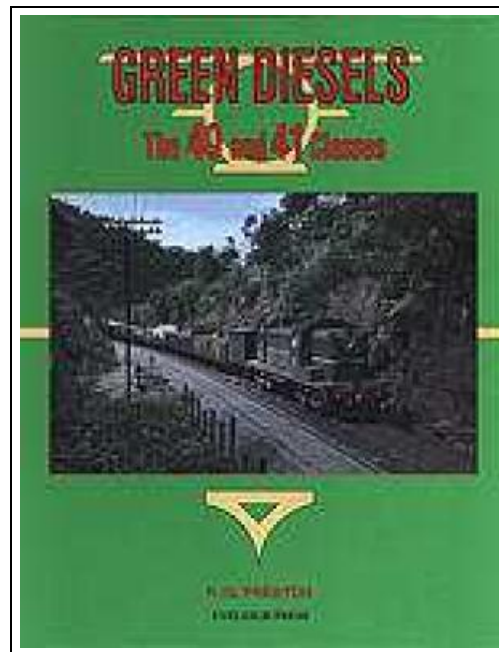


## Green Diesels - the 40 and 41 Classes



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Eveleigh Press, Matraville, NSW Australia, 1997. Laminated Pictorial Boards. Book Condition: New. No Jacket. First Edition. 184 pages profusely illustrated colour b/w photos - The New South Wales 40 class were one of the first mainline diesel electric locomotives to be built for New South Wales. Built by the Montreal Locomotive Works of Montreal, Quebec, Canada, they were based on the ALCO RSC-3 design. There were subtle deviations from the standard RSC-3 built by the American Locomotive Company. These included a cab that angled inwards below the cab windows to reduce the width of the locomotive at the eaves of the cab roof, and placement of the handrails on the car body rather than the standard walkway arrangement. The last unit in service was 4015, it being withdrawn on 12 December, 1971. Some locomotives of this class had parts recycled in to the new build 442 class locomotives. - The 41 class is a class of diesel locomotive ordered by the New South Wales Government Railways in Australia. An order was placed for ten 1,000 horsepower (750 kW) locomotives with Australian General Electric Pty. Ltd. in 1950. The contract was then sent to British Thomson-Houston in the UK. Locomotive 4101 was delivered later than 4102 (4102 was delivered 13 October 1953). The last member of the class, 4110 was delivered in February 1955. The Paxman 12-RPHL engine proved unsuccessful due to low cooling water capacity-similar problems existed on the British Rail (BR) locomotive classes 15 and 16. The excitation system was not allowing the two motors to share the same load-also the cooling system layout did not allow multiple locomotives to work due to the radiator heat passing from the leading 41 class loco to the trailing locos. Modifications were carried out in 1955 - 1956 to make the radiators...

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