



Russian Steam Locomotives

Thomas Hubbard Vail Motter



Russian Steam Locomotives:

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Russian Steam Locomotives [by] H.M. Le Fleming & J.H. Price H. M. Le Fleming, John Horace Price, 1968 *The Railway Locomotives of Russia* A. D. de Pater, F. M. Page, 1987 **Soviet Locomotive Technology During Industrialization, 1928-52** J.N. Westwood, 2016-02-24 **Engineer of Revolutionary Russia** Anthony Heywood, 2016-05-13 This book is the first substantial study in any language of one of revolutionary Russia's most distinguished and controversial engineers Iurii Vladimirovich Lomonosov 1876 1952 Not only does it provide an outline of his remarkable life and career it also explores the relationship between science technology and transport that developed in late tsarist and early Soviet Russia Lomonosov's importance extends well beyond his scientific and engineering achievements thanks to the rich variety and public prominence of his professional and political activities His generation Lenin's generation was inevitably at the forefront of Russian life from the 1910s to the 1930s and Lomonosov took his place there as one of the country's best known and ultimately notorious engineers As well as an innovative engineer who campaigned to enhance the role of science he played a major role in shaping and administering the Russian railways and undertook several diplomatic and scientific missions to the West during the early years of the Revolution Falling from political favour during an assignment in Germany 1923 1927 he achieved notoriety in Russia as a non returner by apparently declining to return home Thereby escaping probable arrest and execution he began a new life abroad 1927 1952 which included a research post at the California Institute of Technology in 1929 1930 collaborative projects with the famous physicist P L Kapitsa in Cambridge a long time association with the Institution of Mechanical Engineers in London and work for the British War Office during the Second World War From Marxist revolutionary to American academic this study reveals Lomonosov's extraordinary life Drawing on a wide variety of official Russian sources as well as Lomonosov's own diaries and memoirs a vivid portrait of his life is presented offering a better understanding of how science technology and politics interacted in early twentieth century Russia Russian National Income, 1885-1913 Paul R. Gregory, 2004-06-07 A frame of reference against which to contrast Soviet economic performance *The Complete Encyclopedia of Locomotives* Mirco De Cet, Alan Kent, 2006 Just like today with high specification computers being used to design even higher specification models for the next generation the making of machines to make machines was one of the most important aspects of the Industrial Revolution The lathe for example is the oldest known machine tool and dates back to antiquity but it wasn't until the late 17th century that such industries as clock making the building of scientific instruments furniture and gun makers began to convert from woodworking lathes to ones

that were capable of machining metal. Craftsmen needed precise machines that could shape metal gears, cut metal screws and stamp shapes out of metal, thus enabling others to assemble their products. The Persian Corridor and Aid to Russia T. H. Vail Motter, 1952 **The Persian Corridor and Aid to Russia** Thomas Hubbard Vail Motter, 1952 **Engineering Progress** Conrad Matschoss, 1925 Engineering Abstracts Institution of Civil Engineers (Great Britain), 1929 *Big Business In Russia* Jonathan A. Grant, 2010-11-23 Jonathan A. Grant has written a highly original study of the Putilov works, the most famous industrial conglomerate in the Russian Empire during the late nineteenth and early twentieth centuries. With the emergence of a capitalist system in the Russian Federation in the 1990s, scholarly debate over the nature of Russian capitalism has been revived, and with this study, Grant issues a major challenge to the conventional wisdom on the nature of the Russian economy in the years before the Bolshevik revolution. Grant argues that the Putilov Company, which manufactured arms for the Russian state and a wide range of heavy industrial equipment for civilian use, adopted business practices that resembled the experiences of large machinery and armaments manufacturers in Britain, France, the Austro-Hungarian Empire, and Germany. This interpretation runs directly counter to the traditional and widely held view that Russian capitalism was shaped by the tsarist state's orders and subsidies and that the tsarist system was incompatible with the development of modern capitalism. Grant makes direct comparisons between Putilov and the famous western firm of Krupp and Vickers, illustrating similar business decisions made by both companies in terms of diversification of the product line and a penchant for private as opposed to state markets for primary income. Grant has gone beyond Soviet works on the Putilov plant, examining archival documents of the company and offering critical comments on both Soviet and Western scholarship on Russian economic and social history from the perspective of this important industrial enterprise. Grant not only repeatedly demonstrates that the Putilov firm responded effectively to the changing market for its wide range of industrial products but also shows that the tsarist regime provided far more of the systemic regularity needed for capitalist development than generally believed. Grant's work is a significant contribution to this ongoing debate, offering a much-needed case study of Russian business history and a comparative study that extends across national boundaries. *Big Business in Russia* is essential reading for graduate students in Russian and European history and will also appeal to American and European business leaders eager to understand the historical background of the current economic challenges facing Russia. Engineering Abstracts from the Current Periodical Literature of Engineering and Applied Science, Published Outside the United Kingdom Institution of Civil Engineers (Great Britain), 1929 **Foundations of Russian Military Flight, 1885-1925** James K. Libbey, 2019-05-15 *Foundations of Russian Military Flight* focuses on the early use of balloons and aircraft by the Russian military. The best early Russian aircraft included flying boats designed by Dimitrii Grigorovich and large reconnaissance bombers created by Igor Sikorsky. As World War I began, the Imperial Russian Navy made use of aircraft more quickly than the army. Indeed, the navy established a precursor to the aircraft carrier. The Imperial Russian Army came to respect over

time the work of aircraft that evolved from reconnaissance and bomber to fighter planes Over 250 army pilots during the war received awards of high distinction for their wartime flights After the 1917 revolution both the new Bolshevik government and the reactionary White forces created air arms to combat each other In the 1920s the Soviet Union and Germany negotiated agreements that allowed Germany to violate the Treaty of Versailles by building military aircraft and training German military pilots in the USSR This provided the Soviet Union access to the latest aviation technology and prevented them from falling too far behind the West in this crucial sphere *Railway Locomotives and Cars*, 1926 **Russia and Its Northeast Asian Neighbors** Kimitaka Matsuzato, 2016-12-07 As a result of the Aigun 1858 and Beijing Treaties 1860 Russia had become a participant in international relations of Northeast Asia but historiography has underestimated the presence of Russia and the USSR in this region This collection elucidates how Russia's expansion affected early Meiji Japan's policy towards Korea and the late Qing Empire's Manchurian reform Russia participated in the mega imperial system of transportation and customs control in Northern China and created a transnational community around the Chinese Eastern Railway and Harbin City The collection vividly describes daily life of the emigre Russians community in Harbin after 1917 The collection investigates mutual images between the Russians and Japanese through the prism of the descriptions of the Japanese Imperial House in Russian newspapers and memoirs written by Russian POWs in and after the Russo Japanese War and war journalism during this war The first Soviet ambassador in Japan V Kopp proposed to restore the division of spheres of interest between Russia and Japan during the tsarist era and thus conflicted People's Commissar of Foreign Affairs G Chicherin the Soviet ambassador in Beijing L Karakhan and Stalin since the latter group was more loyal to the cause of China's national liberation As a whole the collection argues that it is difficult to understand the modern history of Northeast Asia without taking the Russian factor seriously Beginnings of Russian Industrialization, 1800-1860 William L. Blackwell, 2015-12-08 Since Russian tradition and institutions resemble those of Asia and Africa as much if not more than the patterns of Western societies the pre 1917 industrial history of Russia as the last part of the tsarist regime provides one of the most important examples of early industrialization in world history In this broad ambitious reconstruction of the early stages of Russia's industrial development English Professor Blackwell shows that the period from 1800 to 1860 was one of necessary preparation for the rapid industrialization of the later 19th century The book is based upon a wide variety of primary and secondary sources in the Russian language Originally published in 1968 The Princeton Legacy Library uses the latest print on demand technology to again make available previously out of print books from the distinguished backlist of Princeton University Press These editions preserve the original texts of these important books while presenting them in durable paperback and hardcover editions The goal of the Princeton Legacy Library is to vastly increase access to the rich scholarly heritage found in the thousands of books published by Princeton University Press since its founding in 1905 A practical treatise on locomotive engines comte François Marie Guyonneau de Pambour, 1840

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