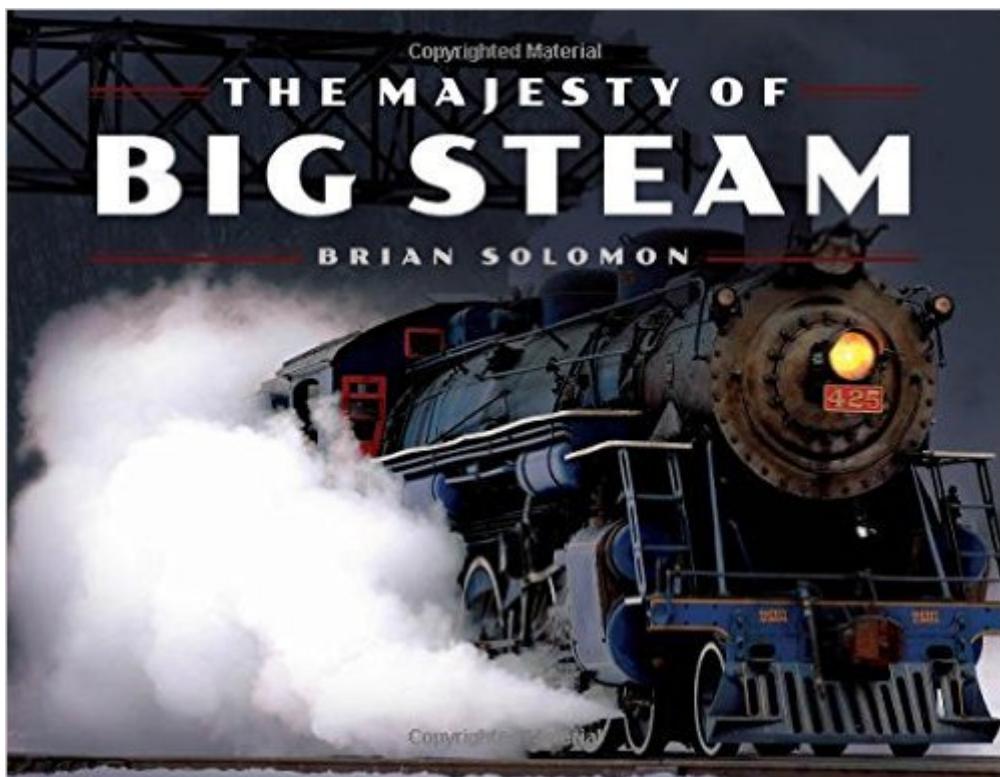


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The Majesty Of Big Steam



Synopsis

Relive the romance and power of the steam locomotive era, the product of a century of continuous research and development. In the United States, the final decades of steam power were characterized by very large and capable locomotives. Beginning in the 1920s with Alco's three-cylinder types and Lima's "Super Power" concept, steam locomotive design crossed new thresholds of power and efficiency. A host of new wheel arrangements combined with innovative technology and new materials to create a final generation of refinement. Lima's Berkshire of 1925 demonstrated the value of the four-wheel radial trailing truck in its ability to support a firebox large enough to supply high power and fast running. Within a few years the 2-10-4 Texas, 4-6-4 Hudson, and 4-8-4 Northern had led the way, and by the late 1920s, large modern articulated types were taking shape. The Majesty of Big Steam is full of these late-era locomotives, the last generation of steam power before the diesels took over. Dramatic photos show Berkshires, Hudsons, and Northerns at work, as well as massive articulateds at their finest. Witness New York Central's Great Steel Fleet being whisked along behind some of the most refined American-designed engines. See Southern Pacific's cab-forward oil burners crest the California Sierra, and Baltimore & Ohio's EM-1 war babies lift tonnage over the Appalachian mountains. Norfolk & Western continued to refine 4-8-4s and articulated types, even as the rest of America was buying diesels, and ran these well-oiled machines longer than any other line. Don't miss a single one!

Book Information

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Customer Reviews

Another great book by Solomon. He has brought together some masters of rail photography, conducted significant research, and presents a wonderful history of significant steam locomotive models that can be enjoyed by steam novices, aficionados, and everyone in between. In addition to his own photos and text he has collaborated with noted photographers including Richard J. Solomon, John E. Pickett and Jim Shaughnessy; along with John Gruber contributing both photographs and wonderful essay titled "David P. Morgan and Steam". With a bibliography consuming three columns of fine print over two pages, it shows that the author has done his homework. An excellent informational supplement at the end of the book is 22 pages of expanded/detailed captions for each of the 120+ color & black and white photos. The Majesty of Big Steam is quite pleasurable for anyone who delves between its covers. The technical locomotive information is not overbearing, and provides even more enjoyment to readers who have even a basic understanding of the mechanics of steam locomotives. What sets this book apart from others is that it is not just mechanical information accompanied by photos. Solomon puts the locomotives into historical perspectives and geographical context through excellent accompanying text related to the designers, builders, railroads on which they ran, and cargo that they hauled. Highly recommend this book to anyone with an historical interest in North American steam locomotives.

Great photographs. Sparing but accurate and somewhat entertaining texts bring the big steam power to life. What I can't believe is that from pages 97 to 115, the pages are UPSIDE DOWN!!! Didn't that have proofs of the final before they printed??? Pretty shoddy. But I love the book and would have been FIVE stars if I didn't have to turn the book upside down to see those pages!!

"Majesty" is an apt word - the locomotives here are indeed majestic. And many are massive, and beautiful, too! As always, Brian Solomon delivers! The photos are incredible and the details and stories about the trains are interesting. There's great history here!

Loved the focus on the biggest steam engines in the final days of steam-powered railroads from 1920 to 1950. Fantastic photography of dozens of gigantic steam locomotives highlights a remarkably informative book by a bona-fide railroad historian with few if any peers.

He perpetuates the con job that a separate A diesel, plus separate B diesel, plus separate B diesel, plus separate A diesel is ONE diesel. So that means an A diesel plus A diesel is only half a diesel and an A diesel plus B diesel, plus A diesel is therefore what, three fourths of a diesel? It was and is

a con job. The small pictures and book size doesn't convey the majesty of steam at all. Putting picture captions at the back of the book is annoying and means flipping back and forth. Dumb. The text is ho-hum and not really informative for a so-called expert. I THREW THIS BOOK IN THE TRASH!

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