

V.4.0.4

4-4-0

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4-4-0, in the Whyte notation, denotes a steam locomotive with a wheel arrangement of four leading wheels on two axles (usually in a leading bogie), four powered and coupled driving wheels on two axles, and no trailing wheels.

First built in the 1830s, locomotives with this wheel arrangement were known as "standard" or "Eight-Wheeler" type. In the first half of the 19th century, almost every major railroad in North America owned and operated locomotives of this type, and many rebuilt their 4-2-0 and 2-4-0 locomotives as 4-4-0s.

In April 1872, Railroad Gazette used "American" as the name of the type. The type subsequently also became popular in the United Kingdom, where large numbers were produced.

The vast majority of 4-4-0 locomotives had tenders, though some tank locomotives (designated 4-4-0T) were built.

0-4-4-0

notation for the classification of steam locomotive wheel arrangement, an 0-4-4-0 is a locomotive with no leading wheels, two sets of four driving wheels

In the Whyte notation for the classification of steam locomotive wheel arrangement, an 0-4-4-0 is a locomotive with no leading wheels, two sets of four driving wheels, and no trailing wheels. The arrangement is chosen to give the articulation of a locomotive with only the short rigid wheelbase of an 0-4-0, but with its weight spread across eight wheels, and with all the weight carried on the driving wheels; effectively a flexible 0-8-0. Articulated examples were constructed as Mallet, Meyer, BMAG and Double Fairlie locomotives and also as geared locomotives such as Shay, Heisler, and Climax types. A similar configuration was used on some Garratt locomotives, but it is referred to as 0-4-0+0-4-0. In the electric and diesel eras, the Bo-Bo is comparable and closest to the Meyer arrangement of two swivelling bogies.

Although rigid duplex locomotives were also constructed with pairs of driving axles and the 0-4-4-0 driven arrangement, these were intended for express passenger service and so were given 4-4-4-4 overall arrangements with leading and trailing bogies for stability.

A few Mallet locomotives were built as 0-4-4-0 tender locomotives, mostly by Baldwin for narrow gauge lines, but all others were 0-4-4-0T tank locomotives. As one of the main goals of this arrangement was to place the most adhesion weight on the drivers, it was sensible to include the weight of coal and water with this.

0-4-2

Under the Whyte notation for the classification of steam locomotives, 0-4-2 represents the wheel arrangement with no leading wheels, four powered and

Under the Whyte notation for the classification of steam locomotives, 0-4-2 represents the wheel arrangement with no leading wheels, four powered and coupled driving wheels on two axles and two trailing wheels on one axle. While the first locomotives of this wheel arrangement were tender engines, the

configuration was later often used for tank engines, which is noted by adding letter suffixes to the configuration, such as 0-4-2T for a conventional side-tank locomotive, 0-4-2ST for a saddle-tank locomotive, 0-4-2WT for a well-tank locomotive and 0-4-2RT for a rack-equipped tank locomotive.

4

$n \geq 4$. There are four Hopf fibrations of hyperspheres: $S^0 \times S^1 \rightarrow S^1$, $S^1 \times S^3 \rightarrow S^3$, $S^3 \times S^7 \rightarrow S^7$, $S^7 \times S^{15} \rightarrow S^{15}$.

4 (four) is a number, numeral and digit. It is the natural number following 3 and preceding 5. It is a square number, the smallest semiprime and composite number, and is considered unlucky in many East Asian cultures.

Martin 4-0-4

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The Martin 4-0-4 is a pressurized, all-metal, low-wing 40 passenger American airliner built by the Glenn L. Martin Company and introduced in 1951. Derived from the unpressurized Martin 2-0-2, it was 3 feet longer, powered by the same Pratt & Whitney R-2800 Double Wasp-CB16

18-cylinder radial engine, and slightly slower. In addition to commercial airline use initially in the United States, it was used by the United States Coast Guard and United States Navy as the RM-1G (later as the VC-3A).

BR Standard Class 4 4-6-0

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A 4-6-0 steam locomotive, under the Whyte notation for the classification of steam locomotives by wheel arrangement, has four leading wheels on two axles in a leading bogie and six powered and coupled driving wheels on three axles with the absence of trailing wheels.

In the mid-19th century, this wheel arrangement became the second-most-popular configuration for new steam locomotives in the United States, where this type is commonly referred to as a ten-wheeler. As locomotives pulling trains of lightweight all-wood passenger cars from the 1890 to the 1920s, they were exceptionally stable at near 100 mph (160 km/h) speeds on the New York Central's New York-to-Chicago Water Level Route and on the Reading Railroad's line from Camden to Atlantic City, New Jersey.

4-6-4

a 4-6-0 tender locomotive, with water tanks and a coal bunker supported by four trailing wheels instead of in a tender. In New Zealand, some 4-6-4T locomotives

4-6-4, under the Whyte notation for the classification of locomotives, represents the wheel arrangement of four leading wheels, six powered and coupled driving wheels and four trailing wheels. In France where the type was first used, it is known as the Baltic while it became known as the Hudson in most of North America.

2-4-0

Under the Whyte notation for the classification of steam locomotives, 2-4-0 represents the wheel arrangement of two leading wheels on one axle, four powered

Under the Whyte notation for the classification of steam locomotives, 2-4-0 represents the wheel arrangement of two leading wheels on one axle, four powered and coupled driving wheels on two axles and no trailing wheels. In most of North America it became known as a Porter.

The notation 2-4-0T indicates a tank locomotive of this wheel arrangement, on which its water and fuel is carried on board the engine itself, rather than in an attached tender. A subset is 2-4-0WT, a configuration in which the water is under the boiler in a well tank.

4-8-0

Under the Whyte notation for the classification of steam locomotives, 4-8-0 represents the wheel arrangement of four leading wheels on two axles, usually

Under the Whyte notation for the classification of steam locomotives, 4-8-0 represents the wheel arrangement of four leading wheels on two axles, usually in a leading truck or bogie, eight powered and coupled driving wheels on four axles and no trailing wheels. In North America and in some other countries the type was usually known as the Twelve-wheeler.

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