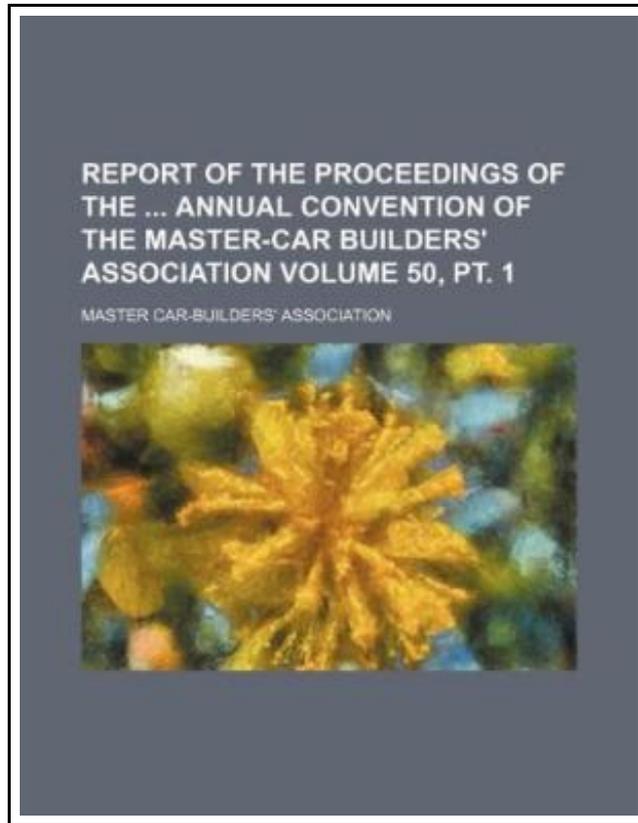


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 241 x 188 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1916 Excerpt: . companies to join with your committee in this work. In compliance with these resolutions, your committee proceeded with the matter, reporting the progress made and the status of the work at each succeeding convention which approved same. (2) The general condition and difficulties existing with couplers in general service at that time were investigated on many of the railroads throughout the United States, followed by static and dynamic tests on those designs of couplers to ascertain their strength. This resulted in formulating a set of specifications on design, operation and strength which would be desirable in the standard coupler. The coupler manufacturers were then invited to jointly take up this work with your committee. The specifications were jointly revised and each manufacturer submitted one to two couplers, total nine, conforming to these specifications, but embodying working parts designed according to their ideas to meet the specifications. These couplers were tested and exhibited at the 1913 convention, subsequent to which two were selected to be tried out in actual service, and were known as Type A and Type B Experimental Standard M. C. B. Couplers. (3) As a result of road, physical and service machine tests, changes were made in both Types A and B couplers, as follows: Type A. 1. Location of lock-set changed from guard-arm wall to rear wall. 2. Vertical guide of lock lengthened. 3. Longitudinal rib on knuckle side of head, supporting front face of head, added. 4. Change in lock lifter...

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