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The official FAA guide to aircraft weight and balance.

Various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars, sport-utility vehicles, minivans, and other light-duty vehicles without compromising vehicle performance or safety. Assessment of

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Technologies for Improving Light Duty Vehicle Fuel Economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines: spark-ignition gasoline, compression-ignition diesel, and hybrid. According to its estimates, adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark-ignition engines could reduce fuel consumption by 29 percent at an additional cost of \$2,200 to the consumer. Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent

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at an added cost of approximately \$5,900 per vehicle, and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of \$6,000 per vehicle. The book focuses on fuel consumption--the amount of fuel consumed in a given driving distance--because energy savings are directly related to the amount of fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions, the book finds that

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vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.

The 'Castle' class 4-6-0 locomotives designed by Charles Collett and built at Swindon Works were the principal passenger locomotives of the Great Western Railway. The 4-cylinder locomotives were built in batches between 1923 and 1950, the later examples being constructed after nationalisation by British Railways. ??In total 171 engines of the class were built and they were originally to be seen at work all over the Great Western

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Railway network, and later working on the Western Region of British Railways. The highly successful class could be described as a GWR work in progress, because further development took place over almost all of the locomotives working lives. In addition to inspiring other locomotive designers the 'Castle' class engines were proved to be capable of outstanding performances, and when introduced were rightly described as being 'Britain's most powerful passenger locomotives'. Some of the 'Castles' survived in service for over 40 years, and individually clocked up just a little short

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of 2 million miles in traffic. ??In this book, Keith Langston provides a definitive chronological history of the iconic class together with archive photographic records of each GWR 'Castle' locomotive. Many of the 300 plus images are published for the first time. In addition background information on the origin of the names the engines carried, including details of the many name changes which took place, are also included. The extra anecdotal information adds a fascinating glimpse of social history. ??Collett CASTLE Class is a lavishly illustrated factual reference book which will

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delight steam railway enthusiasts in general
and in particular those with a love of all
things Great Western!

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