



Great Western 4 6 0s At Work

Adrian Vaughan



Great Western 4 6 0s At Work:

Great Western, King Class 4-6-0s David Maidment, 2020-08-30 An in depth look at the British railway company's celebrated class of steam locomotives with more than three hundred photos Built by Collett in 1927 after pressure to restore the Great Western Railway's pre eminence in motive power and cope with increasing postwar traffic to Devon and Cornwall holiday resorts the thirty Kings were the final development of the Churchward Stars and the 1923 Castles and remained on top link main line duty until their final replacement by the Western class 52 diesel hydraulics in 1962 This book includes an insight into the thinking of some of Collett's senior staff at the end of the 1930s and the eventual transformation in the latter years with redraughting and double chimneys As well as describing their design and construction the book comprehensively covers their operation and performance backed up by many recorded logs on all main GW WR routes over which they were permitted The author had close experience of the class when working at Old Oak Common between 1957 and 1962 and includes a chapter of his experiences with them including many footplate trips as a management trainee he was greeted with glee by firemen who would hand him the shovel The book also includes over 300 photographs one hundred of them in color

Great Western Castle Class 4-6-0 Locomotives, 1923-1959 David Maidment, Bob Meanley, 2023-02-16 The Great Western Castles were one of the most successful locomotive designs of the twentieth century in terms of both performance and efficiency Designed by Charles Collett in 1923 based on the 1907 Churchward Star class 155 were constructed almost continuously apart from the war years between 1923 and 1950 in addition to fifteen rebuilt Stars and one rebuilt from the Great Bear Pacific Many were modernised with increased superheat and double chimneys in the late 1950s and the class continued to be the mainstay of all Western Region express passenger services to the West Country South Wales Gloucestershire Herefordshire and the West Midlands until replaced by the WR diesel hydraulic fleet in the early 1960s This book covers their design in a chapter written by Bob Meanley who masterminded the restoration at Tyseley Works of the Castles Earl of Mount Edgcumbe and Clun Castle and their history operation and performance from the high speed of the 1930s through to their rejuvenation in the 1950s leaving experience of their last years and preservation to another volume David Maidment had close experience of the class when working at Old Oak Common between 1957 and 1962 and includes his personal experiences there and on the road from his first encounter with one as a six year old boy The book includes 350 photographs some 40 in color and 23 detailed Swindon technical drawings Great Western Castle Class 4-6-0 Locomotives David Maidment, 2023-02-16 The author's second volume about the Great Western's classic express locomotives covers their final six years in British Railways service In 1960 the Castles many now modernized with double chimneys and 4 row superheaters were still in charge of most of the Western Region's expresses but by the summer of 1963 their regular express work was limited to the London Worcester route Their declining numbers in the last couple of years covered special summer and relief trains parcels and freight work deputizing for failed or unavailable diesels and a flurry of excursions and railtours

where their prowess could still be demonstrated The author worked and lived alongside them in these years and the book includes much of his own personal experience on the footplate on their trains and on shed The book recaps briefly their first 25 years and covers their history operation and performance in their final years and is copiously illustrated including over 100 color photographs *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 Railway Engineer* ,1908 **Railway and Locomotive Engineering** ,1927 *The Economist* ,1891

Great Western Railway Stars, Castles and Kings Allen Jackson,2018-09-23 GWR Great Western Railway George Jackson Churchward Boilers Valves GWR 4 6 0 De Glehn Compound 4 4 2 Atlantic Star Class Scissors Valve Gear L London and North Western Railway WWII LNER London and North Eastern Railway LMSR London Midland and Scottish Railway Castle Class Cheltenham Spa Express King Class Shrivenham Collision 1948 Locomotive Exchanges railway preservation William Dean Swindon steam engine Belpaire locomotive firebox 5043 Earl of Mount Edgecumbe R M Deeley Lode Star North Star Dog Star Evening Star Morning Star Polar Star Red Star Rising Star Royal Star Shooting Star Western Star Swallowfield Park Knight of the Garter Knight of the Thistle Knight of the Patrick Knight of the Bath Knight of St John Knight of the Golden Fleece Knight of the Black Eagle Knight of Li ge Knight of the Grand Cross Knight Templar Knight Commander William Stanier Caerphilly Castle Caldicot Castle Cardiff Castle Carmarthen Castle Chepstow Castle Pembroke Castle Pendennis Castle Powderham Castle Warwick Castle Windsor Castle Midgham derailment King Edward VII King William IV King George IV King George III King George II King George I King William III King James II King Charles II King Charles I King James I King Edward VI King Edward VIII King Henry VII King Richard III King Edward V King Edward IV King Henry VI King Henry V King Henry IV King Richard II King Edward III King Edward II King Edward I King Henry III King John King Richard I King Henry II King Stephen steam locomotive British Railways Shakespeare Express The Bristolian Cornish Riviera Express Cheltenham Flyer *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 **The Engineer** ,1867 **The Railway Magazine** ,1927 **Great Western's Last Year** Adrian Vaughan,2013-09-02

DESPITE being one of the best known and admired rail companies in the country by 1947 the GWR was at the lowest ebb of its entire history Worn out by war there had been no maintenance for six years and the government couldn t supply the steel it needed for repair The latter half of the 1940s presented a multitude of challenges to overcome some due to the recent war and others individual to the GWR the staff coped with rationing a desperately cold winter and a blazing hot summer and dealt with floods collisions broken rails and failing locomotives The incredible strength of character and can do attitude of GWR workers kept the railway running through it all This history taken from GWR papers and illustrated from them throughout reveals the details of every day as well as the problems and difficulties the staff faced Above all it shows how well they overcame their problems with only muscle power and a steam crane to help and of course no health and safety regulations and arguments to slow them down Adrian Vaughan s unique history of this famous rail company shows just how special the GWR was right through to the end of its very last year *The Engineering and Boiler House Review* ,1905 Great Western: Eight Coupled Heavy Freight Locomotives David Maidment,2015-06-30

Great Western Eight Coupled Heavy Freight Locomotives is the first of a series of Locomotive Profiles to be published by Pen Sword It will describe the conception design building and operation of the fleet of powerful locomotives built in the first half of the twentieth century to meet the demands of the growing South Wales coal and steel industries and the West Midlands area served by the Great Western Railway Whilst concentrating mainly on the standard designs of the great locomotive engineer George Jackson Churchward the 28XX and 47XX 2 8 0 locomotives it will also cover the 2 8 0 and 2 8 2 tank engines designed for the South Wales Valleys mining areas and coal exports through Newport Cardiff Barry and Swansea Docks and other 2 8 0 locomotives acquired by the Great Western to cope with the increased industrial needs during both world wars the RODs Swindon built 8Fs WDs and American S160s It will also cover the earliest designs of the Barry and Port Talbot Railways intended to cope with the valley coal traffic The book will be copiously illustrated with 150 black and white and 50 coloured photographs and is a comprehensive record of some outstanding freight locomotives many of the oldest engines still operating to the end of steam on British Railways in the mid 1960s sixty years after they were designed **Great Western: Moguls and Prairies** David Maidment,2016-08-31

the bloodline of its 2 6 0 and 2 6 2T classes a comprehensive history of the classes from Churchward to BR days with excellent photographs Steam Railway Great Western Moguls Prairies is a volume in Pen Swords series Locomotive Profiles It describes the conception design building and operation of the fleet of Prairie 2 6 2 tank engines and the Mogul 2 6 0s designed by Churchward in the early part of the twentieth century and perpetuated by his successor Charles Collett in the 1920s and 1930s These engines formed the backbone of the GWR locomotive fleet for secondary passenger and freight work for over half a century and were some of those that remained to the end of steam traction on the Western Region of British Railways The book also covers some of the lesser known Moguls developed in the Dean Churchward transition at the end of the nineteenth century and briefly looks at the Mogul and Prairie designs proposed by Churchward Collett and Hawksworth but were never built The book is copiously illustrated with over 250 black and white and 60 colored photographs and is a comprehensive record of a group of locomotives found throughout the Great Western and its successor the Western Region for over fifty years Lavishly illustrated in both colour and black and white with pictures from the archive and the modern day there is much here both for the beginner and the seasoned enthusiast with the book presenting a structured and fresh view of a popular subject Railway Magazine **Railway News, Finance and Joint-stock Companies' Journal** ,1893 **An Introduction to Great Western Locomotive Development** Jim Champ,2018-02-28 The first thought when contemplating a new study of the Great Western Railway locomotive fleet must surely be to ask what can there be left to say But there is no single source which gives a general introduction to the Great Western locomotive fleet There are monographs on individual classes an excellent multi volume detail study from the RCTS and superb collections of photographs but nothing that brings it all together This work is intended to provide that general introduction The volume begins with a series of short essays covering general trends in design development whilst the main body of the volume covers individual classes For each class there is a small table containing some principal dimensions and paragraphs of text covering an introduction renumbering key changes in the development of the class and information on withdrawal The volume concludes with appendices covering the development and types of standard boilers the various numbering schemes used by the GWR the arcane subject of locomotive diagrams and lot numbers and a short reference on the many lines the GWR engulfed The majority of illustrations are new profile drawings to a consistent format Described as sketches they are drawn to a consistent scale but do not claim to be scale drawings Much minor equipment has been omitted and the author has certainly not dared to include rivets Although most are based around GWR weight diagrams they are not simple traces of the original drawings Detail has been added from other sources components copied from different drawings and details have been checked against historical and modern photographs One must also bear in mind that steam locomotives were not mass produced Minor fittings frequently varied in position and changes were made over the locomotives lifetimes Nevertheless this collection of drawings provides a uniquely consistent view of the GWR locomotive fleet Locomotive, Railway Carriage and Wagon Review ,1910 *Bulletin of the*

International Railway Congress Association International Railway Congress Association, 1909
Engineer, 1926

The Indian and Eastern

Whispering the Techniques of Language: An Psychological Journey through **Great Western 4 6 0s At Work**

In a digitally-driven world wherever displays reign great and instant transmission drowns out the subtleties of language, the profound techniques and psychological nuances concealed within phrases usually get unheard. Yet, situated within the pages of **Great Western 4 6 0s At Work** a interesting literary prize blinking with natural emotions, lies an exceptional journey waiting to be undertaken. Composed by a skilled wordsmith, that charming opus encourages viewers on an introspective trip, gently unraveling the veiled truths and profound impact resonating within the cloth of each and every word. Within the emotional depths with this emotional evaluation, we can embark upon a sincere exploration of the book is key themes, dissect their captivating publishing model, and succumb to the effective resonance it evokes serious within the recesses of readers hearts.

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