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Many organizations require continuous operation of their mission-critical, IBM® FileNet P8® systems after a failure has occurred. Loss of system resources and services as a result of any failure can translate directly into lost customers and lost revenue. The goal, therefore, is to design and implement a FileNet P8 system that ensures continuous operation even after a failure happens. This IBM Redbooks® publication focuses on FileNet P8 Version 4.5.1 systems disaster recovery. The book covers strategies, preparation levels, site sizing, data replication, testing, and what to do during a disaster. Backup and restore planning is a critical aspect of a disaster recovery strategy. We discuss backup types and strategies. We also discuss alternative strategies such as rolling storage policies and IBM FlashCopy® capability. With the help of use cases and our lab testing environment, the book provides guidelines for setting up a FileNet P8 production environment and a standby FileNet P8 disaster recovery system. This book is intended for IT architects, IT specialists, project managers, and decision makers, who must identify the best disaster recovery strategies and integrate them into the FileNet P8 system design process. Founded in the early 1830s by Philadelphia jeweler Matthais Baldwin, the Baldwin Locomotive Works built a huge number of steam locomotives before ceasing production in 1949. This 1913 catalog shows the company's full line of logging locomotives, from light tank engines to large 2-8-0 Consolidations and 2-8-2 Mikados. The catalog also introduces Baldwin's new geared locomotives, intended to be used on steep grades, sharp curves and uneven tracks. This books consists of a replica of two vintage catalogs from the Lima Locomotive Works. The first shows Lima's line of Shay locomotives circa

1921. The second is a spare parts catalog with maintenance information. Featuring descriptive text and photos, this book is a wonderful resource for anyone interested in the age of steam. In 1877, Ephraim Shay came up with a radical design for a logging locomotive that featured a side-mounted set of cylinders. These drove drive shafts, which powered the wheels of both the locomotive and tender. This "geared locomotive" offered a distinct advantage, in that the entire weight of the engine developed tractive effort. The Lima Locomotive Works of Lima, Ohio, produced the first Shay in 1880. Less than a decade later, the company was producing five different types of Shays, and shipping them throughout the world. The last Shay was built in 1945. Lima produced its last steam engine in 1949, and merged with Baldwin in 1951. Can you tell which water pump is for pre-1969 applications? Does the complete casting number always appear on all crankshafts? Answers to these questions and many more fill this complete guide to all 1955-93 Chevy V-8s. Coverage includes blocks, heads, crankshafts, intake and exhaust manifolds, carburetors, fuel pumps, water pumps, generator/alternators, and EGR valves. Flame Ignition is a 800 page history of early internal combustion engines built from 1800 to 1900, thoroughly documenting the different types of designs existing during that era. Highlights of the book are chapters that include: Non-Compression Direct-Acting and Atmospheric engines, Non-Compressing Toy engines, Two-Stroke, Four-Stroke, Six-Stroke, Compound and Constant Pressure types. The author included much information on the efforts of the early I. C. engine designers, and the problems they faced. Each of the 8 chapters gives a history of the designs covered, and then the actual engines developed are discussed in alphabetical order. The engines covered all feature flame ignition, although other significant designs are discussed as they relate to the story of flame ignition. Each chapter contains many period engravings, test data, specifications, and full color photos of existing examples. Chapters include non-compression engines including Sombart and Forest designs, toy engines, such as Paradox, Atmospheric engines including the famous Otto and Langen design, two stroke engines like Clerk, four stroke engines including Deutz and Crossley, six stroke engines, compound engines, and constant pressure engines. Highlights of these chapters include an in-depth discussion of Brayton's constant pressure engines, rarely seen prototypes from Otto, and many unusual designs that are only known from ancient advertisements or the odd existing example. Patent drawings and explanations of operating sequences are included for all engines covered. An extensive chapter covers the early activity of the Gasmotoren-fabrik Deutz and Crossley 4 cycle engines, which were the direct ancestors of all 4-stroke cycle engines. Other chapters, including 2-stroke and six stroke engines, illustrate the extents to which early inventors would go to get around the Otto 4-stroke cycle patents, and the wealth of designs that were made possible when the patents were nullified. Also included is an appendix full of valuable information, covering topics such as a global registry of existing flame ignition engines, both in museums and in private hands, as well as test data. The V-8 engine is likely the single-most important automotive development since internal combustion. All V-8s are not created equal, and never before has there been a complete reference for every American-built V-8 engine. Now, auto collectors and restorers have one comprehensive catalog that covers thousands of domestic V-8s, from the

early 20th century to today's compact powerhouses. V-8 engines are alphabetically listed by make of car and then by model year with engine serial number codes and specifications such as bore and stroke, cubic-inch displacement, and horsepower. Additional details are supplied on carburetors. All domestic automobile and light-truck models are included. Various sidebars throughout the book identify correct engine colors and list decals available for specific engines. Numerous photos are interspersed within the listings to clarify details important to restorers.

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