

# Loco Tender.jpg

Philip Scranton

*Classic British Steam Locos* compiled from Wikipedia entries and published byby DrGoogelberg,

**Great Western: Small-Wheeled Double-Framed 4-4-0 Tender Locomotives** David Maidment,2017-02-14 The Great Western Railway experienced the trauma and disruption of the end of the broad gauge in 1892 and were faced with equipping the network with suitable motive power, especially in Devon and Cornwall where the last track conversion had taken place. West of Newton Abbot, the GWR had relied on a variety of 4-4-0, 2-4-0, 0-4-2 and 0-4-4 side and saddle tanks, often doubled-headed, and Dean set about designing a sturdy outside-framed powerful 4-4-0 with 5ft 8in coupled wheels, the 'Dukes', to tackle increasing loads over the heavily graded main line. Then, Churchward came to assist the ailing Locomotive Superintendent, using his knowledge and experience of American and continental practice to develop the Dean designs. He improved the efficiency and performance of the boilers, using the Belgian Belpaire firebox, then developed the tapered 'cone' boiler, and applied it to the chassis of the 'Duke's to form the 'Camel' class, later known as the 'Bulldogs', which eventually numbered 156 locomotives. Finally, in the 1930s when engines of the 'Duke' route availability were still required but their frames were life-expired, their boilers were matched with the stronger frames of the 'Bulldogs' to form the 'Dukedog' class, which lasted until the 1950s, particularly on the former Cambrian lines in mid-Wales. This book recounts the design, construction and operation of these small-wheeled outside-framed locomotives with many rare photos of their operation in the first decade of the twentieth century as well as in more recent times.

**Great Western: Large Wheeled Outside Framed 4-4-0 Tender Locomotives** David Maidment,2017-11-30 This volume covers all the large wheeled outside frame classes of 4-4-0 tender Locomotives, that once ran on the Great Western Railway.The book has full details on each of the classes with good quality pictures, diagrams names, and number lists.This work is also very useful to model makers, giving full details of mechanical and livery changes that took place from the 1900s through to the early 1930, when all except the preserved 3440, City of Truro, were withdrawn and scrapped.

The Electrical Engineer ,1909

**Southern Railway, 0-6-0 Tender Goods Locomotive Classes** DAVID. MAIDMENT,2021-03-30 This is a book that looks at the 0-6-0 tender goods locomotives of the Southern Railway, from the steam locomotive classes taken over at the railway grouping in 1923, through to the two classes introduced during Southern Railway days, that of the Q and Q1 classes.The Southern Railway had a rich and varied number of 0-6-0 tender goods classes, originating from all three former main line pre grouping companies, many of them lasted until the late 1950s and early 1960s.Many of the older Victorian and Edwardian classes of locomotive taken over in 1923, did not last very long with the new company, but are covered here for historical and modelling interest.

**Great Western: County Classes** David Maidment,2018-06-30 British Railways’ David Maidment presents a pictorial history of the county class trains designed by George Jackson Churchward and F. W. Hawksworth. The Great Western Railway had two classes of tender locomotives named after counties. The first class of two cylinder 4-4-0 tender locomotives, designed by George Jackson Churchward, were introduced in the 1900s to provide efficient motive power, including lines on the North & West route between Hereford and Shrewsbury, owned jointly by the Great Western and the London and North Western Railway. The 4-4-0 counties were in service until the early 1930s, when they were withdrawn and replaced by more modern motive power. The 4-4-0 counties were paralleled in design by the county 4-4-2 tanks, which operated suburban services in the London area and were also withdrawn in the early 1930s. In 1945, the Great Western introduced the County Class 4-6-0 tender locomotives, designed by F. W. Hawksworth. These two cylinder machines had a high pressure boiler that was meant to give the same tractive effort as a Castle Class 4-6-0, four cylinder locomotive. After modifications and boiler pressure reduction, the County Class 4-6-0s operated in express and semi fast train service, until the last members of the class were withdrawn in 1964. Great Western, County Classes: The Churchward 4-4-0s, 4-4-2 Tanks and Hawksworth 4-6-0s details the fascinating history of the trains that were a crucial part of England’s twentieth century transportation system.

Business Practice in Socialist Hungary, Volume 1 Philip Scranton,2022-01-29 This study aims to reconstruct the activities of enterprises and individuals over two decades in one developing country (Hungary), within and across four politico-economic domains (agriculture, infrastructure/construction, commerce, and manufacturing), from the initial Stalinist obsession with heavy industry (Volume 1: Creating the Theft Economy, 1945-1957) through later reforms paying greater attention to profitable farming and the provision of abundant consumer goods (Volume 2: From Chaos to Contradiction, 1957-1972, forthcoming 2023). It provides hundreds of grounded, granular stories for reflection, as reported by actors and direct observers, ranging from innovation and improvisation to obstruction, failure, and fraud. Further, it offers an otherwise-unobtainable close encounter with another world, familiar in some respects while amazingly peculiar in others. The social history of enterprise and work in postwar Central European nations “building socialism” has long been underdeveloped. Through extensive macro-level research on planning and policy in Hungary, Poland, Czechoslovakia, and other Bloc countries, a grand narrative has been framed: reconstruction and breakneck industrialization under Soviet tutelage; then eventual mismanagement, stagnation and crisis, leading to collapse. This book seeks to explore what socialism actually looked like to those sustaining (or enduring} it as they faced forward into an unknowable future, to assess how and where it did (or didn’t) work, and to recount how ordinary people responded to its opportunities and constraints. This study will appeal to readers interested in understanding how businesses worked day-to-day in a planned economy, how enterprise practices and technological strategies shifted during the first postwar generation, how novice managers and technicians emerged during rapid industrialization, how peasants learned to farm cooperatively, how organizations improvised and adapted, how political purity and practical expertise contended for control, and how the controversies and convulsions of the postwar decades shaped a deeply flawed project to “build socialism.”

**Canadian Railway and Marine World** ,1914

*Locomotive Engineering* ,1901

**American Engineer and Railroad Journal** ,1911

**Locomotive Firing** T. S. Reilly,1907

**Articulated Locomotives** Lionel Wiener,1930 Articulated locomotives properly so called - semi-articulated locomotives - Temporary articulated locomotives or locomotives with auxiliary engines - Utilisation of the tender's weight for propulsion.

*Southern Pacific* Robert J. Church,2013

**The Turbomotive: Stanier's Advanced Pacific** Tim Hillier-Graves,2017-03-30 Turbomotive was unique in Britain's railway history, and an experimental engine that proved successful but came too late to effect the direction of steam development or deflect the onset of diesel and electric locomotives. It was the brainchild of two of the most influential engineers of the twentieth century William Stanier of the LMS and Henry Guy of Metropolitan Vickers. They hoped that turbine power, which had already revolutionized ships propulsion and power stations, would do the same for the railways.When Turbomotive appeared in 1935, she became a PR phenomenon at a time when commercial rivalry between the LMS and the LNER was reaching its height. Its launch at Euston in June was accompanied by a great fanfare and much publicity. Such was the interest in this 'revolutionary' idea that the engine would attract attention all her life.Although producing good but not remarkable performances, she remained in service, plying her trade between London and Liverpool for longer than anyone predicted. Most expected a quick rebuild to conventional form, but the coming of war and lack of resources meant that she carried on until 1950 in turbine form.Inevitably, change came when maintenance costs seemed likely to escalate and rebuilding seemed unavoidable. She reappeared in August 1952, part Princess and part Coronation, but her new life was cut short by the disaster at Harrow in October. Although many

thought her repairable, she was scrapped to make way for another 'experimental' steam engine. This book presents the compulsive and fascinating story of this remarkable locomotive, drawn from a wide variety of sources, many previously untapped and unpublished, including memories of the designers, the crew who drove her, accountants and hardheaded business men, PR teams, the press, the passengers and many more.

**Scratch-Building Model Railway Locomotives** Simon Bolton, 2014-07-31 Have you ever dreamed of being able to make a beautiful model locomotive from scratch? Do you have a favourite locomotive that you would love to reproduce in model form? Are you itching to start such a project and feel you need a helping hand? If so, this is the book for you. Using step-by-step text and illustration, this new book demonstrates how to construct a model of a pleasing J15 class, 0-6-0 steam locomotive in 00 gauge. It also explains how models of other locomotives can be built by adapting the methods covered in the book. Alternative options for chassis construction, other gauges and scales are considered as well as how to build a simple diesel locomotive.

**Southern Maunsell 4-4-0 Classes** David Maidment, 2019-09-19 A railway historian chronicles the pioneering career of Richard Maunsell with a thorough account of the locomotive classes he built for the SE&CR. As the Chief Mechanical Engineer of the South Eastern & Chatham Railway from 1913 to 1923, Richard Maunsell brought successful innovations to a number of steam locomotive classes. Notably, the D and E 4-4-0s were rebuilt as D1 and E1 locomotives with higher pressure boilers and long-travel valve events. Maunsell also made significant modifications to the L class—designed by his predecessor, Harry Wainwright—just before their delivery in 1914. In the 1920s, Maunsell designed the L1 class for the 80-minute express line between London Victoria and Folkestone. He then built his masterpiece: the 3-cylinder V class—also known as the Schools class—for express services on all three constituent parts of the Southern Railway. In this authoritative history, author and civil engineer David Maidment describes the design, construction, operations and performance of these locomotives. Maidment’s expert text is supported by more than photographs illustrating each class from their construction to their final demise in 1962. This volume also includes an update on the three Schools class locomotives that have been preserved and operate on Britain’s heritage steam railways.

**Mason Steam Locomotives** Arthur W. Wallace, 2004-04-04 William Mason’s beautiful steam locomotives were considered the finest in form and function, the “Rolls Royces” of the day. More than 700 of these locomotives were built at the Taunton, Massachusetts factory beginning in 1853. After 50 years of research, Art Wallace brings the complete Mason locomotive story to light. In detailed text and nearly 200 photographs and illustrations, Mason’s handiwork comes to life in this rich historical volume. From American Standard 4-4-0s to 4-6-0s and double-truck 0-6-6Ts and 2-8-6T’s, Mason locomotives have captured the eye of railfans, engineers and historians for decades. Now you can read the fascinating story and see the products that made Mason famous.

**Lionel Trains Pocket Price Guide 1901-1921 (Greenbergs Guide)** Eric White, 2020-08-24 Now in its 41st year, Lionel Trains Pocket Price Guide 1901-2021 has been the go-to reference guide for toy train collectors and operators for accurate pricing information on prewar, postwar, and modern Lionel trains. This handy 400+ page guide features: Current pricing information. Identification and evaluation tips. O gauge train listings. An easy-to-read format with space for notes.

**Guide to North American Steam Locomotives**, 1993 History and development of steam power since 1900, including railroad-by-railroad histories and rosters.

**Encyclopedia of the Anthropocene**, 2017-11-27 Encyclopedia of the Anthropocene presents a currency-based, global synthesis cataloguing the impact of humanity’s global ecological footprint. Covering a multitude of aspects related to Climate Change, Biodiversity, Contaminants, Geological, Energy and Ethics, leading scientists provide foundational essays that enable researchers to define and scrutinize information, ideas, relationships, meanings and ideas within the Anthropocene concept. Questions widely debated among scientists, humanists, conservationists, politicians and others are included, providing discussion on when the Anthropocene began, what to call it, whether it should be considered an official geological epoch, whether it can be contained in time, and how it will affect future generations. Although the idea that humanity has driven the planet into a new geological epoch has been around since the dawn of the 20th century, the term ‘Anthropocene’ was only first used by ecologist Eugene Stoermer in the 1980s, and hence popularized in its current meaning by atmospheric chemist Paul Crutzen in 2000. Presents comprehensive and systematic coverage of topics related to the Anthropocene, with a focus on the Geosciences and Environmental science Includes point-counterpoint articles debating key aspects of the Anthropocene, giving users an even-handed navigation of this complex area Provides historic, seminal papers and essays from leading scientists and philosophers who demonstrate changes in the Anthropocene concept over time

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