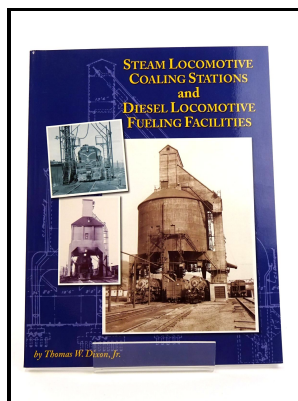


William Stroudley: craftsman of steam

David & Charles - William Stroudley Craftsman Steam



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William Stroudley

Here too the shop grew and grew. The first member of this class is preserved at the in York.

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He was buried in the extramural cemetery in Brighton, where his wife was also later interred. He also designed new workshops, which were accounted at the time among the simplest and most convenient in this country.

William Stroudley

Cylinders, motion and boiler were the same as in his D Class passenger tanks, with variations for the last seven. Stroudley was filling this position he witnessed very considerable extensions of the operations of the company, which, at the time of his death, had a system of 435 miles, and carried in 1888 thirty-nine millions of passengers, besides twenty thousand season ticket holders, its total gross income having been £2,320,000.

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A hopelessly uneconomic and unsustainable policy, Craven refused to compromise on the issue of standardisation and resigned on 31 January, to be replaced by William Stroudley Each of the locomotives listed below are available as DCC FITTED options.

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Now and then he adopted experimentally things about whose success he had doubts, but he always so managed that the evil consequences of failure should be minimised. He inquired why coupled engines should have the outside cranks radially opposite to the inside cranks.

william stroudley craftsman of steam by cornwell h j

It has just been withdrawn by the in order to be restored to its original condition and repainted in the distinctive yellow colour adopted by Mr.

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It was quite possible that the listener did not agree with him; that might be a matter of opinion, but there could be no doubt of the honest sincerity of purpose which prevented him from ever adopting any shape or form, or proportion, or thing, because it would do well enough. He became a Member of this Institution in 1865.

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