

class, achieving notoriety for putting to her credit the greatest number of miles in regular express running by making the double journey between London and Manchester every day until 2,000,000 miles were recorded. Another doughty engine was the compound "Irene," with two high-pressure cylinders of 15 inches diameter, and a low-pressure cylinder of 30 inches by a common stroke of 24 inches, and four coupled drivers of 85 inches diameter. On September 8th this engine hauled a train over the 299 miles between Euston and Carlisle without a stop, and thus created a world's record in non-stop performances.

The first engine which was built at Crewe for the express passenger traffic weighed about 20 tons, and hauled a load of some 40 tons at speeds ranging between 20 and 30 miles per hour. The latest express engines which have been turned out of the Crewe shops exceed 100 tons complete with tender, and are capable of hauling

loads weighing 400 tons at 60 miles an hour. The latest achievement of the London and North Western Railway is the "Sir Gilbert Cloughon," which has been described in another chapter.

The railway has achieved a world-wide reputation for speed, comfort in travelling, luxury of its rolling stock, smoothness in running, and prompt service. These features are certain to attract traffic, and this fact is reflected by the annual transportation of over 80,000,000 passengers, the carriage of nearly 60,000,000 tons of merchandise, and the completion of approximately 50,000,000 train miles. This huge business serves to bring in a revenue of over £16,000,000 per annum, which is greater than that of any other British railway system, while its capital of £124,000,000 serves to justify the claim of the London and North Western Railway as being the "biggest joint stock corporation in the world."



FRONT VIEWS OF THE "ROCKET" AND THE 5,000TH ENGINE
BUILT AT CREWE.