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INDUSTRIAL NEWS.

Millions of pounds worth of damage has been suffered throughout the world from oil tank fires in which firemen could only hope to confine the blaze. Now a new extinguisher - chloro-bromo-methane - provides the answer to a deadly menace. A demonstration at Feltham, Middlesex, shows how the new substance can put out an oil fire. Sprayed on the flaming oil, it vapourises and deprives the fire of oxygen, without which it cannot burn.

Oil tanks can be fitted with an automatic sprinkler to spray the substance on to the oil as soon as a fire starts.

Heat melts a starter device, and the sprinkler gets to work. Within a few seconds, the new extinguisher spreads over the whole surface of the tank.

Now for a full-scale try-out. An oil tank fitted with the new device is set ablaze, to demonstrate that what was once the fire-fighter's nightmare has been conquered at last by the skill of the scientist. Black smoke turning to white shows the flames have been defeated.

From conquering fire to conquering the soil - here's a new American caterpillar tractor, the most powerful in the world, pulling a scraper which can lift 30 tons of earth in 40 seconds. A second tractor pushes from behind when the going's particularly tough.

This super-bulldozer, being demonstrated near Barnaley, will be manufactured in Britain next year. Already used in America on open-cast mining, it can play a great part in helping to solve our own coal shortage. Dumping is as simple as scraping - an important point when thousands of cubic yards must be shifted quickly and neatly.

It is 110 years since Grew Locomotive Works produced their first railway engine, and ever since then British locomotives have held pride of place as the finest in the world. To keep that place, we need the world's finest craftsmen. So the works have opened a new training school to maintain the supply

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Three hundred apprentices, like young Peter Jones who comes from Nantwich, or this lad from Crewe Fred Nichols, can spend a year at the school under British Railways' best instructors. Two-thirds of their time is spent in practical work. David Glewes is making a core box; after four months of general training, instructors will help him and his friends to decide which of the various skilled trades they will specialise in.

The curriculum is wide, including science, history, P.T. English - everything to make these lads into well-educated citizens as well as qualified craftsmen. For in these days it is not enough to know one narrow job; technique advances so rapidly that the technician must be ready for anything. Good luck to Britain's railway engineers of tomorrow!