

#533670 in Books John Goodwin 2017-02-03 2017-02-17Original language:EnglishPDF # 1 9.80 x .70 x 6.90l, .0 #File Name: 1473854113128 pagesRailway Guns British and German Guns at War | File size:

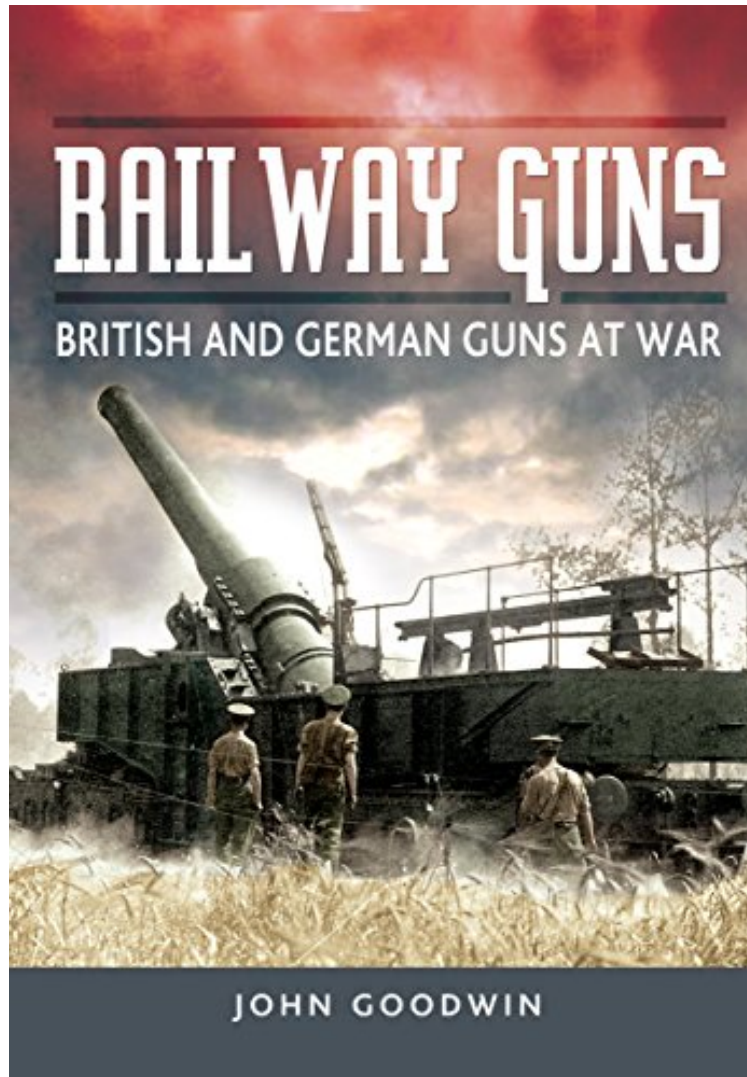
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Dr John Goodwin : Railway Guns: British and German Guns at War before purchasing it in order to gage whether or not it would be worth my time, and all praised Railway Guns: British and German Guns at War:

8 of 8 people found the following review helpful. A rather strange and disappointing bookBy Charles W. SchedelHaving read the Uk review of this book I was not terribly surprised. It is roughly 40% text and 60% photographs many of which have not,been published before., with the later being the strong point of the book. Even so several are grossly mislabeled. A photograph captioned a being the famous Pari Gun is actually the French 340/224mm/150, and the word Schneider is visible on the side while another labeled as a US Navy 14-in gun that saw service in WW I is actually a USN MK II Mod I from the 1920s. In addition several pages are taken up with photos

and drawings of RR water cranes and freight cars that have nothing to do with RR guns. The text lacks flow and says very little of interest. There are many factual errors (of which the most extraordinary is perhaps the repeated statement that the unique experimental hyper-velocity gun known as "Bruce" was a railway gun - it wasn't but for the photographs alone it is worth considering). 0 of 0 people found the following review helpful. Lots of photos; basic text describing technical aspects of the guns. Little on development of the gun designs or performance. By Bayard B. Lots of interesting photos and adequate text describing basic technical aspects of the guns such as equipment weights, shell weights, and gun ranges. Unfortunately, there is little history of the development of the gun designs or information on the performance characteristics of these huge guns. Although subtitled *British and German Guns at War*, the text actually also includes some discussion and several photos of American and French railway guns used in WW I. Probably three-quarters of the text and photos in the book are devoted to British guns. Chapters 5 through 8 describe aspects of British railway guns that I have never encountered before: Army training grounds, the British railway systems that were used to move the guns around the south coast of Britain during the invasion scare period of 1940-1942, and the locomotives that were used. Somewhat strangely, there is also discussion and several photos of the British 14-inch and 15-inch fixed guns mounted in the Dover Straits in 1940, even though these definitely were not railway guns. A previous review points out a couple of incorrectly labeled photos, i.e., the German "Paris Gun" on page 44 that is not the "Paris Gun." I believe that there are some others as well: Page 58: the bottom photo is labeled as 14-inch railway gun at Dover. I suppose this is possible, but it would not be possible during WW II as the 14-inch guns were scrapped in 1926. The 18-inch howitzer and 14-inch gun used the same railway mountings and had the same external dimensions, so it is very difficult to tell them apart in a photo. But the gun depicted on page 58 just doesn't look like the 14-inch gun depicted on page 27. I think that the gun shown on page 58 is the same 18-inch gun that is shown on page 59. Page 88: the bottom photo is labeled as Prime Minister Winston Churchill inspects a 13.5 inch railway mounted howitzer. There is no discussion anywhere in the text regarding a 13.5 inch howitzer. Page 64 describes a 13.5 inch gun taken from the old battleship *Iron Duke*, but that is not a howitzer. I have reviewed several other books on British artillery and I can find no evidence of such a howitzer. Furthermore, the photo clearly shows that the weapon (whatever it is) is oriented 90 degrees to the mounting on the railway track, which is probably impossible for a 13.5 inch gun or howitzer. I believe that this weapon is a 9.2 inch gun. It looks very similar to the 9.2 inch gun shown on page 67. If you want to read more detailed (and perhaps more accurate) books on railway guns, I recommend the following: *British and American Artillery of World War II* by Hogg (2002). Pages 164-227 describe British and American railway and coastal artillery. *German Artillery of World War II* also by Hogg (1997). Pages 113-140 and 221-246 describe German railway and coastal artillery. *German Railroad Guns in Action* by Engelmann (1976). This is a 50 page booklet that has many photos and detailed accompanying text of the German railway guns of the World War II era. Just to show how prices have changed over the decades: I paid \$4.95 for this booklet back in 1976. *California's Railway Guns* by Small (1998). This is an excellent booklet (88 pages) that discusses the US Navy 14-inch railway gun of 1918 and the US Army 8-, 10-, 12-, and 14-inch railway howitzers and guns of 1917 through 1920. *Seacoast Fortifications of the United States* by Lewis (1970). Pages 100-142 describe the guns and fortifications or casemates of the World Wars I and II era. Appendix B on page 142 provides a very good summary of the guns performance. *The Concrete Battleship* by Allen (1988). The book discusses the construction of Fort Drum in Manila Bay from 1909-1917. Pages 15-22 describe the main 14-inch gun and turret armament. Because coast artillery was under the purview of the US Army, these guns were designed and produced by the Army, not the Navy, and were totally unrelated to any 14-inch battleship guns developed by the Navy. 0 of 0 people found the following review helpful. Five Stars. By Robert Eichen. What I want is a 500 page, coffee table size book with 1000 photos! Any takers?

In the nineteenth century the War Office showed little interest in developing large heavy artillery for its land forces, preferring instead to equip its warships with the biggest guns. Private initiatives to mount a gun on a railway truck pulled by a steam engine were demonstrated before military chiefs in the Southern Counties, but not taken up. However, the development of longer-range guns, weighing up to 250 tons, to smash through the massive armies and trench systems on the Western Front in 1916, led to a rethink. The only way to move these monsters about quickly in countryside thick with mud was to mount them on specially built railway trucks towed by locomotives. The railway guns were to be put on little-used country lines where they could fire on beaches, road junctions and harbors. The locations and cooperation given by the independent railway companies is explained, as are the difficulties of using the same lines for war and civilian traffic. The First World War also saw the emergence of large training camps for railway men. When the war ended most railway guns were dismantled and lost in ordnance depots. The Army Council was uncertain about artillery needs in a future war, so training, and development stopped. This book largely concentrates on the realities of the time, the type of gun, the locomotives, artillery targets, locations, and what it was like when firing took place. It is fully illustrated with pictures, maps and plans covering different aspects of railway guns their locomotives and equipment.

Photos, drawings, and far-flung narratives provide a source for a specialised area of modelling in which

comprehensive references are scarce. (FineScale Modeler magazine) About the Author Born into a railway family, the author left school at fourteen. He spent the early years of the Second World War on Sussex Coast, armed with a rifle and awaiting a German invasion. Sent to the Middle East, he ended up in army headquarters in Baghdad and was responsible for secret signal communications, along the military convoy routes from Basra, on the Persian Gulf, to the Russian Army. He is a founder member and contributor to the Fortress Study Group.