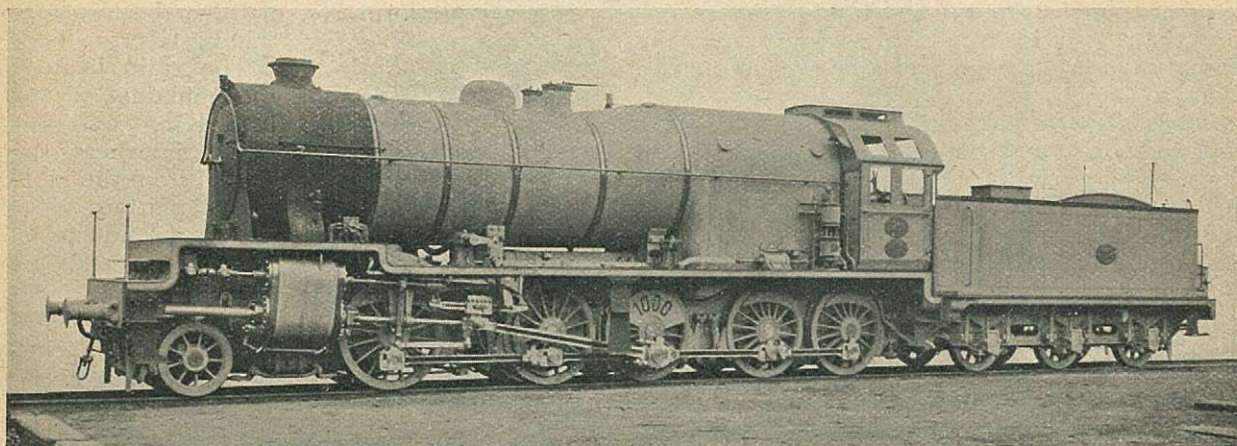


coats of arms on a "field" of purple and small crowns on the head lamps. We illustrate the engine as thus decked, in the full-page supplement facing page 121. It will be remembered that we illustrated "King Edward" in July of last year on the occasion of its appearance in service. This engine, with Mr. Butcher at the regulator, hauled the first passenger special *ex* the Cunard s.s. *Mauretania*, from Cardiff to Paddington, 145½ miles in 142 minutes, on the occasion of the inauguration of Fishguard as a port of call for American liners on August 30th last. Engines of this class are amongst the heaviest running in this country, weighing 75 tons 12 cwt. exclusive of the tender, which weighs when full 40 tons.

On all the leading British railways traffic was reduced to the smallest possible amount on the day of the Royal funeral, the passenger service being generally placed on a Sunday footing. At

origin to 1838, when it was formed to carry on the business created by M. Marc Parmentier in 1829, the original establishment consisting only of a shop containing forges, a foundry and wood-working machinery, driven by one small steam engine. Thus it is one of the oldest Belgian engineering firms. Prior to 1849, the chief manufactures of the company were colliery machinery and agricultural instruments, but at that date the construction of locomotives was commenced, and has continued to be the leading speciality of the company to the present day, though this represents only a part of the output of what is now a huge establishment employing nearly 1,000 hands and occupying nearly 20 acres of land. At the present time the capacity of the works is equal to an annual output of 100 locomotives and 1,000 goods wagons, in addition to 8,000 sets of axles and wheels, wagons and parcel vans for railways of all gauges, steam



2-10-0 FOUR CYLINDER (SIMPLE) LOCOMOTIVE, No. 4405, BELGIAN STATE RYS.

the moment of the funeral cortège entering St. George's Chapel all trains on the North Eastern Ry. were stopped for ten minutes, and the same interval of rest was observed on the South Eastern & Chatham Ry., while other companies joining in a similar tribute of respect included the Midland and Taff Vale Rys. In Scotland and Ireland the manifestation was unanimous. The Stratford-on-Avon & Midland Junction Ry. cancelled all trains throughout the day.

On the Grand Trunk and Canadian Pacific Rys. in Canada all trains were stopped for three minutes at the time of the funeral.

#### LOCOMOTIVES BUILT AT HAINE-ST-PIERRE.

WE hope shortly to be able to add to our series of Locomotive Souvenirs, which have proved so popular, one dealing with locomotives built at the above works, of which M. Louis Goldschmid is the managing director. The company dates back its

and electric blowing engines, pumping engines for collieries, steam and electric windlasses and other machinery.

Herewith is illustrated, as an example of the modern production of this famous and old-established firm, a noteworthy locomotive recently supplied to the Belgian State Rys. No. 4405 is of what is known as type 36, and as can be seen is a tender locomotive with a 2-10-0 wheel arrangement. It has the following leading dimensions: four cylinders, each 19½-in. by 26-in., operated by piston valves actuated by a modified Walschaerts gear; diameter of ten-coupled wheels 4-ft. 9-in.; total wheelbase 33-ft. 2½-in.; the boiler is provided with a superheater, and has a total heating surface of 2,563.65 sq. ft., with a grate area of 53.82 sq. ft.; the working pressure is 199 lb. per sq. in. The engine has a total weight in working order of 98 tons 8 cwt. 3 qr., and a tractive effort of about 45,635 lb.