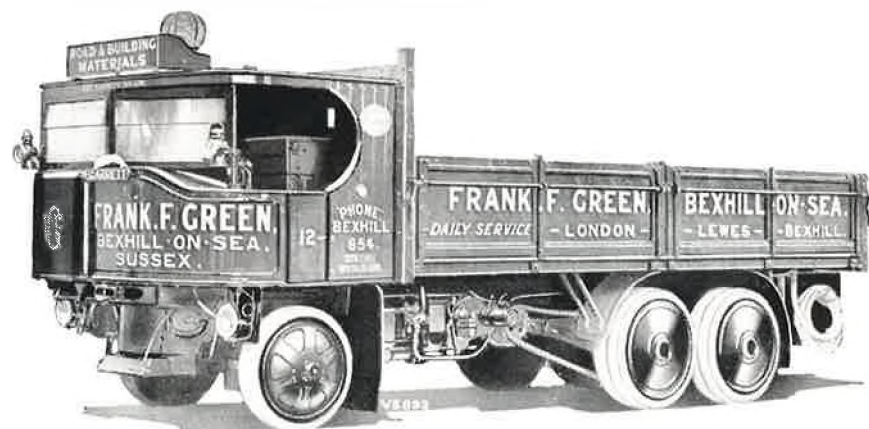


products may be inferred from the following list of the more important :—

Threshing Machines.  
Maize Shellers.  
Clover Hullers.  
Elevators.  
Tractors.  
Traction Engines.  
Steam Wagons.  
Sleeping Vans.  
Electric Vehicles.  
Trolley Buses.  
Portable Engines.  
Diesel engined Vehicles and Tractors.  
Agricultural Tractors,  
Etc., etc.

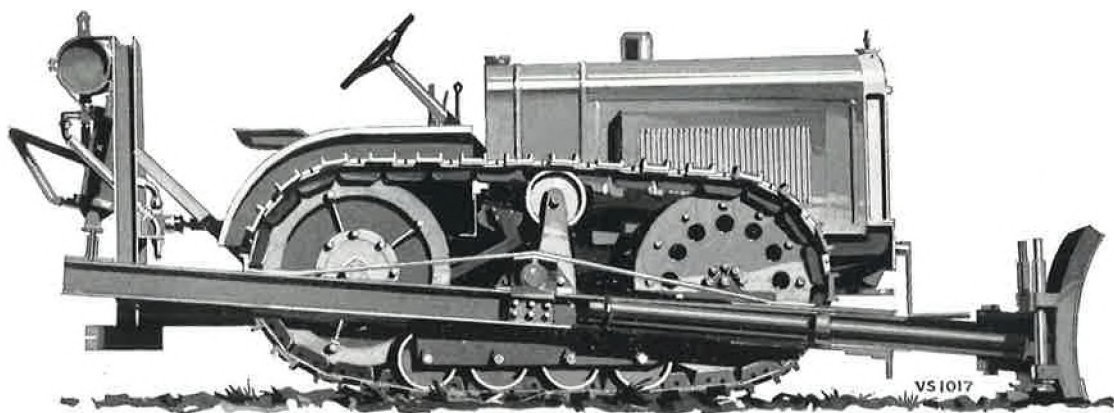


be readily available, as heretofore. A policy for the development of such of

these and other products as may be suitable for manufacture at Leiston is being formulated, and interesting announcements in this connection will be made from time to time.

There is no intention of transferring staff or workmen from Manchester to Leiston, or *vice versa*.

The acquisition of these Works by Beyer, Peacock & Co., Ltd., will not lead to any break in the continuity of production, and spare parts will continue to



A "Garrett" Roadless Heavy-oil engined Tractor with Backfiller.

## VISIT OF BELGIAN LOCOMOTIVE ENGINEERS.

On Monday, April 11th, 1932, Monsieur M. F. Legein, Ingénieur principal au Service du Matériel de la Société

Vice-President of the London Midland and Scottish Railway, a very interesting visit was paid to the Derby Locomotive Works. In the morning the experimental high pressure locomotive "Fury" was inspected, Colonel H. A. Stenning, Managing Director of the Superheater Company, being present, and, in the afternoon, the new system for the expeditious repair of locomotives, where certain engines are given a general repair in eight days, was kindly explained in detail by Mr. H. G. Ivatt, the Works Superintendent at the Derby Locomotive Works.



A photograph taken at Gorton Foundry: Left to right: Mr. W. Cyril Williams, our London Manager, Mr. M. F. Legein, Ingénieur principal au Service du Matériel de la Société Nationale des Chemins de Fer Belge, Mr. N. François, Directeur des Ateliers, Société Anonyme John Cockerill, and Mr. S. Jackson, Manager, Gorton Foundry.

Nationale des Chemins de Fer Belges, and Monsieur N. François, Directeur des Ateliers, Société Anonyme John Cockerill, of Seraing, Liège, visited Gorton Foundry, accompanied by Mr. W. Cyril Williams, our London Manager. At Gorton they were received by Mr. S. Jackson, Manager of Gorton Foundry, and a very interesting time was spent looking through the Works. The Central Peru "Beyer-Garratt" locomotive was in a very interesting stage of construction and received the special attention of our visitors.

On the following day, accompanied by Mr. Jackson and Mr. Williams, train was taken to Derby where, by the courtesy of Mr. E. J. H. Lemon, O.B.E., M.I.Mech.E.,

On Wednesday, MM. Legein and François and our London Manager, accompanied by Mr. J. E. Anderson, C.B.E., the Superintendent of Motive Power, London Midland and Scottish Railway, by whose courtesy permits to travel on one of the "Beyer-Garratt" locomotives running between Toton and London had been obtained, proceeded by special train from Derby to Toton, where they were met by District Locomotive Superintendent Elliot, Locomotive Inspector Follows and Traffic Inspector Waters. After a quick inspection of the Running Shed, the party left on the 1.5 p.m. freight train, hauled by "Beyer-Garratt" locomotive No. 4971, fitted with the Beyer-Peacock Patent Self-Trimming Coal Bunker. The load was 1,400 Imperial tons, and from Toton to Kettering no difficulty of any sort was



Messrs. J. Waters, Traffic Inspector, Derby; S. Follows; M. F. Legein; and W. Cyril Williams, our London Manager; photographed during the visit.



The photographs reproduced here-with were taken on the occasion of the Belgian Locomotive Engineers' visit to see the "Beyer-Garratt" Locomotives in service on the London, Midland and Scottish Railway. This centre group includes (reading from left to right): Messrs. J. E. Anderson, Superintendent of Motive Power, Derby; J. S. Elliot, District Locomotive Superintendent, Toton; S. Follows, Locomotive Inspector, Derby; N. François, Directeur des Ateliers, Société Anonyme John Cockerill, Seraing; M. F. Legein, Ingénieur principal au Service du Matériel de la Société Nationale des Chemins de Fer Belges; J. Murray, Assistant Chief General Superintendent, L.M.S. Rly.; the Guard on the train.



Another photograph including Messrs. J. Waters; M. F. Legein; N. François; and S. Follows.

experienced in working the train, a maximum speed of 40 m.p.h. being attained and especially good timing being made up the Gretton bank, which was taken at 20 m.p.h. The working of the "Beyer-Garratt" locomotives on this section is fully described elsewhere in this issue in an article on *Freight Working on the London Midland and Scottish Railway*. The following is a log of the run:—

Mileage.	SCHEDULE.			ACTUAL.		
	Arrive.	Pass.	Depart.	Arrive.	Pass.	Depart.
0	Toton		1.5 p.m.			1.0 p.m.
10	Loughboro'	1.39		1.30		
17½	Syston Nor. Junction	2.1		1.56		
27½	Melton	2.33		2.27		
28¾	Bretingby	2.38	2.48	2.32	2.53	
31¼	Saxby	3.0		3.3		
43¾	WingSidings	3.40	3.58	3.40	3.58	
60¾	Kettering	4.58		4.53		

Great interest was taken by our visitors in the operation of the Beyer-Peacock Patent Self-Trimming Coal Bunker, which worked perfectly, and was evidently greatly appreciated by the enginemen.

Mr. Anderson had very kindly arranged to have the train stopped at Kettering to allow the party to catch the fast passenger train for London, which was due to leave at 5 p.m. The freight train, as will be noted, arrived five minutes ahead of time, the connection being made very comfortably.

Our Belgian friends expressed their warm appreciation of the arrangements made for their visit, which they referred to as having been most interesting and instructive.



London Midland and Scottish Railway: "Beyer-Garratt" Locomotive No. 4971 hauling 1.5 p.m. Freight Train from Toton.