

1: Tanks of the World, by Peter Chamberlain and Chris Ellis (, Paperback) | eBay

Arranged chronologically, from the early days of World War One to the Russian and German heavy tanks used in , the entry for each vehicle has notes on design, production, and performance. Invaluable for the enthusiast and collector.

The need to increase the firepower of the KV series was seen by the end of with the Germans introducing Tiger tanks a new tank was needed to combat it. The IS was intended to be a 4-man tank, with an 85 mm gun, not weigh more than a KV-1, and that had thick enough armor to defeat the German 50 mm anti-tank gun. He split the bureau into two and each team had different specifications to design for. One of the teams was told to improve the KV series as a stopgap for a new heavy tank. This design was to become the KV The other team was to design the new heavy tank, the IS The team was headed by, released from a labor camp, N. The design was initially called the KV and had a redesigned hull and chassis from the KV series. Based on the KV series it had a new hull, improvements in the suspension, transmission, and power train. The turret was cast and the hull had cast and rolled parts welded together. The cast turret which was used in the KV was designed by General A. The mm designed by V. Grabin was tried with great success and known as the IS The mm was tried but it was only a little more effective, however the mm was in short supply. The superstructure extended out over the tracks and this allowed for a bigger turret. There was no machine gun in the hull which allowed for a better ballistic shape. Prototype A design bureau was headed by N. Shashmurin at Tankograd in the Urals that developed the IS series. By the end of prototypes were available. Only a short test was done and the State Defense Committee approved the tanks for use in the Red Army in October It was found to have problems with the transmission and would often throw a track. Production After a few models were produced, production was switched to the IS The models that were left were converted to IS-2 standards. In the IS was redesignated the IS

2: Tortoise heavy assault tank - Wikipedia

Great reference for tank enthusiasts and historians. This book provides the history and specifications of tanks beginning with their birth in the first World War and ends at the end of WWII.

Medium tank "1 built Inspiration The tank concept itself was new to war having been unleashed on the Germans on the 15th September at Flers-Courcelette. William Tritton knighted February for his services relating to tanks was at the front in person less than a week after this first use of tanks. By November , less than two months after this visit, work on this light tank formally began and actual construction of a prototype was started on the 21st December This remarkably short design and development time is both a tribute to the skill of the designers; William Tritton and William Rigby, and the factory staff but was also to cause problems with the vehicle. Tank warfare was a brand new concept and the trailblazers in any field will make mistakes so some of these faults can be excused to a certain extent. The small hole below it is for the engine starting handle. This first vehicle had problems however, the front was a single vertical plate covering the engine and the driver offset to the right had a very limited field of vision. The fuel tank was at the rear and was unarmored and the machine had no exhausts on either side, meaning the crew would be directly exposed to engine exhaust gases. This vehicle completed a running trial first of the 11th of February, and then formally on the 3rd of March at Oldbury, near Birmingham where it was demonstrated to representatives of the Ministry of Munitions. During the tests, this vehicle sported a single horizontal green painted band running all around the hull just above the level of the tracks, as each vehicle tested was color coded with green being vehicle number 2 that day as this color coding would help the senior British and French officers present to tell apart which of the vehicles was being tested. The suspension consisted of 16 sets of Skefco roller bearings on each side above which are the very distinctive holes in the side through which mud picked up across country would be discharged and which also doubled as an additional layer of armor and reduced the weight of the machine. This arrangement was patented by Tritton in a filing dated the 2nd of February clearly showing the outline of what was to become the layout of the Whippet albeit with just four mud chutes and not the 5 initially used on this first machine. Patent GB, filed 2nd February Despite the flaws in the machine it managed just over 8 mph Tritton had preferred a more powerful engine to take the tank to over 10mph but the War Office WO had supply problems for engines so the 45hp Tylor was all there was for the tank. The drive system was unusual and difficult to master. Each engine drove a separate track and steering was effected by way of the driver adjusting the throttle control on each engine but it did have the advantage of only requiring one driver. Many of the initial design features of the Chaser tank did eventually make it into the production vehicle but this initial machine was first rebuilt with the top of the machine stripped back. The turret was removed and a much large polygonal superstructure built instead. An exhaust was added to each side of the engine and but it retained the fuel tank at the rear. Machine gun ports were cut into the new polygonal superstructure and at least one ball mount fitted in the right hand side but the front of the engine bay lacked any additional vents. IWM In this form, it was envisaged to now take up to four Hotchkiss. The crew had increased from 2 to now as many as four driver, commander and two machine gunners. Further work was then done to this machine with additional engine vents cut into the sides of the engine bay at the front and the moving of the fuel tank to the front under a rounded cover. It is speculated that this may have been to adjust the centre of gravity for the vehicle to improve its trench crossing ability. In this photo the vehicle is also using prominent track spuds to obtain additional traction in soft ground. In practice these were used very rarely. IWM Rebuilt Tritton Chaser with a rudimentary canvas track guard fitted presumably in an attempt to limit the amount of mud being thrown up onto the vehicle. Machine gun ports have been cut but no armament is fitted. IWM Rebuilt Tritton Chaser with experimental wheels fitted the vehicle in the foreground is a gun carrier. IWM This prototype vehicle remained at the testing grounds of the Mechanical Warfare Supply Department at Dollis Hill, London where it was later tested with trailing wheels and even a rear tail-skid presumably akin to that of the Renault FT to try and improve trench crossing. No photo of this skid fitted seems to have survived and there is only one poor quality shot of the wheels fitted. It was eventually moved to the Imperial War Museum and later

scrapped. The wheels were found to be more effective than the tail skid. Trench crossing trials were held in May without either wheels or a tail-skid fitted. It was found that the effective trench crossing limit of the production Whippet tank to be 10 feet 3. Trench crossing ability was to plague the mind of the British military in not just WW1 but well into the next war too. The Army had their lighter faster tank design ready now to go into production. Sources RFC Minute

3: Skeleton tank : Wikis (The Full Wiki)

I purchased this book first because it comes from a respected source on the matter and second because it covers an extensive list of countries besides the main ones involved in the WWII conflict and has plenty of pictures of most of all tanks involved in this period of history.

The main new features of 7TP were: Only about tanks were produced between and the outbreak of the war plus four iron prototypes. The designation 7TP meant: Like its British predecessor, the 7TP was initially produced in two variants: After initial tests, it became clear that the twin-turret variant was obsolete and lacked firepower, so it was abandoned in favour of the more modern single turret design. It is to be noted that twin and single turret variants had no specific designations. In some modern books they are designated with abbreviations: Most of them were attached to two light tank battalions the 1st and the 2nd. The remaining tanks, that is the ones used for training as well as tanks that were finished after the outbreak of the war, were used in an improvised tank unit fighting in the defence of Warsaw. Although technically superior to any of the German light tanks of the era, the 7TP was too scarce to change the outcome of the war. The 1st Light Tank Battalion 49 single turret tanks fought in the ranks of the Prusy Army as part of the strategic reserve force of the Polish Army. It entered combat on September 4, and fought with distinction in a variety of roles, mostly as a mobile reserve and for covering the withdrawal. On September 8 it managed to stop the German advance on the centre of the Polish forces, but the following day it got separated from the main force and had to be withdrawn to the rear. The remaining tanks had to be destroyed by the crews due to lack of oil and on September 17, after the Soviet Union joined Germany in her war against Poland, the crews and the staff of the unit crossed the border with Romania. The 1st company had 11 twin-turreted tanks, previously used for training. Due to lack of anti-tank armament, the tanks of the 1st company suffered losses and were withdrawn to the rear on September 12, where the unit was joined with the 2nd company. The 2nd company had 11 single-turret tanks, as well as an unknown number of other armoured vehicles. It took part in successful defence of the borough of Wola against German infantry and armoured units. It was also used for tactical counter attacks, among others for the village of Wawrzyszew , where the company managed to disrupt enemy preparations for the assault. The attack ended up as a minor success, although the German aerial bombardment caused heavy losses both in personnel and in tanks. The remaining 7TP tanks were used on various sectors of the front until the end of the defence of Warsaw on September 27, when they were destroyed by their crews. The combat experience proved that the Bofors wz. On the other hand, the tank was armoured too lightly, especially against aerial bombardment. Altogether, it is estimated that 20 tanks were captured by the Germans almost intact while one was captured by the Soviets. Additional 20 were successfully withdrawn to Romania and Hungary, while almost 40 had to be abandoned due to engine problems and lack of fuel. After the fall of Poland Germans included 20 captured 7TP to Panzerbataillon as Pzkw p. Reconstruction Edit No complete 7TP tanks have survived to this day, although it is planned to build a copy of the tank for the Museum of the Polish Army in Warsaw. It now has an original gearbox and will be soon armed with an original 37mm Bofors gun. The tracks come from a T Poland - 7TP jw and 16 7TP dw.

4: Books by Peter Chamberlain (Author of Encyclopedia Of German Tanks Of World War Two)

Get this from a library! Tanks of the world [Peter Chamberlain; Chris Ellis] -- Presents photos and text detailing the tanks used in military operations from to

In May , Soviet forces started encountering German tanks armed with the new long 75mm KwK 40 gun which could easily penetrate a T at long range. In June , the Soviet Main Directorate of Armoured Forces GABTU issued a requirement to two tank-design bureaus to compete in designing a "universal tank", which would combine the heavy armour of heavy tanks with the mobility of the T medium tank. The SKB-2 heavy tank design bureau in Chelyabinsk started the KV program, which two years later resulted in a line of successful Iosif Stalin heavy tanks. The Uralvagonzavod complex in Nizhny Tagil developed the T medium tank. Uralvagonzavod included the Morozov Design Bureau , the designers of T, who were able to draw on its previous work on the advanced TM project. As the new T project was given a low priorityâ€”the focus was on increasing production of the Tâ€”the first prototype T was finally completed in March It retained the same What was needed was a more effective gun rather than heavier armour. The T project was cancelled, and the new T was put into production instead. The decision to improve on an existing design rather than commit to a major retooling of the factories was characteristic of Soviet philosophy which held enormous production level as paramount. While Germanyâ€”having double the industrial resources of the Soviet Unionâ€”suffered a string of production and logistical difficulties while introducing new, technically superior tank models, the Sovietsâ€”maximizing productivityâ€”accepted a compromise by significantly improving their main tank, even though it did not match the new German Panther. The result was that while in May the Wehrmacht only had Panthers operating on the Eastern Front , the Soviets were producing T tanks at a rate of 1, per month. When the T first appeared in combat, German intelligence initially misidentified it as the "T", based on reports about Soviet tank research. Tanks of the World: URL accessed on October 5, Development History" , at The Russian Battlefield. Arms and Armour Press. T Medium Tank â€”94, pp 3â€”4, 7, 8. Soviet Tanks in Combat â€” T Medium Tank â€”45, pp 24, 33, 38â€”9.

5: Tritton Chaser "Whippet" Prototype

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As a result, a new class of vehicles emerged, in the shape of assault tanks, which placed maximum armour protection at a higher priority than mobility. Initially, work was concentrated on the Excelsior tank A33 , based on the Cromwell tank. There was also a program to upgrade the armour of the Churchill tank. For similar work in the Far East, the Valiant tank A38 , based on the Valentine tank was considered although weight was specified to be as low as possible. The Secretary of State for War and the Minister of Supply issued a Joint Memorandum in April that gave a vague specification for an assault tank, classing it as a special purpose vehicle to operate in heavily defended areas as part of the specialist 79th Armoured Division. The Nuffield Organisation responded with 18 separate designs AT1 through AT18 drafted between May and February , each design larger and heavier than the last. By February , design AT16 was complete and was approved by the Tank Board , who proposed that month that 25 should be produced directly from the mockup stage without bothering with a prototype, to be available for operational service in September . An order for 25 was placed by the War Office and work was begun. Following the end of the war the order was reduced and only six vehicles were built. One example was sent to Germany for trials, where it was found to be mechanically reliable and a powerful and accurate gun platform. However, at a weight of 80 tons and a height of 10 feet 3. Description[edit] The primary requirement for an assault tank is armour, to enable the tank to assault a heavily emplaced enemy. This led to Tortoise having very thick armour, arranged as a one piece casemate to avoid the weak spots of a turret design. This differs from the design of other wartime era assault tanks, the Excelsior tank and Assault Tank T Since the Tortoise had a fixed casemate superstructure instead of a turret, it can be classified as a self-propelled gun or an assault gun and not a tank. The crew included a commander, driver, and gunner, with two loaders for the pounder gun and two machine gunners. Internally, it was split into three compartments: The suspension consisted of four bogies on each side of the hull. Each bogie had two pairs of wheels, with each pair linked to a transverse torsion bar. The Merritt-Brown transmission was fitted with an all speed reverse, giving approximately the same speed backwards as forwards. The ammunition used a separate charge and shell, the latter a pound . In tests, the gun was successful against a German Panther tank at nearly 1, yards. To the left of it was a Besa machine gun in an armoured ball mount. A further two Besa machine guns were mounted in a turret on the top of the hull to the right. The vehicle is in running condition. A overhaul saw it running under its own power for the first time since the s. A Tortoise, without its gun, lies on the Kirkcudbright military training area near Kirkcudbright , Scotland. Another Tortoise was used as a target on Lulworth Ranges , Dorset in the early s. By August it was little more than a shell.

6: Soviet Union's IS-1 Heavy Tanks

Synopsis. A visual history of the development of the tank, worldwide, from the primitive beginnings of World War I to the end of World War II. Over photographs plus data and development notes show all the tanks produced for military service, including prototypes and experimental models, from through to by each major arms-producing country.

7: Landsverk L-5 - Wikipedia

Tanks of the World, + Add to Wishlist It's the essential source book on tanks and an extensive pictorial history with unmatched technical illustrations and data.

8: 7TP | Military Wiki | FANDOM powered by Wikia

TANKS OF THE WORLD 1915-1945 pdf

More than 1,000 photographs, with development notes, show all the tanks produced for military service by the major arms-producing countries during this crucial period--even prototypes and experimental models.

9: Skeleton tank - Wikipedia

Tanks: What Everyone Should Know About Tanks and Armored Fighting Vehicles, Tanks of The World , Tanks of World War 2, Armored Cars and More by Thomas Hill In this guide of tanks you'll learn about tanks and armored fighting vehicles, tanks of the world , tanks of world war 2, world war tanks, armored cars and more.

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