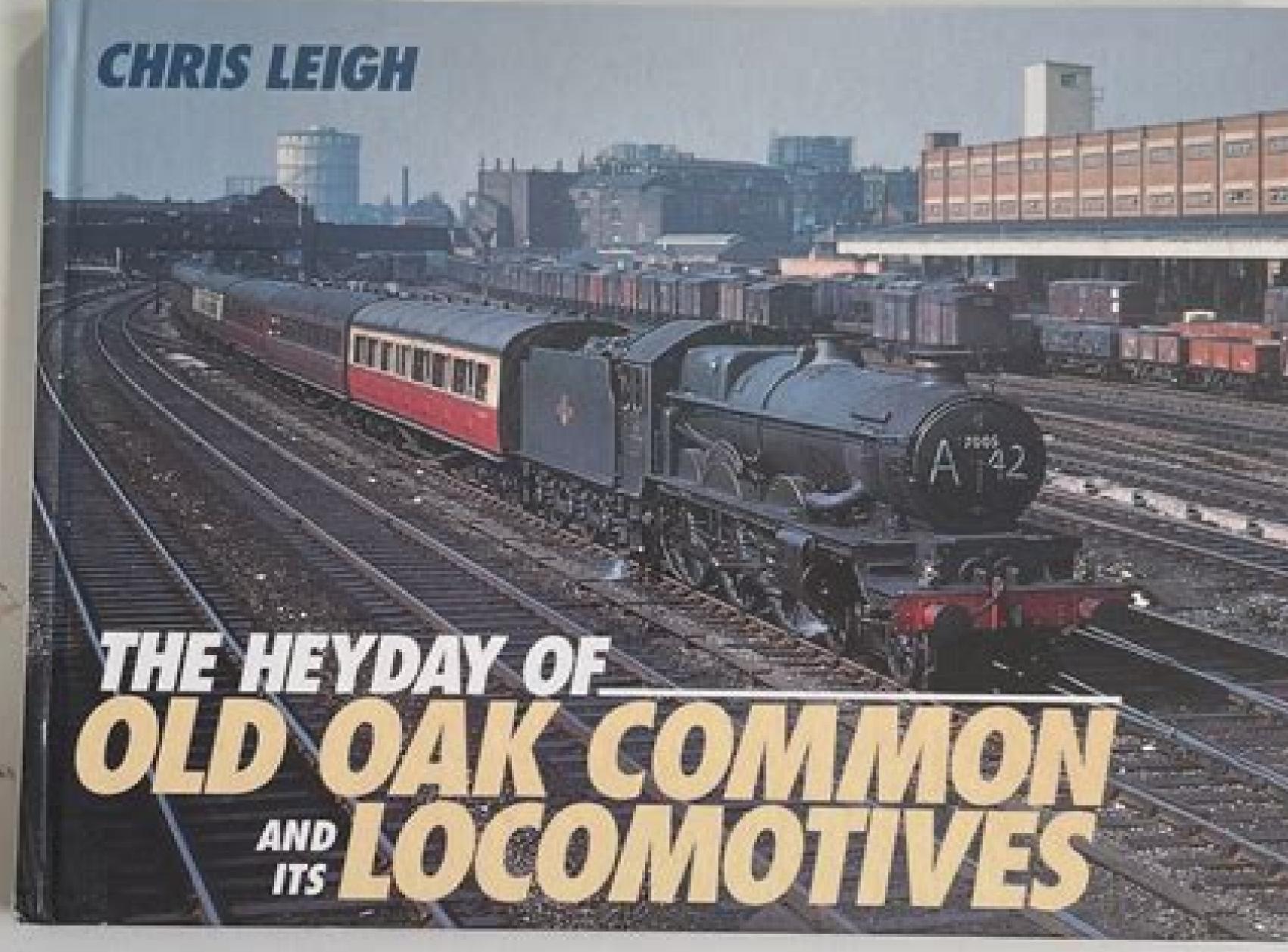


CHRIS LEIGH

A color photograph of a steam locomotive, number 2005 A 42, pulling a passenger train through an industrial landscape. The locomotive is dark blue with a red front buffer. The train consists of a red and white passenger car followed by a dark blue passenger car. The tracks curve to the left. In the background, there are industrial buildings, a tall chimney, and a large brick building with many windows. The sky is overcast.

THE HEYDAY OF
OLD OAK COMMON
AND ITS LOCOMOTIVES

The Heyday Of Old Oak Common And Its Locomotives

David Wragg



The Heyday Of Old Oak Common And Its Locomotives:

The Heyday of Old Oak Common and Its Locomotives Chris Leigh, Richard Callcott Riley, 1993 **The Illustrated Directory of North American Locomotives** Pepperbox Press, 2023-10-17 More than 250 classic American locomotives let the country but make the railroads and the railroads will make the country Edward Pease During the mid 1800s American railroads became the lifeblood of new communities in the West and brought new ways of life and means of commerce to rural communities Railroads became the shining thread that tied together the tapestry of American life into a land of plenty The Illustrated Dictionary of North American Locomotives explores the story of railroads and their motive power Giant beasts of iron and steel once roamed the land Their descendants still race across the country This book charts the progress of motive power on America's railroads from 1830 until the present Its 432 pages illustrate a wide variety of grand and humble locomotives from the steam powered Puffing Billy types of the Early Days chapter to the mighty Allegheny class steamers that were used to haul coal for the American industry in the Steam in Charge chapter Technical specifications are given for each engine type and the book is fully illustrated with both black white and color photos The book goes on to show the progress of Diesel Power including the output of General Electric and General Motors electromotive division EMD from the 1920s to the present Ultimately the book also explores the Electric Power that powers so many of today's railways

Ottley's Bibliography of British Railway History. Second Supplement 12957-19605, 1998 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 A Historical Dictionary of Railways in the British Isles David Wragg, 2009-04-21 Railways played a key role in Britain's social economic and industrial history These companies have long since gone but all over the country relics remain to remind us of that pioneering age David Wragg's Historical Dictionary of Railways in the British Isles

is a comprehensive single volume reference guide to the old railway companies and their heritage He provides brief histories of the companies and their many sided activities and he gives biographies of the men who created the rail network He covers what is now the Irish Republic and Northern Ireland as well as the Channel Islands and the Isle of Man His book is essential reading and reference for enthusiasts of every region and period of railway history

History of the Great Western Railway: (in 2 parts). 1833-1863 Edward Terence MacDermot,1927 *Great Western, 0-6-0 Tender Goods Locomotive Classes* David Maidment,2024-07-30 This book is a comprehensive history of all the 0 6 0 tender locomotives built by the Great Western Railway or by railways absorbed by the GWR from the very earliest broad gauge engines designed by Daniel Gooch to the Collett 2251 class of the 1930s some of which were still under construction at nationalisation It includes the Joseph Armstrong Standard Goods and the famous Dean Goods many of which served overseas in the two world wars The text of 40 000 words describes the design construction and operation of eight GW and five Absorbed broad gauge classes and thirteen GW and thirteen Absorbed standard gauge classes The book has over 250 black and white and 30 color photos weight diagrams and drawings

The Railway Magazine ,1927 **A History of the Great Western Railway** Colin Maggs,2013-09-15 A narrative history of the most iconic railway company of the great age of steam GWR Collett Castle Class Keith Langston,2015-03-30 The Castle class 4 6 0 locomotives designed by Charles Collett and built at Swindon Works were the principal passenger locomotives of the Great Western Railway The 4 cylinder locomotives were built in batches between 1923 and 1950 the later examples being constructed after nationalisation by British Railways In total 171 engines of the class were built and they were originally to be seen at work all over the Great Western Railway network and later working on the Western Region of British Railways The highly successful class could be described as a GWR work in progress because further development took place over almost all of the locomotives working lives In addition to inspiring other locomotive designers the Castle class engines were proved to be capable of outstanding performances and when introduced were rightly described as being Britain s most powerful passenger locomotives Some of the Castles survived in service for over 40 years and individually clocked up just a little short of 2 million miles in traffic In this book Keith Langston provides a definitive chronological history of the iconic class together with archive photographic records of each GWR Castle locomotive Many of the 300 plus images are published for the first time In addition background information on the origin of the names the engines carried including details of the many name changes which took place are also included The extra anecdotal information adds a fascinating glimpse of social history Collett CASTLE Class is a lavishly illustrated factual reference book which will delight steam railway enthusiasts in general and in particular those with a love of all things Great Western

The Great Eastern Railway - From the Grouping to the Elizabeth Line 1923-2023 Charles Phillips,2025-03-06 Explores the transformation of the Great Eastern Section from a backwater to a modernized railway hub from 1923 to 2023 This book is the sequel to the author s two previous volumes on the history of the Great Eastern covering the Early Years from 1811 to

1862 and the Late 19th Century and early 20th Century from 1862 to 1924 This book cover the years 1923 to 2023 describes how the Great Eastern Section of the London and North Eastern Railway was transformed from being something of a backwater during the inter war years to being very much at the forefront of modernisation under British Railways Within the book will be found how the Great Eastern Section coped with the threat of road competition during the inter war years its involvement in the Second World War and how under British Railways it came to be seen the epitome of modernisation beginning with the arrival of the Britannia Class locomotives in 1951 and culminating the complete elimination of steam power in the East of England at the end of 1963 The book describes the impact of the Beeching Report on the former Great Eastern It chronicles the progress of the Section s through the electrification of its two main lines and the construction and opening of the Elizabeth Line Preservation is also mentioned as are possible future developments It is book for anyone who is interested in the history of the railways of the East of England railways in general and the history of the East of England

On The Wrong Line: How Ideology and Incompetence Wrecked Britain's Railways Christian Wolmar,2012 Britain s rail privatisation was one of the greatest political failures of recent history A well functioning industry was torn apart to satisfy political dogma and privatised in a way that not only compromised safety and wrecked performance but also resulted in financial melt down In this acclaimed book an update to his earlier work Broken Rails Christian Wolmar reveals the causes of the collapse of the railway system following the Hatfield accident barely five years after John Major s ill thought out privatisation On the Wrong Line goes on to expose the failure of New Labour to get to grips with the legacy it inherited from the Tories and raises wider issues about the competence of the Blair government This book with a new preface for the eBook edition serves as a valuable reminder of the risks of privatising a single state owned service and splitting it into many competing entities each linked by contracts rather than a shared service ethos Unfortunately this lesson does not appear to have been learned by the Coalition Government which seems dedicated to destroying first the National Health Service the way the Tories wrecked the railways and then doing the same to education Finally in an appendix this new edition contains a never before published three page statement written by Sir John Major on the privatisation of the railways a subject he never mentions once in his autobiography

The Locomotive, Railway Carriage & Wagon Review ,1919

Western Diesel Hydraulic Locomotives in Preservation Fred Kerr,2022-07-28 When British Railways initiated its Modernisation Plan in 1955 its Western Region elected to trial locomotive designs with hydraulic transmission whilst BR encouraged designs with electric transmission The Western Region felt that the lighter weight of 78 tons for a diesel hydraulic locomotive producing 2000 hp compared to an equivalent weight of 132 tons for a diesel electric locomotive producing 2000 hp would better meet BR s requirement for a modern locomotive BR s failure to follow up with its declared policy of having all freight vehicles fitted with brakes saw operators preferring the heavier diesel electric designs which proved more able to operate trains without through brakes at higher speed The greatest concern was with operating costs

whereby the Western Region policy of replacing components at the depot then transferring them to Swindon for repair incurred heavy costs that were reflected in the maintenance cost per locomotive. Given the smaller number of diesel hydraulic locomotives and the larger number of diesel electric locomotives it was little surprise that by the mid 1960s a cost comparison showed that the build and operation of diesel electric locomotives was increasingly cheaper over the long term. Furthermore the increased availability of diesel electric locomotives released by a combination of factors provided an opportunity to replace the diesel hydraulic fleet which was withdrawn from service during the 1970s. The preservation of redundant locomotives was slow but once it was confirmed by the preservation of Hymek Class 35 D7017 in 1975 that public appeals could quickly fund the preservation of withdrawn examples further public appeals followed. In a short space of time 31 locomotives from a mixed fleet of 358 locomotives entered preservation to remind both enthusiasts and the public of a concept i.e. hydraulic transmission that had had much to offer but had been dismissed on questionable financial grounds.

Locomotive Railway Carriage and Wagon Review, 1929 **Railway & Travel Monthly**, 1914 *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. [A Privileged Journey](#) David Maidment, 2015-06-30. A Privileged Journey Volume 1 1940-1962 is a personal and individual account of the author's youthful enthusiasm for trains and the travels he undertook in Great Britain and on the European continent as a student and management trainee of British Railways. It is illustrated by over 140 black and white photos mostly taken by the author himself as a boy and student. The chapters cover the emergence of the young boy's interest in steam locomotives in particular through his trainspotting days to his numerous journeys in the late 1950s and early 1960s with many accounts of locomotive performance supported by an extensive appendix of train logs. Some of the chapters are much extended narratives from articles serialised in the UK enthusiast magazine *Steam World* over the last decade and are also based on ten hours of verbal interviews recorded by the UK National Railway Museum at York as part of their Oral History archives supported by a

UK National Lottery Grant The second volume to be published at a later date covering the period from 1962 to the current time will describe his continuing interest and records while pursuing his career as stationmaster area manager train planner Regional operating manager and finally Head of Safety before his retirement in 1996 and subsequent career as an international railway safety consultant

Escaping Suburbia David J Eveleigh, 2019-10-28 Born into the gap between the eras of austerity and boom David grew up in Merseyside amid an inexorable tide of progress developing a fascination with the past With a vivid eye for detail and boundless childhood curiosity for everything from steam trains to My Old Man s a Dustman his account documents the uneasy relationship between worlds old and new Featuring unique photographs and authoritative observations on architecture social and local history based on forty years work in museums and heritage conservation Escaping Suburbia offers a different view of the swinging sixties

Great Western, Grange Class Locomotives David Maidment, 2019-03-30 The renowned British railroad historian delivers a well illustrated account of the rationale behind Collett s construction of this 80 strong class West Somerset Railway Association English railway engineer George Jackson Churchward proposed a 5ft 8in wheeled 4 6 0 for mixed traffic duties in 1901 and it was seriously considered in 1905 but it took until 1936 before his successor Charles Collett realized the plan by persuading the GWR Board to replace many of the 43XX moguls with modern standard mixed traffic engines that bore a remarkable likeness to the Churchward proposal David Maidment has written another in his series of Locomotive Portfolios for Pen enthusiasts for whom these capable machines are favorites will definitely want this volume on the bookshelf Railway Modeller

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