

Built For A Tank The Rulers Of Darkness Mc Book 2

The menacing silhouette of the T-54 tank prowling down streets of Eastern European capitals or roaring across fields in massive exercises remains one of the most enduring images of Soviet power in the early years of the Cold War. Its sleek and unmistakable shape was a warning to any nation that wanted to stand against the USSR. Yet all of this masked a flawed, outdated design, and when T-54s began to clash with the Western armoured vehicles in proxy wars in Southeast Asia and the Middle East, they were found to be on the losing side of many of the battles. Containing over 500 stunning contemporary and modern photographs, and written by two experts on Soviet armour, this authoritative book tells the complete story of the T-54, one of the most widely produced tanks of all time, including many previously unheard of variants.

Several factors delayed and greatly hampered the development of an Italian medium and heavy tank during Rommel's Desert War in World War II. The first was the strategic stance of the country, focussed on a war against neighbouring countries such as France and Yugoslavia, and ill-prepared for a war in the Western Desert. Since these European countries bordered with Italy in mountainous areas, light tanks were preferred as these were deemed

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much more suitable for the narrow roads and bridges of the Alps. The failure to develop an effective operational plan for North Africa was another factor behind the failed development of an Italian medium tank, along with the lack of communication between the War Department and the Ministry of the Colonies, which not only had actual command over the Italian forces deployed in the Italian colonies of Libya and in Italian East Africa, but was also responsible for developing their defence plans. Furthermore, the development of the medium tank was hampered by the limited number of Italian industries, whose production was also heavily fragmented - hence the SPA-developed engines, the Fiat and Ansaldo hulls and armour, the Breda and army ordnance guns. All these factors delayed the development of the first prototype of an Italian medium tank - the M 11 - which would only appear in 1937 and did not enter production until 1939. Inspired by its British and French counterparts, the M 11 / 39 was a 11-ton medium tank chiefly intended for use as an infantry tank, with its main gun (a 37/40 gun) mounted in a casemate in the hull and its small turret armed only with two machine guns. Actual production was limited to only 100 samples, 76 of which were sent to Libya and the other 24 to Eastern Africa, as production of the turret-gun-armed M 13 had started in the meantime. In June 1940, when Italy entered the war, her armoured inventory

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numbered fewer than 1,500 light tanks (including the obsolete Fiat 3000) and the 100 newly built M 11 medium tanks, divided amongst three armoured divisions, three cavalry groups and several independent tank battalions. Unsurprisingly, without a tank school, the Italian armoured force lacked the necessary training and experience in the use of tanks and AFVs, and with the tanks lacking radio equipment, there was a widespread absence of tactical and technical knowledge which, along with the limited effectiveness and numbers of the available tanks, made the perfect recipe for the defeats to come.

This comprehensive and fully illustrated history presents an in-depth look at the Great Western Railway's various pannier tank engines. Though hauling freight was a vital part of Great Western Railway's history—and where it made the majority of its profit—there are few books devoted to the stout, powerful engines that did the work. In *Great Western, Pannier Tank Classes*, British Railways expert David Maidment corrects that oversight. This volume explores the large number of 0-6-0 saddle tanks built for both the Great Western Railway and the independent railway companies in South Wales, most of which were converted to pannier tanks in the Churchward and Collett eras. While covering the Armstrong and Dean engines in detail, Maidment goes on to describe the design, construction and

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operation of the largest class of steam engines built in the UK in the last century: Charles Collett's GWR 5700 class, examples of which were still being built after nationalization. Collett also designed pannier tank engines for branch passenger and freight work, and his successor Frederick Hawksworth continued the GW tradition with a tapered boiler version. All of these are discussed in depth in terms of their design and service. A concluding chapter covers further designs that were never built.

A collection of World War II Model German Tanks in Color. World War II history in Europe and North Africa is recreated with skillfully built and painted model German tanks. The tanks are carefully retouched digitally into atmospheric scenes that span the entire length of the war, from the invasion of Poland in 1939 to the fall of Berlin in 1945. Over 30 highly detailed World War II German tank models from the author's model collection are used. Each spread has information about the tank and the historic scene depicted, including German tank units and dates. With over 100 color photos of the German tanks that changed the military history of armor forever.

Plagued by unreliable vehicles and poorly thought-out doctrine, the early years of World War II were years of struggle for Britain's tank corps. Relying on tanks built in the late 1930s, and those designed and built with limited resources in the opening years of

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the war, they battled valiantly against an opponent well versed in the arts of armoured warfare. This book is the second of a multi-volume history of British tanks by renowned British armour expert David Fletcher MBE. It covers the development and use of the Matilda, Crusader, and Valentine tanks that pushed back the Axis in North Africa, the much-improved Churchill that fought with distinction from North Africa to Normandy, and the excellent Cromwell tank of 1944–45. It also looks at Britain's super-heavy tank projects, the TOG1 and TOG2, and the Tortoise heavy assault tank, designed to smash through the toughest of battlefield conditions, but never put into production.

This pictorial history of the legendary M1 Abrams Tank illustrates its versatility and advancement from the Cold War Era to the present day. The M1 Abrams has proved itself to be the finest main battle tank in the world since its introduction into US Army service in 1981. It combines the ultimate balance between firepower, mobility and protection as demonstrated by its superior performance during the two Gulf Wars and in Afghanistan. It routed the Soviet equipment of Saddam Hussein's army and today remains the yardstick by which friends' and foes' MBTs are judged. As military expert Michael Green demonstrates in this illustrated history, the M1's versatility, and its continual modernization of weaponry armor and engineering, guarantees that it will remain the US Army's spearpoint for years to come. With its comprehensive collection of images and authoritative

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text, this volume is an ideal resource for information on M1 Abrams Tank design and combat operations. When it was introduced into service in 1953, the T-10 represented a return to the "classic†? Soviet heavy tank. Although considered a major threat to NATO tank forces, it also represented the end of an era. All gun heavy tanks like the T-10 would eventually be made effectively redundant by later models like the T-62 which had powerful next generation armament and new ammunition types. The tank was gradually withdrawn from service in the 1970s, though the last tanks would only leave Russian service, by decree of the President of the Russian Federation, in 1997. As such the T-10 outlived the Soviet state that had created it. Never exported outside of the Soviet Union and rarely used in combat, the T-10 has remained a mysterious tank, with many of its variants unknown in the West until very recently. This study, written from original Russian and Ukrainian primary source documents that have only recently been made available, uncovers the history of this enigmatic tank using 130 stunning contemporary and modern photographs of the T-10 as well as full colour side-view artwork.

“A fantastic read . . . Whether your interest is armour or history I would highly recommend this book” (Military Modelling). The tank destroyer was a bold—though some would say flawed—answer to the challenge posed by the seemingly unstoppable German Blitzkrieg. The TD was conceived to be light and fast enough to outmaneuver panzer forces and go where tanks could not. At the same time, the TD would wield the firepower needed to kill any

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German tank on the battlefield. Indeed, American doctrine stipulated that TDs would fight tanks, while American tanks would concentrate on achieving and exploiting breakthroughs of enemy lines. The Tank Killers follows the men who fought in the TDs, from the formation of the force in 1941 through the victory over the Third Reich in 1945. It is a story of American flexibility and pragmatism in military affairs. Tank destroyers were among the very first units to land in North Africa in 1942. Their first vehicles were ad hoc affairs: halftracks and weapons carriers with guns no better than those on tanks, thin armor affording the crews considerably less protection. Almost immediately, the crews began adapting to circumstances, along with their partners in the infantry and armored divisions. By the time North Africa was in Allied hands, the TD had become a valued tank fighter, assault gun, and artillery piece. The reconnaissance teams in TD battalions, meanwhile, had established a record for daring operations that would continue for the rest of the war. The story continues with the invasion of Italy and, finally, that of Fortress Europe on June 6, 1944. By now, the brass had decreed that half the force would convert to towed guns, a decision that dogged the affected crews through the end of the war. The TD men encountered increasingly lethal enemies, ever more dangerous panzers that were often vulnerable only to their guns, while American tank crews watched in frustration as their rounds bounced harmlessly off the thick German armor. They fought under incredibly diverse conditions that demanded constant modification of tactics, and their

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equipment became ever more deadly. By VE-Day, the tank destroyer battalions had achieved impressive records, generally with kill-loss rates heavily in their favor. Yet the army after the war concluded that the concept of a separate TD arm was so fundamentally flawed that not a single battalion existed after November 1946. *The Tank Killers* draws heavily on the records of the tank destroyer battalions and the units with which they fought, as well as personal stories from veterans of the force.

British Second World War tanks performed so badly that it is difficult to bring to mind any other British weapon of the period that provokes such a strong sense of failure. Unfortunately, many of the accusations appear to be true – British tanks were in many ways a disgrace. But why was Britain, the country that invented them, consistently unable to field tanks of the required quality or quantity throughout the conflict? This perceived failure has taken on the status of a myth, but, like all myths, it should not be accepted at face value – it should be questioned and analyzed. And that is what Dick Taylor does in this closely researched and absorbing study. He looks at the flaws in British financial policy, tank doctrine, design, production and development before and throughout the war years which often had fatal consequences for the crews who were sent to fight and to be ‘murdered’ in ‘mechanical abortions’. Their direct experience of the shortcomings of these machines is an important element of the story. He also considers how British tanks compared to those of the opposition and contrasts tank production for the army with the production of aircraft for

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the RAF during the same period. His clear-sighted account goes on to explain how, later in the conflict, British tank design improved to the point where their tanks were in many ways superior to those of the Americans and Germans and how they then produced the Centurion which was one of the best main battle tanks of the post-war era.

Seventy-five years ago the most quintessentially American tank was built: the M4 Sherman, which featured heavily in the Allies' World War II victory and later in films such as "Fury," starring Brad Pitt. Seventy-five years after it first rumbled into service, the M4 Sherman remains the most quintessentially American tank ever conceived. What the E-unit locomotive is to railroading, what the Corvette is to sports cars, the Sherman tank is to armored military vehicles—a classic example of American ingenuity and design answering a pressing need or desire. M4 Sherman Tanks is the definitive illustrated history of the Sherman tank, covering the entire scope of its development, manufacture, service, armaments, turrets, tracks, drivetrains, and its many variants. The book begins with the M4's evolution from the M3 and M2 tanks and continues through the rapid production of more than fifty-three thousand units in 1942 and 1943 and the tank's further service among more than fifty nations after World War II. Photos from the battlefield and the factory floor, exteriors and interiors of Shermans, and war-related ephemera fill the pages. Insightful text examines how the M4's mechanical reliability and ease of maintenance made it a success, as well as how sheer numbers helped

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it outgun technologically superior German counterparts. The story doesn't end there but continues to include the postwar conflicts in which M4s were employed, including the Korean War, the Indo-Pakistani War of 1965, and the Arab-Israeli Wars. The M4 Sherman tank is an institution in American--indeed, international--military lore, as synonymous with US military prowess as the P-51 fighter or the Nimitz-class aircraft carrier. This is the complete and authoritative tribute to that legend.

British Battle Tanks
British-made tanks of World War II
Bloomsbury Publishing

“A superbly organized, well-written, detailed history of the Sherman tank” with hundreds of photos and diagrams included (Armor Magazine). The Medium Tank, M4, better known to the British as the Sherman, was the most widely used medium tank by the United States and western Allies in World War II. Reliable, relatively cheap to produce, and easy to maintain, thousands were distributed to the British Commonwealth and the Soviet Union by the Lend-Lease program. It first saw combat in North Africa, where it outclassed lighter German and Italian tanks. By 1944 the M4 was outgunned by the German heavy tanks, but it still contributed to the fight when deployed in numbers and supported by artillery and fighter-bombers. A detailed insight into the development and deployment of the M4, this book covers the design and construction of the chassis, turret, engine, armaments, and munitions, and differences between the variants of the M4. It covers the difficulties facing the crews who fought in this legendary tank, exploring the training they received and the different combat methods perfected by the Allies, including landing from a landing craft, maneuvering in the bocage of Normandy, and fighting in the snow. Fully illustrated with hundreds of contemporary and modern

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photographs and detailed diagrams, this complete account provides all the technical details of the construction of the M4, its maintenance and repair, and the logistics required to support it in combat. Whether you are a collector, a modeler, or simply passionate about military history, this book will provide you with an unparalleled insight into the M4. “Period photos, preservation shots, interior details, variant schematics, archival excerpts, armament and ammunition drawings, and more . . . Make it your introduction to this legendary tank family.” —Cybermodeler

This 100-year anniversary book profiles the complete history of tank design, use, personalities, and how tanks changed the careers of men such as Patton, de Gaulle, and Rommel. The idea of British soldiers using American tanks was not viewed with a great deal of enthusiasm by the British Army. They perceived American tanks as being crudely made, mechanically unsophisticated and impossible to fight in. However, once British crews got used to them and learned to cope with some of their difficulties, such as limited fuel capacity and unfamiliar fighting techniques, they started to see them in a far more positive light, in particular their innate reliability and simplicity of maintenance. This book, the last in a three-part series on British Battle Tanks by armour expert David Fletcher, concentrates on World War II and studies American tanks in British service, some of which were modified in ways peculiar to the British. It shows how the number of these tanks increased to the point that they virtually dominated, as well describing some types, such as the T14 and M26 Pershing, which were supplied but never used in British service.

Rise of the Tank will be concentrated on the period of the development of the tank and its use in the First World War. This will appeal to those interested in new developments in war and those interested in the First World War generally.

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The book will be especially relevant due to the forthcoming centenary of the beginning of the war and for this reason it will be easy to promote the book as there will be a lot of media interest. Using the resources of the Imperial War Museum, The National Archives and the Tank Museum, *Rise of the Tank* will have lots of information available on the development and use of the early tanks as well as personal reminiscences of those who fought in them. The author, Michael Foley, has also collected a great deal of material from the period such as the First World War field service pocket book of a 2nd lieutenant of the 10th Tank Battalion and copies of various magazines of the period. He will have also be accessing First World War newspapers to find original and rare archive sources.

The entry of the US into World War II provided the Allies with the industrial might to finally take the war to German and Japanese forces across the world. Central to this was the focus of the American military industrial complex on the manufacture of tanks and armoured fighting vehicles. Between 1939 and 1945, 88,140 tanks and 18,620 other armored vehicles were built – almost twice the number that Germany and Great Britain combined were able to supply. In this lavishly illustrated volume, armour expert Michael Green examines the dizzying array of machinery fielded by the US Army, from the famed M4 Sherman, M3 Stuart and M3 Lee through to the half-tracks, armored cars, self-propelled artillery, tank destroyers, armored recovery vehicles and tracked landing vehicles that provided the armoured fist that the Allies needed to break Axis resistance in

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Europe and the Pacific. Publishing in paperback for the first time and packed with historical and contemporary colour photography, this encyclopedic new study details the design, development, and construction of these vehicles, their deployment in battle and the impact that they had on the outcome of the war.

Thirty-five different buildings with successfully installed solar air systems are described and documented. The building types cover single family houses, apartment buildings, schools, sports halls, and industrial commercial buildings with six different configurations of solar air systems used. Each example building is described over several pages, with plans, performance details and illustrations provided. This is supplemented by a summary of the types of system used.

At the outbreak of war in 1939 British tank crews were ill-equipped, under trained and badly led. As a consequence the lives of hundreds of crewmen were wasted unnecessarily. This was due not only to the poor design and construction of British tanks, but also to the lack of thought and planning on the part of successive pre-war governments and the War Office. *Death by Design* explores how and why Britain went from leading the world in tank design at the end of the First World War to lagging far behind the design quality of Russian and German tanks in the Second World War. This book is a much-needed

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warning to governments and military planners: a nation must always be prepared to defend itself and ensure that its soldiers are equipped with the tools to do so.

A visual guide to the history of tanks, Tank tells the full history of tanks through stunning photography and informative text. From the early Mark Is of World War I to the T-34 of World War II to the cutting-edge M1 Abrams of today, Tank showcases the most famous (or infamous) armored fighting vehicles in history. Packed full of tanks, armored vehicles, personnel carriers, and anti-tank weaponry, Tank combines comprehensive photographic spreads with in-depth histories of key manufacturers and specially commissioned visual tours of the most iconic examples of their kind. The featured vehicles are placed in their wider context, along with with tactical and technological improvements, and the impact of the tank on the evolution of battlefield and military strategy. Tank charts the evolution of the tank over the past century, covering over 450 tanks and military vehicles from all over the world. Look through the history of tanks and explore the form and function of a weapon that changed history. Learn the different vehicles' weight, size, country of origin, and time of use through in-depth profiles. An essential visual history, Tank provides a complete and exciting overview to the iconic vehicles that changed history. Only after the Nazis invaded Poland and France did

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the United States Government authorize mass production of tanks. By the end of the War American industry had built nearly 90,000 tanks, more than Germany and Great Britain combined. The first big order in May 1940 was for 365 M2A4 light tanks, the initial iteration of the Stuart series, with almost 24,000 constructed. The Stuart series was supplemented by almost 5,000 units of the M24 Chaffee light tank. There was also the failed M22 Locust light tank intended for airborne operations. The M4 series of medium tanks, best known as the Sherman, were the most numerous with some 50,000 in service with not only the American military but British and other Allied armies. It was not until later in the war that the M26 Pershing heavy tank was built. Initially the US Army doctrine saw tanks as primarily for the exploitation role. Later the concept of tank destroyers evolved to counter large scale German armored offensives. These defensive AFVs included the half-track-based 75mm Gun Motor Carriage M3 and the full-tracked M10, M18, and M36. This comprehensive and superbly illustrated book describes in authoritative detail the characteristics and contribution to victory of these formidable fighting vehicles.

Although, to the casual eye, all British tanks of World War I look much the same, the Mark V is quite outstanding and has a strong claim to be the tank that won the Great War. In this title, renowned tank

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expert David Fletcher examines the technological developments that made this tank excel where others had failed, and the reasons why it gave the British the upper hand over the Germans on the battlefield and why it was adopted by the US Tank Corps. Accompanied by detailed artwork showing the design changes that allowed the Mark V to breach the widest German trenches, this title is an excellent resource for the study of the armour of World War I.

The NVG covers all seven Marks of Churchill gun tank with variations and the curious self-propelled gun of 1941/42, but not the so-called 'Funnies' or the armoured recovery vehicle variants. It will begin with the prototype tank A20, which has not been covered in any detail before, then go on to look at all seven Marks of Churchill, in particular their different guns. This book will also look at the tank's service in Russia and later with the Irish, Jordanian and Australian Armies. It will also feature on the disastrous Dieppe raid of August 1942, ending with a brief look at the Black Prince or super Churchill which was only developed up to the prototype stage at the end of World War II. The Churchill is an interesting tank, quite different from any other British tank of World War II, built outside the normal process of British tanks and the Department of Tank Design. It was built under the watchful eye of the Prime Minister, after whom it was named, by a firm

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with no previous experience of tank production. Despite being condemned as unsuitable and more than once being scheduled to be replaced by a better design this never actually happened. It remained in production and ultimately vindicated itself since, although it was slow and noisy it was found to have superior climbing ability and thicker frontal armour than the vaunted German Tiger. Its classification as an Infantry Tank has been extensively criticised although recently one or two authors, notably Americans, seem to have revised their views on this and even Field Marshal Montgomery, who advocated a Universal Tank to fulfil all roles, found the Churchill a useful tank on many occasions, particularly considering its ability to absorb punishment.

This unique pictorial history captures the many types of armored vehicles used across the Western Front of WWII—through soldiers' photos of enemy wreckage. Early in the Second World War, victorious German soldiers regularly photographed and posed with destroyed or abandoned Allied tanks. When the tide of the war turned against them in 1944, their wrecked Panzers were photographed by victorious Allies. The practice created an extraordinary record of the thousands of tank wrecks that littered the battlefields across the Western Front. In this volume, Anthony Tucker-Jones has selected a fascinating collection of these historic images, forming a rare

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visual guide to the fate of World War II armor. All the principal tanks of the conflict are represented: Renaults, Matildas, Churchills, Shermans, Panzer IVs, Panthers and Tigers along with many others. Tanks Wrecks of the Western Front provides insight into the rapid development of tank design during the war, and shows how vulnerable these armored vehicles were to antitank guns and air attacks. The Sherman tank was the principal US and Allied tank of World War II more Shermans were built than all German tanks combined. Not only were large numbers of Shermans manufactured, but a large number of variants emerged powered by different types of engines and with different types of hulls, turrets and other details, making it an ideal subject for any modeller. Steven J Zaloga takes on the Sherman tank in this book, providing a guide to four variants across a range of different skill levels, depicting differing colour schemes and techniques which are examined and illustrated in lavish full-colour step-by-step photographs.

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