

Large Wheeled Outside Framed Tender Locomotives

Large wheeled outside framed tender locomotives were a type of steam locomotive that was used on railways in the United States during the late 19th and early 20th centuries. These locomotives were characterized by their large driving wheels, which were typically 6 feet (1.8 m) or more in diameter, and their outside frames, which were located outside of the driving wheels. This design allowed these locomotives to operate at high speeds while still maintaining a smooth ride.



Great Western: Large Wheeled Outside Framed 4-4-0 Tender Locomotives: Atbara, Badminton, City and Flower Classes (Locomotive Portfolios) by David Maidment

★★★★☆ 4.5 out of 5

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Screen Reader : Supported
Enhanced typesetting : Enabled
Word Wise : Enabled
Print length : 271 pages
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The first large wheeled outside framed tender locomotive was built by the Baldwin Locomotive Works in 1856. This locomotive, known as the "Pioneer", was used on the New York Central Railroad and was capable of hauling trains at speeds of up to 70 miles per hour (110 km/h). The Pioneer

was a success, and other railroads soon began to order similar locomotives. By the end of the 19th century, large wheeled outside framed tender locomotives were the most common type of locomotive in use on American railroads.

Characteristics

Large wheeled outside framed tender locomotives had a number of 特徴 that distinguished them from other types of locomotives. These characteristics included:

- **Large driving wheels:** The driving wheels of these locomotives were typically 6 feet (1.8 m) or more in diameter. This large size allowed the locomotives to operate at high speeds while still maintaining a smooth ride.
- **Outside frames:** The frames of these locomotives were located outside of the driving wheels. This design allowed the locomotives to be more easily maintained and repaired.
- **Tender:** These locomotives were equipped with a tender that carried their fuel and water. The tender was typically located behind the locomotive.

Advantages

Large wheeled outside framed tender locomotives had a number of advantages over other types of locomotives. These advantages included:

- **High speed:** The large driving wheels of these locomotives allowed them to operate at high speeds. This made them ideal for use on long-distance passenger trains.

- **Smooth ride:** The outside frames of these locomotives helped to provide a smooth ride. This made them comfortable for passengers and crew.
- **Easy maintenance:** The outside frames of these locomotives made them easy to maintain and repair.

Disadvantages

Large wheeled outside framed tender locomotives also had a number of disadvantages. These disadvantages included:

- **Heavy weight:** These locomotives were very heavy, which could damage track and bridges.
- **High center of gravity:** The high center of gravity of these locomotives made them prone to derailment.
- **Limited fuel and water capacity:** The tenders of these locomotives were relatively small, which limited their range.

Decline and Legacy

The use of large wheeled outside framed tender locomotives declined in the early 20th century as more powerful and efficient locomotives were developed. However, these locomotives remained in use on some railroads until the mid-20th century. Today, a number of these locomotives have been preserved in museums and heritage railways.

Large wheeled outside framed tender locomotives were an important part of the history of American railroads. They were the first locomotives to be capable of operating at high speeds while still maintaining a smooth ride.

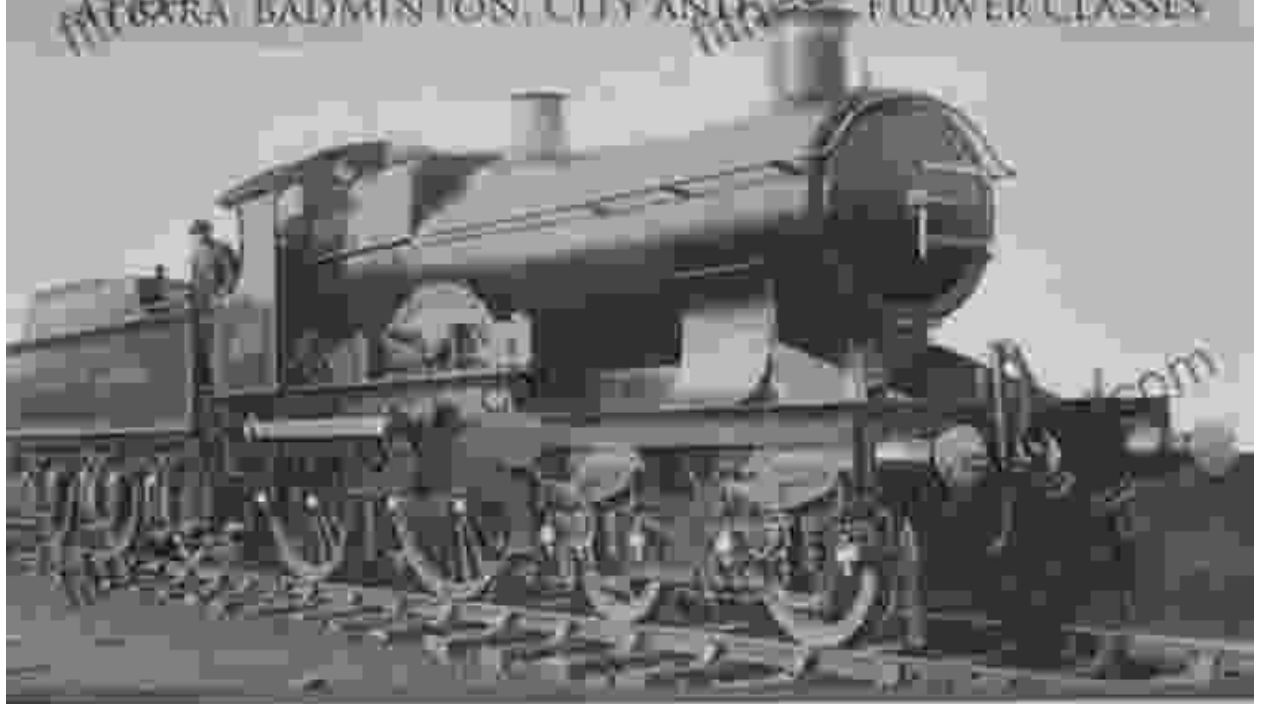
These locomotives played a vital role in the development of the American railroad system.

Image Gallery

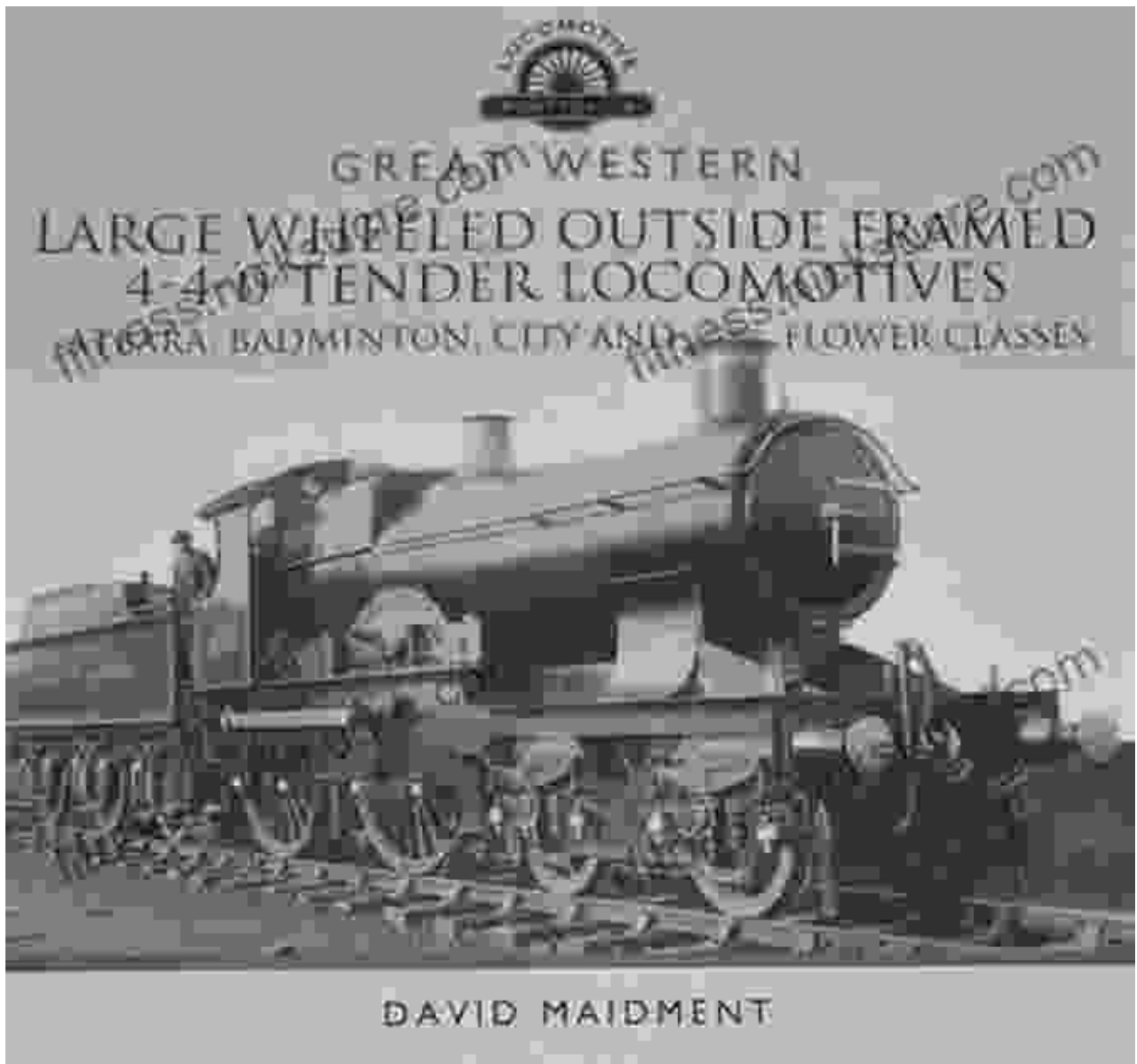




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