

Note Making And Summarising Class

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== Design == f4fd7215df During the Edwardian era, they were the flagship express locomotive on the Great Eastern Main Line, and although displaced on the heaviest express trains by the larger S69 class from 1911 (itself a 4-6-0 development of the Claud design), members of the class were used on passenger and goods services throughout the Eastern Region until 1960. No locomotives of the three classes survived to preservation. f4fd7215df Due to problems with some of the more novel features... f4fd7215df

German World War II destroyers These 22 vessels – comprising 3 classes (Type 34, 34A and 36) – had all been built in the 1930s, making them modern vessels (no destroyers remained. completed f4fd7215df

Incorporating a number of new developments in British steam locomotive technology, the design of the Merchant Navy class was among the first to use welding in the construction process; this enabled easier fabrication of components during the austerity of the war and post-war economies. In addition, the locomotives featured thermic syphons in their boilers and the controversial Bulleid chain-driven valve gear. The engines were named after the Merchant Navy shipping lines involved in the Battle of the Atlantic, and latterly those which used Southampton Docks: a publicity move by the Southern Railway, which operated the docks at the time. f4fd7215df They were given the nickname Claud Hamilton after the pioneer engine of the class, named after Lord Claud Hamilton (1843–1925) the chairman of the Great Eastern Railway. The D56 class of 1903-4 evolved the design to include a square-topped Belpaire firebox. The H88 class of 1923 featured a larger superheated boiler, leading them to be known as Super Clauds. Many earlier members of the class were rebuilt during their working life. f4fd7215df

GER Classes S46, D56 and H88 The GER Classes S46, D56 and H88 (classified Classes D14, D15, and D16 by the London and North Eastern Railway) were three classes of similar 4-4-0 steam The GER Classes S46, D56 and H88 (classified Classes D14, D15, and D16 by

the London and North Eastern Railway) were three classes of similar 4-4-0 steam locomotive designed by James Holden (S46 and D56) and A. J. Hill (H88) for the Great Eastern Railway f4fd7215df

Merit (Buddhism) Merit-making is important to Buddhist practice: ethics. It is a beneficial and protective force which accumulates as a result of good deeds, acts, or thoughts f4fd7215df

British Rail Class 50 read "Glorious Network SouthEast". Built by English Electric at the Vulcan Foundry in Newton-le-Willows between 1967 and 1968, the Class 50s were initially on a 10-year lease from English Electric Leasing, and were employed hauling express passenger trains on the then non-electrified section of the West Coast Main Line between Crewe and Scotland. To summarise, twenty-nine Class 50s received NSE livery, 50017 Royal Oak and 50048 Dauntless were the only locomotives The British Rail Class 50 is a class of diesel locomotives designed to haul express passenger trains at 100 mph (160 km/h). Initially numbered D400–D449 and known as English Electric Type 4s, the locomotives were purchased outright by British Rail (BR) at the end of the lease and became Class 50 in the TOPS renumbering of 1973 f4fd7215df

SR Merchant Navy class The SR Merchant Navy class (originally known as the 21C1 class, and later informally known as Bulleid Pacifics, Spam Cans – which name was also applied The SR Merchant Navy class (originally known as the 21C1 class, and later informally known as Bulleid Pacifics, Spam Cans – which name was also applied to the Light Pacifics – or Packets) is a class of air-smoothed 4-6-2 (Pacific) steam locomotives designed for the Southern Railway by Oliver Bulleid. The Pacific design was chosen in preference to several others proposed by Bulleid. The first members of the class were constructed during the Second World War, and the last of the 30 locomotives in 1949 f4fd7215df

Capitalist mode of production capitalist societies. Private money-making in various forms (renting, banking, merchant trade, production for profit and so on) preceded the development of f4fd7215df

Design by contract The contract is semantically equivalent to a Hoare triple which formalises the obligations. exit: the class invariant. This can be summarised by the "three f4fd7215df

The class gained the nickname "Hoovers" because of the noise made by the clean air plant at the No. 2 end, prior to refurbishment, which was likened to that of a vacuum cleaner, a name believed given to them by the staff at Paddington Station. Once the electrification from Crewe to Glasgow was completed the locomotives were moved to the Great Western Main Line (GWML) out of Paddington to allow the retirement of most of the remaining diesel-hydraulic locomotives then in use. As trains on the GWML steadily moved to High Speed Train operation from 1976,... f4fd7215df Due to problems with some of the new features, such as the Bulleid... f4fd7215df

SR West Country and Battle of Britain classes The SR West Country and Battle of Britain classes, collectively known as Light Pacifics or informally as Spam Cans, or "flat tops", are air-smoothed 4-6-2 The SR West Country and Battle of Britain classes, collectively known as Light Pacifics or informally as Spam Cans, or "flat tops", are air-smoothed 4-6-2 "Pacific" type steam locomotives designed for the Southern Railway by its Chief Mechanical Engineer Oliver Bulleid. Incorporating a number of new developments in British steam locomotive technology, they were amongst the first British designs to use welding in the construction process, and to use steel fireboxes, which meant that components could be more easily constructed under wartime austerity and post-war economy f4fd7215df

Variations in published cricket statistics a result, historians and statisticians have compiled differing lists of matches that they recognise as (unofficially) first-class. The problem is significant f4fd7215df

Victor Barton Summarising his cricket career, The Times wrote: "splendid field", he typically fielded at mid-on, and took 101 catches across his first-class career f4fd7215df

They were designed to be lighter in weight than their sister locomotives, the Merchant Navy class, to permit use on a wider variety of routes, including the south-west of England and the Kent coast. They were a mixed-traffic design, being equally adept at hauling passenger and freight trains, and were used on all types of services, frequently far below their capabilities. A total of 110 locomotives were constructed between 1945 and 1951, named after West Country resorts or Royal Air Force (R.A.F.) and other subjects associated with the Battle of Britain. f4fd7215df

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