

The Power of the BR Standard 4-6-0s

Clavin Morrison



Power Of The Br Standard 4 6 0s

David Maidment



Power Of The Br Standard 4 6 0s:

Urie & Maunsell 2-Cylinder 4-6-0s David Maidment, 2016-12-19 This book is one in the Pen Sword Transport History imprint in the Locomotive Portfolio series and covers the family of two cylinder 4 6 0s designed and built by the Chief Mechanical Engineers of the London South Western and Southern Railways between 1914 and 1936 which survived well into the era of British Railways The N15 King Arthur class of express passenger engines were the mainstay of the Southern Railways passenger business between the two world wars but both Robert Urie and Richard Maunsell built mixed traffic and freight locomotives of a similar ilk forming a King Arthur family of locomotives for all purposes that were simple robust and long lived This book describes the conception design and construction of the N15 H15 and S15 classes and the N15X rebuilds of the LB SCR Baltic Tanks and their operation in traffic before and after the Second World War until the withdrawal of the last Maunsell 4 6 0 in 1965 The book includes extensive personal recollections of the author who both saw and travelled on hundreds of trains hauled by many of these engines in the 1950s and 60s and gives a brief summary of those that have been preserved on Britain's heritage railways The book is copiously illustrated with over 200 black and white and colour illustrations

Detailing and Modifying Ready-to-Run Locomotives in 00 Gauge George Dent, 2014-06-30 During the twenty years in which Britain's nationalized railway operated mainline steam locomotives a vast array of individual designs complemented the British Railways Standard machines built up to 1960 Such was the variety of motive power to be seen on the network that this early period of BR's existence has proved to be the most enduring amongst enthusiasts and modellers The ready to run market has reflected this popularity in terms of models and liveries available off the shelf Despite constantly rising levels of detail finish and performance r t r models can never cater for every variation in components equipment or livery that invariably arose within large and long lived fleets Nor can they offer particular running numbers and names to satisfy every customer while older products may also require work to bring them up to the standard of contemporary offerings Therefore being able to change factory applied decals add period or individual locomotive specific details modify a livery or create an authentic weathered finish can prove vital to achieving a heightened sense of realism and individuality within our traction fleets Aimed at modellers of all abilities and serious model railway enthusiasts this book gives details of a wide range of techniques materials and tools and is lavishly illustrated with 400 colour photographs

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. *British Steam: BR Standard Locomotives* Keith Langston, 2012-11-19. A history of post second world war steam locomotive design and construction in Great Britain, the perfect gift for railroad history buffs. After WWII the existing railway companies were all put into the control of the newly formed British Transport Commission and that government organization spawned British Railways which came into being on January 1st 1948. The railway infrastructure had suffered badly during the war years and most of the steam locomotives were tired and badly maintained and or life expired. Although the management of British Railways was already planning to replace steam power with diesel and electric engines they still decided to build more steam locomotives as a stop gap. Some 999 Standard locomotives were built in twelve classes ranging from super powerful express and freight engines to suburban tank locomotives. The locomotives were mainly in good order when the directive came in 1968 to end steam, some trains were only eight years old. There still exists a fleet of forty six preserved Standards of which 75% are in working order in and around the UK's preserved railways. Furthermore three new build standard locomotives are proposed. Steam fans who were around in the 1960s all remember the Standards.

The Locomotives of Robert Riddles Colin Boocock, 2023-11-09. The Locomotives of Robert Riddles guides the reader in the quest to understand how Robert Riddles' career on the LMS and in war service shaped his knowledge and character and led to him becoming the obvious choice for leading the locomotive engineering function within the newly formed Railway Executive. The book outlines the substantial impact Riddles had on the design and supply of locomotives that were to support the Allied military campaigns in the second world war including useful analysis of the types of locomotives specifically designed for that work. The bulk of the book outlines the decision making processes that led to the twelve designs of standard steam locomotives that were intended to be the future stop gap before electrification and the political and practical reasons for successive policy changes that led to their unexpectedly short lives. Those events include the 1955 Modernization Plan with its emphasis on dieselization and the subsequent railway rationalizations that reduced the need not only for new steam locomotives but also made relatively new diesels redundant. Each BR standard locomotive type is described in its own chapter. The performance of each class is given its rightful emphasis. The book is comprehensively illustrated with largely unpublished pictures that cover a wide range of locations and locomotive duties.

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 **The Beeching Legacy** Phil

Horton,2019-10-24 The first edition of this popular volume has been out of print for several years and has become much sought after Produced in black and white the first edition was the first volume in the series taking a detailed regional look at the Beeching Report its proposals for closures and modifications of the UK railway network The report has become legendary and the interest and debate it generated is no less today than it has ever been since first published Indeed with railways now rejuvenated and passenger numbers growing ever larger the reflection on what Beeching got right and what perhaps in hindsight got very badly wrong makes for fascinating reading This new expanded second edition has been completely reworked and is now published with color illustrations both new and replacing the original black and white images where possible The text has been expanded and updated as appropriate and there are 32 extra pages bringing the new edition to 192 pages **Modelling the Western Region** John Emerson,2019-02-21

The Western Region of British Railways has always held a special appeal for railway modellers Formed in 1948 the Western Region carried on the traditions of The Great Western Railway more or less unchallenged until the regions were abolished in the 1990s Modelling the Western Region provides all the advice you need to model your own railway layout based on this fascinating region and era This book considers the historical background of the Western Region it reviews available ready to run and kit built steam and diesel motive power explains Western Region signalling practice discusses rolling stock typically used on the Western Region and finally provides practical suggestions for branch and main line layouts An essential reference book fully illustrated with 203 colour 46 black and white photographs and 19 illustrations for all modellers of all abilities and in any scale who wish to model the Western Region **Gloucester Locomotive Sheds** Steve Bartlett,2018-10-30

Gloucester Locomotive Sheds is the latest in a series of in depth studies of motive power depots during the latter days of steam looking closely at their changing engine allocations and operational responsibilities At the time Gloucester was a busy and fascinating rail center where ex GWR and ex LMS Midland Railway routes met each with main line passenger and freight services local passenger trains and extensive freight trips providing an endless panorama of railway activity The principal ex GWR Gloucester Horton Road and ex LMS Midland Railway Gloucester Barnwood motive power depots are covered in depth with their locomotive

allocations operational duties and changing responsibilities over the years fully described Not forgotten are both depots sub sheds at Brimscombe Cheltenham Malvern Road Lydney Ross on Wye Dursley and Tewkesbury along with the duties and local routes that they covered This in depth study is supported by over 200 well chosen black and white photographs many of which are previously unpublished and each of the motive power depots covered are supported by detailed plans of the shed layouts This new book follows the same authors successful Hereford Locomotive Shed published in October 2017 Further books are planned in the series

British Railways in the 1960s: Eastern Region Geoff Plumb,2025-08-30 After the Second World War Britain s railways were rundown and worn out requiring massive investment and modernisation The Big Four railway companies were nationalised from 1948 and the newly formed British Railways embarked on a programme of building new Standard steam locomotives to replace older types These started to come on stream from 1951 This programme was superseded by the 1955 scheme to dieselise and electrify many lines and so the last loco of the Standard types was built in 1960 and the steam locomotives had been swept entirely from the BR network by 1968 This series of books The Geoff Plumb Collection is a photographic account of those last few years of the steam locomotives their decline and replacement during the transition years Each book covers one of the former Big Four in the form of the BR Regions they became the Southern Railway London Midland Scottish Railway Great Western Railway and London North Eastern Railway including some pictures of the Scottish lines of the LMS and LNER The books are not intended to convey a complete history of the railways but to illustrate how things were to a certain extent in the relatively recent past and impart some information through comprehensive captions which give a sense of occasion often a last run of a locomotive type or over a stretch of line about to be closed down The photos cover large parts of the country though it was impossible to get everywhere given the overall timetable of just a few years mainly when the author was still a schoolboy with limited time and disposable income to get around Pictures are of the highest quality that could be produced with the equipment then available but they do reflect real life and real times In simple terms a look at a period not so long ago but now gone forever

[The London, Midland and Scottish Railway Volume Four Manchester to Leeds](#) Stanley C. Jenkins,Martin Loader,2016-09-15 This fascinating selection of photographs traces some of the many ways in which the LMS line between Manchester and Leeds has changed and developed over the last century

British Railways in the 1960s: Western Region Geoff Plumb,2021-07-30 An evocative collection of photographs covering the Western Region during a decade of great change After the Second World War Britain s railways were rundown and worn out requiring massive investment and modernization The Big Four railway companies were nationalized from 1948 and the newly formed British Railways embarked on a program of building new Standard steam locomotives to replace older types These started to come on stream from 1951 This program was superseded by the 1955 scheme to dieselize and electrify many lines and so the last loco of the Standard types was built in 1960 and the steam locomotives had been swept entirely from the BR network by 1968 This series of books is a photographic account of those

last few years of the steam locomotives their decline and replacement during the transition years This volume covers much of the Western Region as photographed by the author in his youth often with limited time or disposable income but always with a passion for his project While not a complete history it offers a vivid illustration of how things were in the relatively recent past and imparts information through comprehensive captions which give a sense of occasion often a last run of a locomotive type or over a stretch of line about to be closed down In simple terms it s a look at a period not so long ago but now gone forever Praise for the series Profusely illustrated impressively informative Midwest Book Review An evocative collection of views of the twilight of BR steam Railway Modeller **Journey's End: Locomotives and Rolling Stock for Scrap in**

Great Britain Gordon Edgar,2024-11-15 Stunning original photographs illustrate this document of locomotives and railing stock in the UK after their working life has come to an end Railway Review ,1919 **Lost Lines** Tom Ferris,2020-07-05

The 80 mile long line from Shrewsbury to Aberystwyth is not lost in the sense that some of the long closed railways covered in this series are lost However most of the infrastructure character and charm it had in its steam age heyday has gone This book takes a nostalgic look back to those days when it had its own named train the Cambrian Coast Express goods trains and traditional semaphore signalling The Great Central Railway John Palmer,2021-01-30 Sets out to address what really happened through its LNER days and into British Railways custodianship A well researched and presented tome Key Model World For generations of railway enthusiasts and more lately for social historians the life and times of the former Great Central Railway and in particular its extension towards London in the 1890s and closure seventy years later have generated considerable interest and controversy Although many books have been written about the Railway the majority in recent times have concentrated upon providing a photographic record and a nostalgic look in retrospect to what was generally perceived as happier times for the route None of the books have presented the outcome from thorough research into the business aspects of the Railway and its successive private LNER and public BR ownerships through war and peace and times of industrial social and political change that influenced and shaped the demand for a railway service While retaining a strong railway theme throughout the book identifies the role played by successive governments the electricity and coal industries and the effect of social change that together resulted in a case for closure The content of the book replaces much supposition with fact and places on record what really happened The final part of the book acknowledges the fine work over half a century of volunteers dedicated to saving a section of the line in Leicestershire A valuable addition to the social and political history of railways The Railway Correspondence and Travel Society **Railways of Telford** David Clarke,2016-02-29 Why did Telford need railways Shropshire was at the heart of the Industrial Revolution in England and the railways provided a way of getting raw materials into the works and finished products to market The network grew steadily with the industries of the time mining brick and tile making iron smelting and forging Author David Clarke covers the history of the railway network and lines in Telford from its early industrial beginnings to the present day The book examines the importance of the

coal and engineering industries to the region and covers the rolling stock signals signal boxes and locomotive depots of the network It details the variety of traffic that was generated in the area and traffic passing through It also gives details never before published of the workings in and out of Hollinswood Yard This historical guide to the railway network and lines in Telford from its early industrial beginnings to the present day will be of great interest to local history and railway enthusiasts Illustrated with 200 period and archive black white illustrations some never before published **Bulletin - American Railway Engineering Association** ,1921 *Seventy Years of the South Western* Colin Boocock,2022-07-28 The South Western main line is one of the most important railways in the south of England Colin Boocock spent a significant part of his life living on and researching the history of this centre of railway operations in the South and South West of England This book looks at the network over the last seventy years from Nationalisation through to the present day The system provides a vital link between the South and South West of Britain and London operating a mixture of commuter services and important main line passenger trains Throughout the seventy years covered in this book the South Western network also had significant flows of heavy freight between the capital and Southampton Docks and the West Country Today there are still frequent well loaded container trains from Southampton to the Midlands and the North via Basingstoke and Reading This volume also covers the transitions from steam traction to diesel and electric in stages from the 1950s through to the late 1980s **The Branch Lines of Devon Plymouth, West & North Devon** Colin Maggs,2012-01-15 The second of two lavishly illustrated titles from acknowledged railway expert Colin G Maggs presenting the story of Devon s branch lines

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