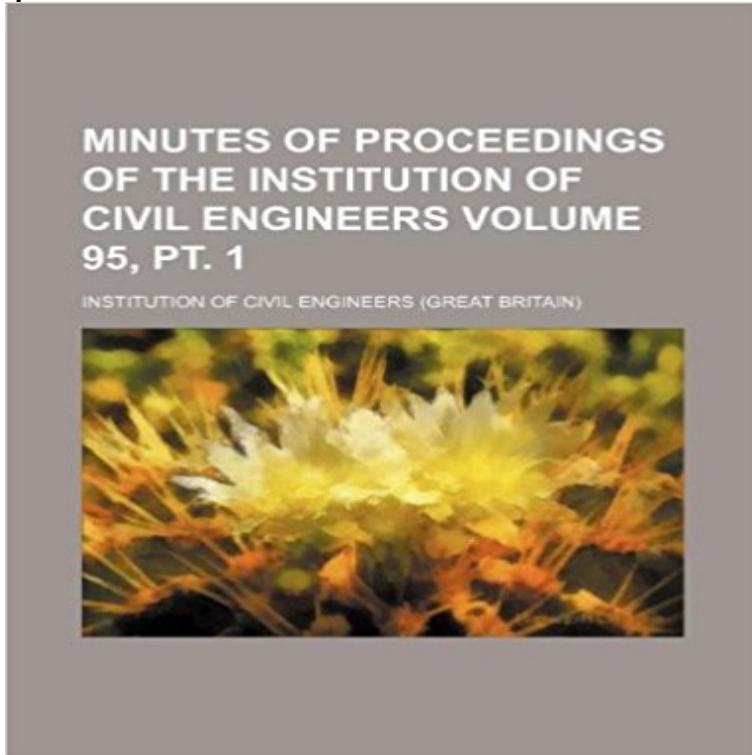


Minutes of proceedings of the Institution of Civil Engineers Volume 95, pt. 1



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. 1889 Excerpt: ...straight lines from each end, meeting at an angle near the centre, so as to avoid the highest ridges of the mountain, and reduce the thickness of superincumbent rock, with the object of keeping clear of excessive underground temperatures. Nevertheless, the surface of the ground, at its highest point, will be 6,895 feet above the tunnel, 1,162 feet more than over the St. Gothard, and with a tunnel 5 mile longer. After careful consideration, however, the experts came to the conclusion, with the experience of the Mont Cenis and St. Gothard tunnels before them, that though the temperature of the rock in the Simplon tunnel might exceed the maximum in the St. Gothard tunnel of 87-4 for a distance, in the centre, of 2 miles, and even reach 100-4 to 104 for 1 mile, it would be possible to execute the work by special methods of ventilation, and by cleansing and cooling the air at the faces.¹ It is pointed out in the report that the progress achieved in electricity would render the transmission of power much easier, and would afford a more complete illumination for the work in the tunnel. The cost of a tunnel for a single line is reckoned at ?1,877,000, or, for a length of 17,573 yards, ?106 16. per lineal yard, to which is added a sum of about ?80,000, to provide for the cost of reducing the temperature in the central part of the tunnel, in the event of its being high. The total cost of the line, from near Visp to Domo d'Ossola, is estimated, for a single line throughout, at about ?2,118,000, very considerably less than the estimated cost of the other two schemes. The Simplon railway would afford the shortest route between Paris and Milan; but the St. Gothard line would be shorter for Rappports des ExperU sur lo

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