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PRIVATE LAW AMONG THE ROMANS FROM THE PANDECTS



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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 52 pages. Original publisher: Washington, D. C. : National Transportation Safety Board, 1998 OCLC Number: (OCoLC)298209810 Subject: Railroad accidents -- California -- Kelso. Excerpt: . . . 7--The first and third to sliding between two surfaces changes as the Locomotives locomotive units in the train were UP 6205 and amount of generated frictional heat changes. UP 6162, respectively. Both were 3, 800-hp, SD60M locomotives, built by General Motors Tread braking is most effective soon after Electro-Motive Division (EMD) in 1989. The initial application of the brakes and actually second locomotive unit was a Southern Pacific improves up to some point as the brake shoe and Railroad Company (SP) unit, SP 9360, which wheel tread surfaces warm up, but soon braking was a 3, 600-hp, SD45-2T locomotive, built by effectiveness begins to degrade as more heat is EMD in 1975. generated. Generally, the more frictional heat that is generated, the less frictional resistance Train Tread Braking--Freight train air and retardation or braking ability result. This brake systems use compressed air to push a process is commonly called heat fade. In order piston within a cylinder that is mounted on a to make up for heat fade, it may become 21 freight car. (See appendix C for additional necessary to apply greater brake-shoe force. information on air braking.) Usually, through a Although even greater brake-shoe force will series of rods and levers, the pistons movement result in even greater heat fade and less 23 the overall effect will still be more forces a brake shoe against the tread of each efficiency, retardation and braking ability than at a lower wheel to retard wheel rotation through friction. shoe force. The application of the brake shoe...



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