

# William Stroudley: craftsman of steam

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Stroudley got a gold medal for one of these engines, the 'Brighton' at the Paris Exhibition of 1878 ; and it was in connection with another engine exhibited at Paris, in 1889, the 'Edward Blount,' for which again he got a gold medal, that, he met with his death.

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Shelf and handling wear to cover and binding, with general signs of previous use. A fan was driven from the axle of the rear trailing wheel by a belt.

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Many still in steam and working as hard now as.

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Many men in his position would have thrown the entire responsibility upon the builders, and would have accepted their designs without criticism.

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Edwards, of Islington Foundry, Birmingham.

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The Red Coaches share the same basis, however they have different roof top designs and styled-brake r s : Brighton Works. Consequently, he adopted what may be termed lavish proportions for his boilers, and the result was one which he never regretted.

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He designed some of the most famous and longest-lived steam locomotives of his era, several of which have been : 6 March Sandford-on-Thames. Bardell, Peter Sidney The balancing of steam locomotives: a dynamical problem of the nineteenth and twentieth centuries: a thesis submitted to the University of London for the award of the degree of Doctor of Philosophy. Open seven 7 days a week, that specialise not only in train models but new and used books and magazines of British, American and Australian titles.

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He was succeeded at Brighton by. Stroudley to depart entirely from the beaten track in designing an engine to suit this traffic.

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