

Great Western Railway Pannier Tanks

[#GWR Pannier Tanks](#) [#Great Western Railway Locomotives](#) [#Pannier Tank Steam Engines](#) [#British Railway Heritage](#)
[#GWR Tank Locomotives](#)

The Great Western Railway Pannier Tanks were a highly successful and iconic series of steam locomotives that served the GWR network across Britain for many decades. Known for their distinctive water tanks mounted on the boiler sides, these versatile Pannier Tank steam engines were workhorses, performing shunting, local passenger, and freight duties. Their robust design and reliability made them a beloved part of British railway heritage, with several historic GWR locos still preserved and operating today, captivating enthusiasts.

You can use these research materials to support academic or business projects.

Welcome, and thank you for your visit.

We provide the document Great Western Pannier Locomotives you have been searching for.

It is available to download easily and free of charge.

Thousands of users seek this document in digital collections online.

You are fortunate to arrive at the correct source.

Here you can access the full version Great Western Pannier Locomotives without any cost.

Great Western Railway Pannier Tanks

The name 'Great Western Railway' immediately conjures up images of Stars, Castles and Kings, the legendary express passenger locomotives that were the envy of the world in their day. However, the Swindon empire also produced extensive fleets of all-purpose tank engines - everyday reliable workhorses and unsung heroes - which were standout classics in their own right. The most distinctive and immediately recognizable type in terms of shape, all but unique to the GWR, was the six-coupled pannier tank. With hundreds of photographs throughout, Great Western Railway Pannier Tanks covers the supremely innovative pannier tank designs of GWR chief mechanical engineer Charles Benjamin Collett, the appearance of the 5700 class in 1929, and the 5400, 6400, 7400 and 9400 classes. Also, the demise of the panniers in British Railways service and the 5700s that marked the end of Western Region steam, followed by a second life beneath the streets - 5700 class panniers on London Underground. Also covers Panniers in preservation, plus cinema and TV roles and even a Royal Train duty. Superbly illustrated with 260 colour and black & white photographs.

Great Western Pannier Tank Classes

This comprehensive and fully illustrated history presents an in-depth look at the Great Western Railway's various pannier tank engines. Though hauling freight was a vital part of Great Western Railway's history—and where it made the majority of its profit—there are few books devoted to the stout, powerful engines that did the work. In Great Western, Pannier Tank Classes, British Railways expert David Maidment corrects that oversight. This volume explores the large number of 0-6-0 saddle tanks built for both the Great Western Railway and the independent railway companies in South Wales, most of which were converted to pannier tanks in the Churchward and Collett eras. While covering the Armstrong and Dean engines in detail, Maidment goes on to describe the design, construction and operation of the largest class of steam engines built in the UK in the last century: Charles Collett's GWR 5700 class, examples of which were still being built after nationalization. Collett also designed pannier tank engines for branch passenger and freight work, and his successor Frederick Hawksworth continued the GW tradition with a tapered boiler version. All of these are discussed in depth in terms of their design and service. A concluding chapter covers further designs that were never built.

Great Western, 0-6-2 Tank Classes

After tackling the GW pannier tanks in his 'Locomotive Portfolios' for Pen & Sword, author David Maidment seeks out descriptions and photographs of the GW 0-6-2 tank engines, the majority of which were built by the Rhymney, Taff Vale, Barry and other Welsh railways from the last decade or so of the nineteenth century onwards. The engines of eight different companies, absorbed by the GWR in 1922, are described and illustrated, and the way in which many were modernised and rebuilt at Swindon or Caerphilly Works in the 1920s. Charles Collett was, however, faced with a motive power crisis in the mining valleys at the Grouping, as many of the companies had economised on essential maintenance as the GW's take-over drew near, and he had to hurriedly design a standard 0-6-2T to complement and bolster their work as the powerful GW 2-8-0Ts were too heavy and wide for many of the Cardiff valleys. These engines, the 56XX & 66XX classes, became part of the South Wales scene between 1925 and 1964, mainly running the coal traffic between pits and docks, although they dominated Cardiff Valley passenger services until the influx of BR 3MT 2-6-2Ts and GW 41XX 2-6-2Ts in 1954/5. The book has nearly 40,000 words of text and around 300 black & white photographs.

Great Western, 0-6-2 Tank Classes

Descriptions and hundreds of photos of these tank engines that played a major role in Welsh coal mining and passenger rail. After tackling the Great Western Railway's pannier tanks in a previous Locomotive Portfolios volume, David Maidment seeks out descriptions and photographs of the GW 0-6-2 tank engines, the majority of which were built by the Rhymney, Taff Vale, Barry, and other Welsh railways from the last decade or so of the nineteenth century onward. The engines of eight different companies, absorbed by the GWR in 1922, are described and illustrated, as well as the way in which many were modernized and rebuilt at Swindon or Caerphilly Works in the 1920s. GWR Chief Mechanical Engineer Charles Collett was, however, faced with a motive power crisis in the mining valleys at the Grouping, as many of the companies had economized on essential maintenance as the GW's takeover drew near, and he had to hurriedly design a standard 0-6-2T to complement and bolster their work as the powerful GW 2-8-0Ts were too heavy and wide for many of the Cardiff valleys. These engines, the 56XX & 66XX classes, became part of the South Wales scene between 1925 and 1964, mainly running the coal traffic between pits and docks, although they dominated Cardiff Valley passenger services until the influx of BR 3MT 2-6-2Ts and GW 41XX 2-6-2Ts in 1954 and 1955. With around 300 black & white photographs, this book takes a wide-ranging look at these locomotives.

Four-Coupled Tank Locomotive Classes Built by the Great Western Railway

This book is a comprehensive history of all twenty-six classes of four coupled tank engines commissioned by the Great Western Railway or built at their Wolverhampton and Swindon Works, from the Broad Gauge 2-4-0 and 4-4-0 tanks of the 1840s and 1850s to the well known Collett 0-4-2 branch line engines of classes 48XX (later renumbered 14XX) and 58XX of the 1930s. As well as the Broad Gauge engines, the strange looking 'Covertibles' of William Dean, a number of experimental 'one-off' designs, the numerous Wolverhampton 0-4-2Ts of the '517' class and the Swindon built '2-4-0 'Metro Tanks' are described with – where known – their allocation and operation. The book includes twenty weight diagrams and nearly 300 photographs, over 50 in color. The four-coupled tank engines absorbed by the Great Western from other companies at or before 1923 will be featured in a separate volume to follow.

Great Western, 0-6-2 Tank Classes

Descriptions and hundreds of photos of these tank engines that played a major role in Welsh coal mining and passenger rail. After tackling the Great Western Railway's pannier tanks in a previous Locomotive Portfolios volume, David Maidment seeks out descriptions and photographs of the GW 0-6-2 tank engines, the majority of which were built by the Rhymney, Taff Vale, Barry, and other Welsh railways from the last decade or so of the nineteenth century onward. The engines of eight different companies, absorbed by the GWR in 1922, are described and illustrated, as well as the way in which many were modernized and rebuilt at Swindon or Caerphilly Works in the 1920s. GWR Chief Mechanical Engineer Charles Collett was, however, faced with a motive power crisis in the mining valleys at the Grouping, as many of the companies had economized on essential maintenance as the GW's takeover drew near, and he had to hurriedly design a standard 0-6-2T to complement and bolster their work as the powerful GW 2-8-0Ts were too heavy and wide for many of the Cardiff valleys. These engines, the 56XX & 66XX classes, became part of the South Wales scene between 1925 and 1964, mainly running the coal traffic between pits and docks, although they dominated Cardiff Valley passenger services until the influx of

BR 3MT 2-6-2Ts and GW 41XX 2-6-2Ts in 1954 and 1955. With around 300 black & white photographs, this book takes a wide-ranging look at these locomotives.

An Introduction to Great Western Locomotive Development

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.

The Locomotives of the Great Western Railway

This book is a comprehensive history of the four coupled tank engines absorbed by the Great Western Railway – locomotives of nine Broad Gauge companies, nineteen Standard Gauge companies, mainly in the South West which became part of the GWR between the 1870s and 1914, and a further eighteen companies, mainly in South Wales absorbed by the GWR in 1922 and 1923 at the formation of the 'Big Four' Grouping. The locomotives described and illustrated range from the 4-4-0 Broad Gauge saddle tanks of the South Devon and Bristol & Exeter Railways to the large 4-4-4 tank locomotives of the Midland & South Western Junction Railway, not forgetting the numerous and varied 0-4-0 pug saddle tanks of the Swansea Harbour Trust and the Powlesland & Mason company. The book includes thirty-two weight diagrams and nearly 200 photographs, many of exotic and rare locomotives.

Four-coupled Tank Locomotive Classes Absorbed by the Great Western Railway

'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."

The Great Western Eight Coupled Heavy Freight Locomotives

'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: Eight Coupled Heavy Freight Locomotives

This remarkable colour album of 1950s and 1960s images covers non-express trains working in and out of London termini, along with a selection of feeder services operating in roughly a 40 mile radius of the Capital. The trains featured are therefore semi-fast passenger, suburban passenger and freights. The advantage of casting the net beyond services in and out of London itself is to increase the variety of locomotive types and diesel/electric units featured, making the book a thoroughly interesting read. Throughout, photographs with identifiable landmarks, for example stations and signal boxes, are used wherever possible. Furthermore, every effort has been made to show a wealth of material which has never been seen before. London Local Trains in the 1950s and 1960s is an in-depth and well-researched account of the London railway scene, that meticulously charts their progress throughout the mid-twentieth century.

London Local Trains in the 1950s and 1960s

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.

Great Western: County Classes

Designed by G.J. Churchward, no. 40 was constructed at Swindon in April 1906. It was Swindon's first 4 cylinder simple engine and was the forerunner of Churchward's famous 4 cylinder Star Class 4-6-0s. Initially built as a 4-4-2 Atlantic, no. 40 was named North Star in September 1906, rebuilt as a 4-6-0 in 1909, and renumbered 4000 in 1913. Including no. 40, the Star class eventually numbered seventy-three locomotives, all built at Swindon in batches between 1906 and 1923. In service the Stars proved to be both free-running and reliable locomotives, and for many years were used to haul the Great Western's top link services, including the world-famous 'Cornish Riviera Express'. The introduction of the Collett Castle Class 4-6-0s in 1923, and the King Class 4-6-0s in 1927, saw the Stars relegated to secondary passenger, freight and parcels services. A number of Stars were rebuilt by Collett as Castles, including the prototype no. 4000 North Star, but the remaining Stars continued to give good service. At Nationalisation in 1948, no less than forty-seven of these fine locomotives passed into Western Region ownership, the last example, no. 4056 Princess Margaret, being withdrawn in October 1957. In this book, Laurence Waters charts the history of the class from the prototype, right through to the final workings in October 1957. Using many previously unpublished photographs from the Great Western Trust photographic collection, accompanied by informative captions, every member of the Class is

illustrated. This book should appeal to those interested in the history of Great Western locomotive development as well as modellers of the Great Western and Western Region.

Great Western Star Class Locomotives

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: Small-Wheeled Double-Framed 4-4-0 Tender Locomotives

A narrative history of the most iconic railway company of the great age of steam.

The Locomotives of the Great Western Railway

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 & Sword to coincide with the construction of a new “Grange” at Llangollen from GW standard parts to fill the gap left by the total withdrawal and scrapping of one of that railway’s most popular classes—to their crews at the very least. As well as covering the type’s design and construction, the author deals comprehensively with the allocation and operation of the eighty locomotives and in particular has researched their performance and illustrated it with many examples of recorded logs from the 1930s as well as in more recent times. As in previous volumes, the author has added his own personal experiences with the engines and has sourced more than 250 photos, over 40 of which are in color. “Superbly researched . . . another extraordinary and unreservedly recommended addition to . . . British Railroading History collections.” —Midwest Book Review “Granges worked off-region quite widely, so this is not just a book for the copper-capped chimney brigade; enthusiasts for whom these capable machines are favorites will definitely want this volume on the bookshelf.” —Railway Modeller

Gone with Regret

“Traces 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

A History of the Great Western Railway

The railway lines of the heavily industrialised Black Country were of considerable commercial importance to the fortunes of the Great Western Railway and its successor, the Western Region of British Railways. Nevertheless, they received little attention from both photographers of the railway scene and contemporary railway publishers alike. Perhaps understandably, photographers, particularly in the post-war austerity years, chose to eschew the grimy industrial landscape of North West Worcestershire and South East Staffordshire and save their expensive film stock for more idyllic scenery elsewhere. The book seeks to redress that previous lack of attention, by presenting a significant selection of hitherto unpublished photographs, principally by locally based enthusiasts, accompanied by informative captions. Throughout the period from nationalisation to the ultimate demise of steam it follows the respective former GW routes through the region in a logical manner, depicting the wide variety of the locomotive power employed to haul the diverse traffic generated by the local industry, and the sidings and yards that served it. Coverage is also given to local locomotive running sheds and maintenance facilities. Most of the featured lines have now closed, as is also true of much of the heavy industry. A resident from the immediate post-war years would find the area unrecognisable, but it is to be hoped that the book will rekindle memories of a landscape now lost forever.

Great Western, Grange Class Locomotives

Churchwards 2 cylinder Saint Class 4-6-0s were arguably one of the most important locomotive developments of the twentieth century. The seventy-seven members of the class were so successful that most of the other railway companies in this country used the same 2 cylinder 4-6-0 formula in the design of their own mixed traffic locomotives. Over the years the Saints saw a number of modifications, with many of the class passing into BR ownership. The last member of the class, no. 2920 Saint Martin, was withdrawn from service in 1953 and was sadly not preserved. However, the Great Western Society are now constructing a replica Saint at Didcot Railway Centre. Numbered 2999 it will be named Lady of Legend. In this book author Laurence Waters charts the remarkable history of the class from the construction of the prototype Saint at Swindon in 1902, right through to the final withdrawals in 1953. Using many previously unpublished black and white photographs, accompanied by informative captions, each member of the class is illustrated. This book should appeal to those interested in the history of Great Western Locomotive development as well as modellers of the Great Western and Western Region.

The Locomotives of the Great Western Railway

Compiled from contemporary records and exciting new research by Geof Sheppard and fellow members of the Broad Gauge Society, this sensational new volume is beautifully illustrated with both familiar and newly uncovered pictures. In addition, the book contains a full index of all locomotive names and numbers as well as appendices listing all the various builders and operators.

Great Western: Moguls and Prairies

"This volume describes all the large wheeled outside frame classes of 4-4-0 tender locomotives that once ran on the Great Western Railway. ... [It is also] ... useful to model makers, giving full details of mechanical and livery changes, that took place from the 1900s through to the early 1930s, when all except the preserved 3440, City of Truro, were withdrawn and scrapped."--

Black Country Steam, Western Region Operations, 1948–1967

A thorough history of the Metropolitan-Vickers locomotive, also known as "Class 28," featuring 160 color and black & white photos. This book provides an in-depth history of the Metropolitan-Vickers diesel-electric Type 2 locomotives, more frequently known collectively as the "Co-Bo's" due to their unusual wheel arrangement. Twenty locomotives were constructed during the late-1950s for use on the London Midland Region of British Railways. The fleet was fraught with difficulties from the start, most notably due to problems with their Crossley engines, this necessitating the need for extensive

rehabilitation work during the early-1960s. Matters barely improved and the option to completely re-engine the locomotives with English Electric units was debated at length, but a downturn in traffic levels ultimately resulted in their demise by the end of 1968 prior to any further major rebuilding work being carried out. Significant quantities of new archive and personal sighting information, supported by over 180 photographs and diagrams, have been brought together to allow dramatic new insights into this enigmatic class of locomotives, including the whole debate surrounding potential re-engining, their works histories, the extended periods in storage, together with in-depth reviews of the various detail differences and liveries.

Great Western: Saint Class Locomotives

In mid-1964, Keith Widdowson got wind that the Western Region was hell-bent on being the first to eliminate the steam locomotive on its tracks by December 1965. The 17-year-old hurriedly homed in on train services still in the hands of GWR steam power, aiming to catch runs with the last examples before their premature annihilation. The Great Western Steam Retreat recalls Widdowson's teenage exploits, soundtracked by hits from the Beatles, the Kinks and the Rolling Stones, throughout the Western Region and former Great Western Railway lines. He documents the extreme disorder that resulted from that decision, paying tribute to the train crews who managed to meet demanding timings in the face of declining cleanliness, the poor quality of coal and the major problem of recruiting both footplate and shed staff. This book completes the author's Steam Chase series and provides a snapshot into the comradery that characterised the final years of steam alongside the long-gone journeys that can never be recreated.

Broad Gauge Locomotives

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.

Great Western Large Wheeled Outside Framed 4-4-0 Tender Locomotives

Primarily utilising previously unpublished photographs, Gordon Edgar explores the industrial and minor railways of Wales.

The Metropolitan-Vickers Type 2 Co-Bo Diesel-Electric Locomotives

The Duke class, introduced in 1895, was the first class of 4-4-0s to be built in a large quantity by the Great Western Railway. This remarkable book tells their story. The 1890s were important years for the GWR, mostly because of the conversion from broad gauge to standard gauge. Important decisions had to be made about the engines required to haul the trains on the standard gauge. These decisions were made before the final conversion to standard gauge in May 1892, but they affected the course and development of engine design on the GWR for the next twenty years. The adoption of the 4-4-0 wheel arrangement was a major change, moving away from the established 'singles' and 2-4-0 designs. It created a breakthrough for later GWR engineers to apply further improvements and development. This book gives the individual history of the sixty Duke class 4-4-0s, of which twenty were converted to Bulldogs. It is made more complicated because of the engine renumbering of December 1912. The book goes on to describe the Earl class, or Dukedogs. These engines were a development or hybrid of the Dukes. Some of these survived long enough to be in the last ten years of British Railways' steam before its demise in August 1968. There is a bonus because one of the Dukedog engines survives, no. 3217, on the Bluebell Railway. The decade of the 1890s is an interesting period of GWR history. There is much to be told. Two further books on engine history in this period by this author will follow.

The Great Western Steam Retreat

Visit a train station and create a colorful fold-out scene with all your favorite trains. DK Picture Stickers in favorite themes offer great value and hours of sticker fun in a terrific accordion-page format. Kids can create an exciting scene on one of the poster-size spreads, and then pull it out to hang in a bedroom or playroom. Fun facts accompany each reusable sticker.

Modelling the Western Region

In August 1914 the GWR was plunged into war, the like of which this country had never experienced before. Over the years that followed life changed beyond measure, both for the men sent away to fight and the women who took on new roles at home. Not since 1922 has the history of the GWR in the First World War been recorded in a single volume. Using modern data-bases and enjoying greater access to archives, Sandra Gittins has been able to produce a complete history which traces the GWR from the early, optimistic days through the subsequent difficult years of the Great War, including Government demands for war manufacture, increased traffic and the tragic loss of staff. From GWR ships and ambulance trains to the employment of women, every part of the story is told, including the saddest of all, which is represented by a Roll of Honour.

Industrial Locomotives & Railways of Wales

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.

The Great Western Railway Duke and Dukedog 4-4-0 Locomotives

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.

Train

The Liverpool & Manchester Railway was Britain's first mainline, intercity railway; opened in 1825 it was at the cutting edge of railway technology. Engineered by George Stephenson and his team – John Dixon, William Allcard, Joseph Locke – the project faced many obstacles both before and after opening, including local opposition and the choice of motive power, resulting in the Rainhill Trials of 1825. Much of the success of the line can be attributed to the excellence of its engineering but also its fleet of pioneering locomotives built by Robert Stephenson & Co. of Newcastle. This is the story of those locomotives, and the men who worked on them, at a time when the locomotive was still in its infancy. Using extensive archival research, coupled with lessons learned from operating early replica locomotives such as Rocket and Planet, Anthony Dawson explores how the locomotive rapidly developed in response to the demands of the first intercity railway, and some of the technological dead ends along the way.

The Great Western Railway in the First World War

This is a story about Duck the Great Western Engine. When he came to the station, he soon made it clear that he wouldn't put up with any nonsense. But there was one engine who was more than a match for him . . .

History of the Great Western Railway

British Steam Locomotives Before Preservation, covers the history in pictorial form of steam locomotives that are now preserved as part of the national collection. Those which can be found in private collections and the ones which adorn the various heritage railways which operate throughout Britain. The book looks at each subject both in its working life and during its subsequent preservation. The pictorial content covers a wide swathe of Britain during the years before the heritage locomotives, were earmarked for preservation.

Great Western, King Class 4-6-0s

From the opening of the Great Western Railway in 1838 through to the end of steam traction on the Western Region in 1965 the 'engine shed' formed an important role in both the infrastructure and operation of the railway. As the Great Western system expanded so did the need for larger locomotive servicing facilities and from the 1870s right through to the 1930s many sheds were rebuilt into larger locomotive depots or in some cases replaced by entirely new structures. Nationalisation of the railways in 1948 saw the formation of the 'British Railways Western Region'. Apart from a few early sub-shed closures the number of Western Region steam depots and sub-sheds remained almost unaltered until the regional boundary changes of 1958. Using black and white and color images from the Great Western Trust archive at Didcot, the book illustrates Western Region steam depots and 'sub sheds' that were in operation in the mid 1950s. With many previously unpublished photographs the book should interest modellers, historians and enthusiasts of the Western Region. Today the unique atmosphere of the steam 'shed' can still be experienced at Didcot, where the original 1932 locomotive shed forms the centrepiece of the Didcot Railway Centre.

Great Western: Large Wheeled Outside Framed 4-4-0 Tender Locomotives

Locomotives of the Liverpool and Manchester Railway