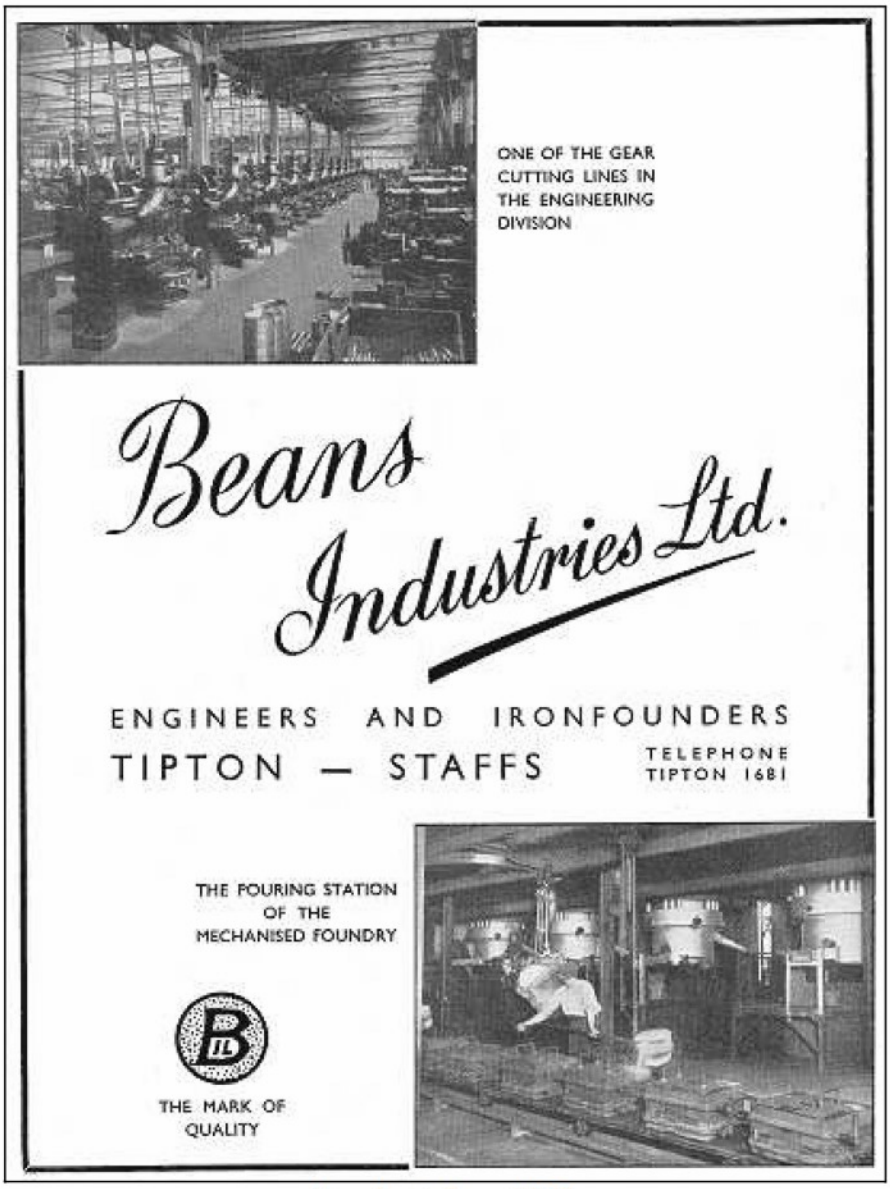


An advert from 1954.

Precise control of everything from pig iron, sand, and all materials, through to the finished cast metal was carefully maintained.

In the early 1950s the business went from strength to strength. By this time, the foundry alone covered an area of around 297,000 square feet, and could produce five hundred tons of iron castings each week.

The foundry had a large number of up-to-date machines, used to manufacture automotive components and assemblies of all kinds. It had a sand handling plant, moulding machines for medium repetitive work, and a traditional floor moulding section for jobbing work.

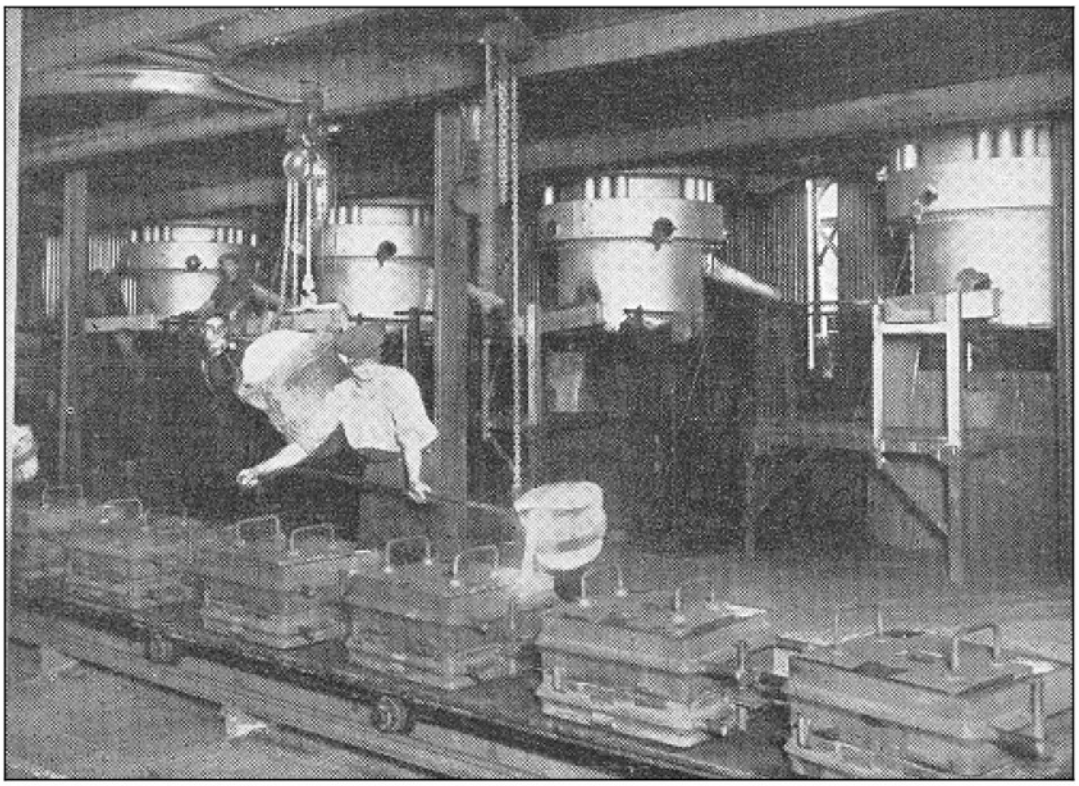
Production included castings of almost every kind for numerous industries, and castings for vehicle manufacturers including flywheels, brake drums, manifolds, and gearboxes.

The cylinder section produced over 1,000 castings a week, for all kinds of cylinder blocks, heads, and crankcases. The general section produced large numbers of high quality engineering castings from a few pounds up to five tons in weight.

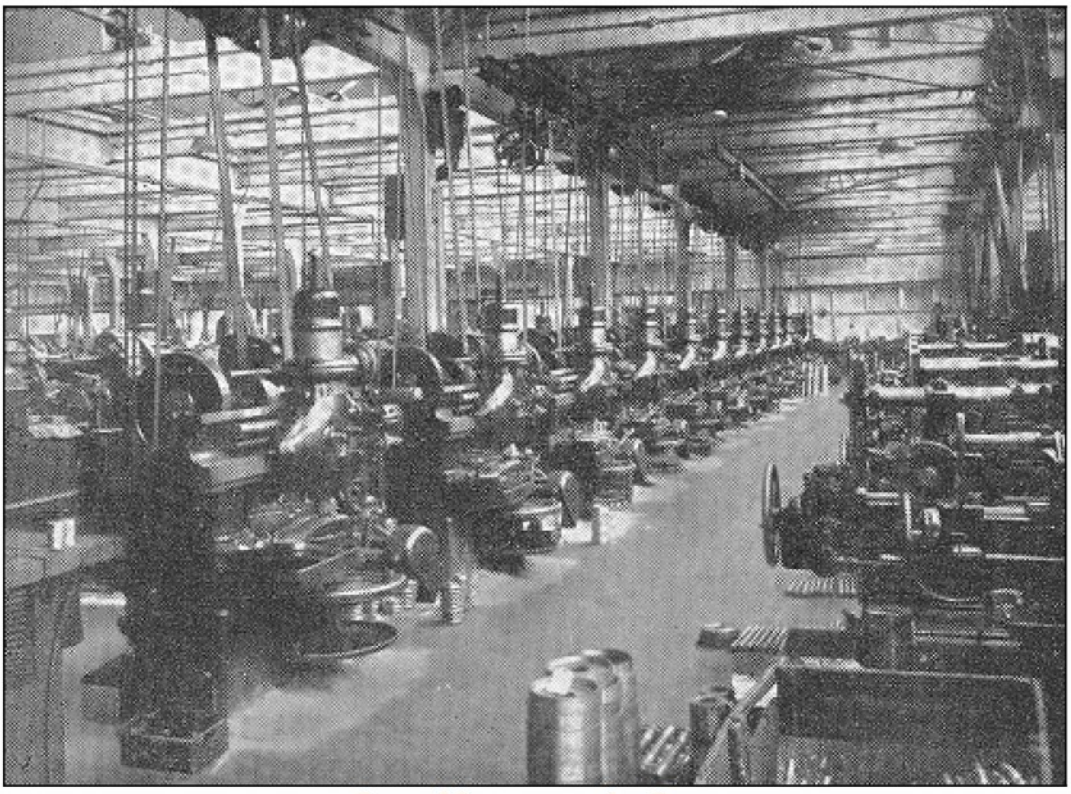
They included machine tools, press castings, cylinders for marine oil coolers, steam jacketed tube moulds, tractor transmission cases and axle sleeves, diesel engine beds, columns, motor gearboxes, oil engine parts, hydraulic cushion cylinders, etc., etc.

Each ladle of metal was individually tested to ensure that the correct composition was used for each casting, to guarantee high tensile strength, combined with good machineability.

The firm gained a high reputation for the quality of its castings, and for providing an efficient and reliable service to customers.



Casting in the foundry.



One of the gear cutting lines.

The Engineering Division manufactured precision engineering components and assemblies for vehicle manufacturers, railway locomotive builders, tractor builders, and marine industries.

Products included vehicle transmissions, axle assemblies, machined cylinder blocks, cylinder heads, crankcases, and gearboxes.

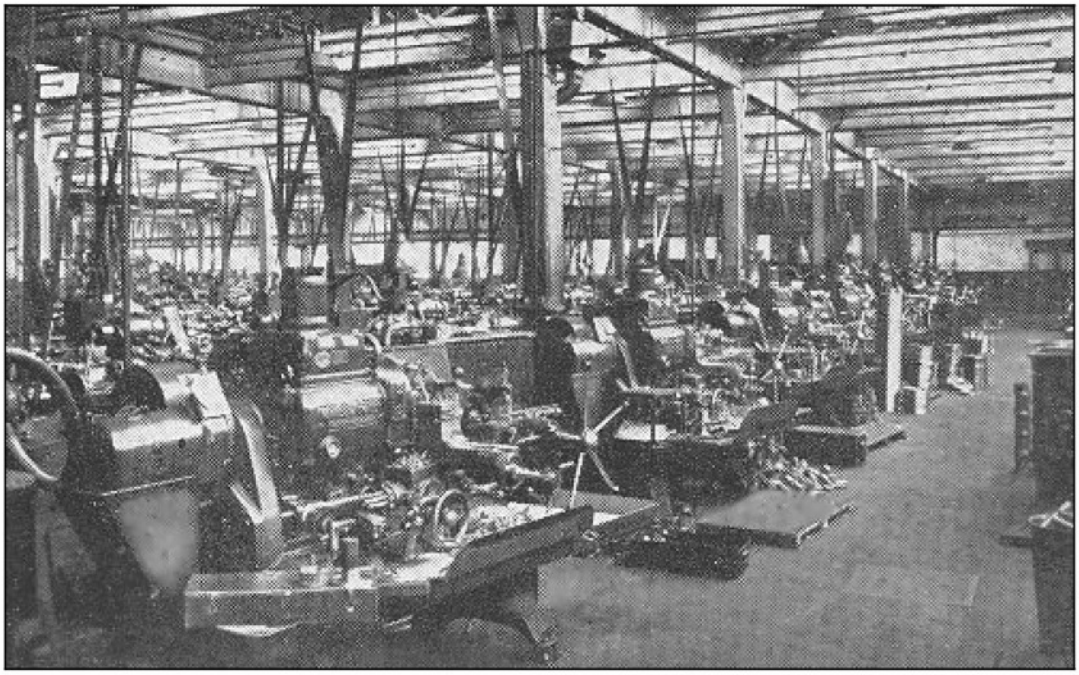
The up-to-date machinery and plant ensured that work was produced to the highest standards, and to fine tolerances.

Skilled operators were used, and their work

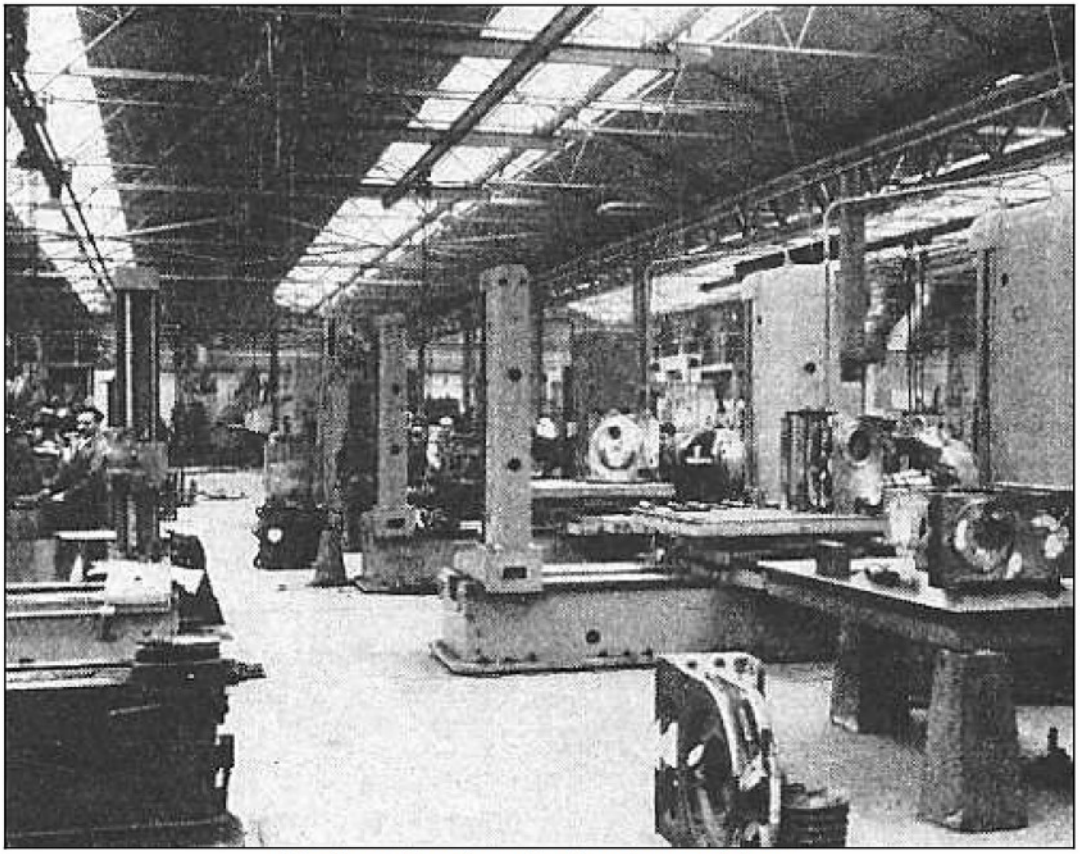
was closely supervised and inspected at every stage.

There were facilities for efficient heat treatment, and a modern tool room which produced all the essential jigs, tools, and equipment needed for production.

The extensive experience gained in the factory enabled the firm to produce a vast range of components for a large number of industries.



A row of capstan turret machines.



Horizontal and vertical boring machines.

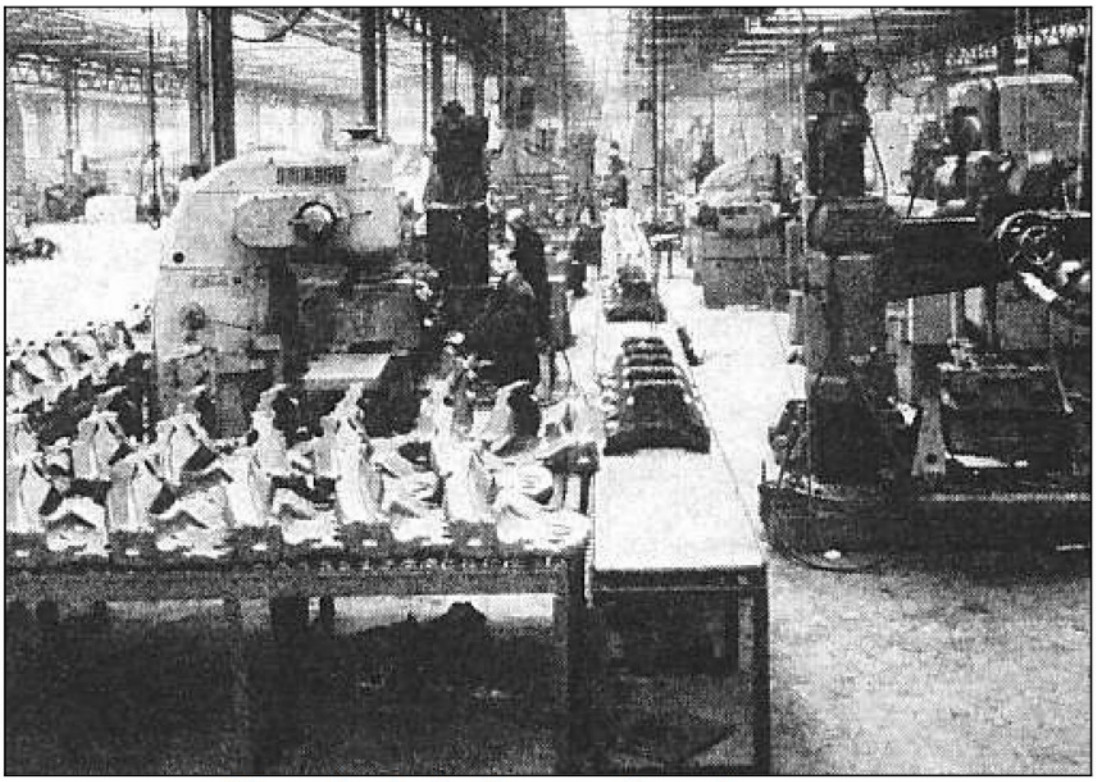
In 1956 the company was taken over by Standard-Triumph to produce castings for their vehicles, including cylinders made from "Bilchrome" a special cylinder iron developed in-house.

The fully mechanised foundry concentrated on the production of a wide range of vehicle castings, including flywheels, brake drums,

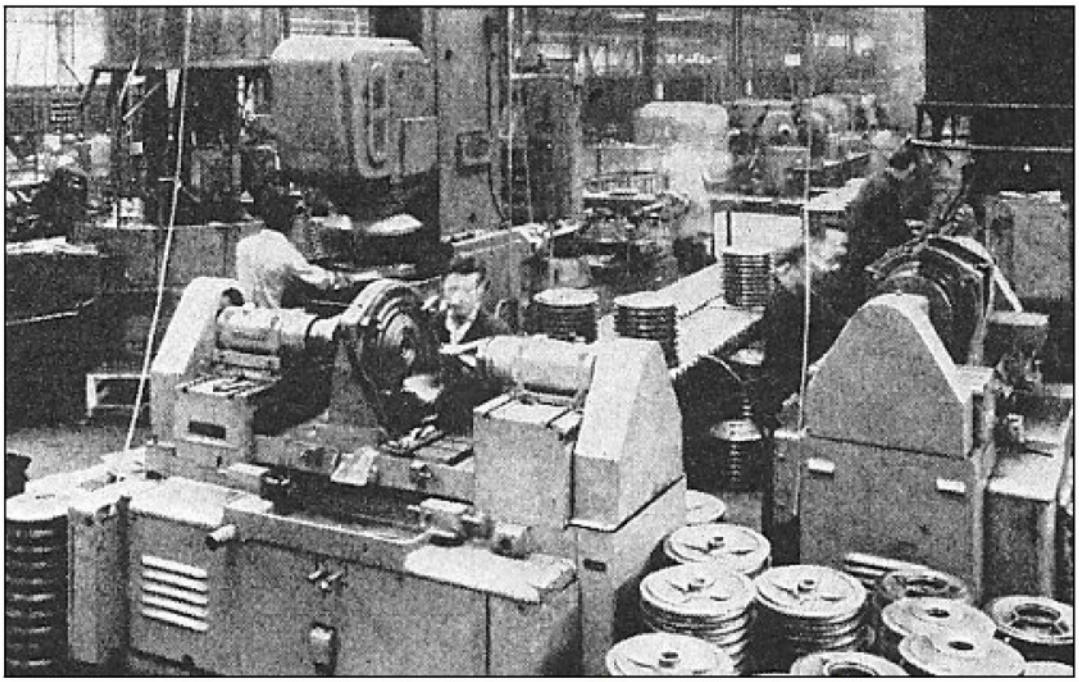
manifolds, and gearboxes, ranging in weight from a few pounds to 60 lbs.

The main products, castings for cylinder blocks, cylinder heads, and crankcases were produced up to a weight of 1,000 lbs., and over 1,500 such castings were produced each week.

At this time the foundry produced around 600 tons of castings a week.



The production line for tractor front axle supports.



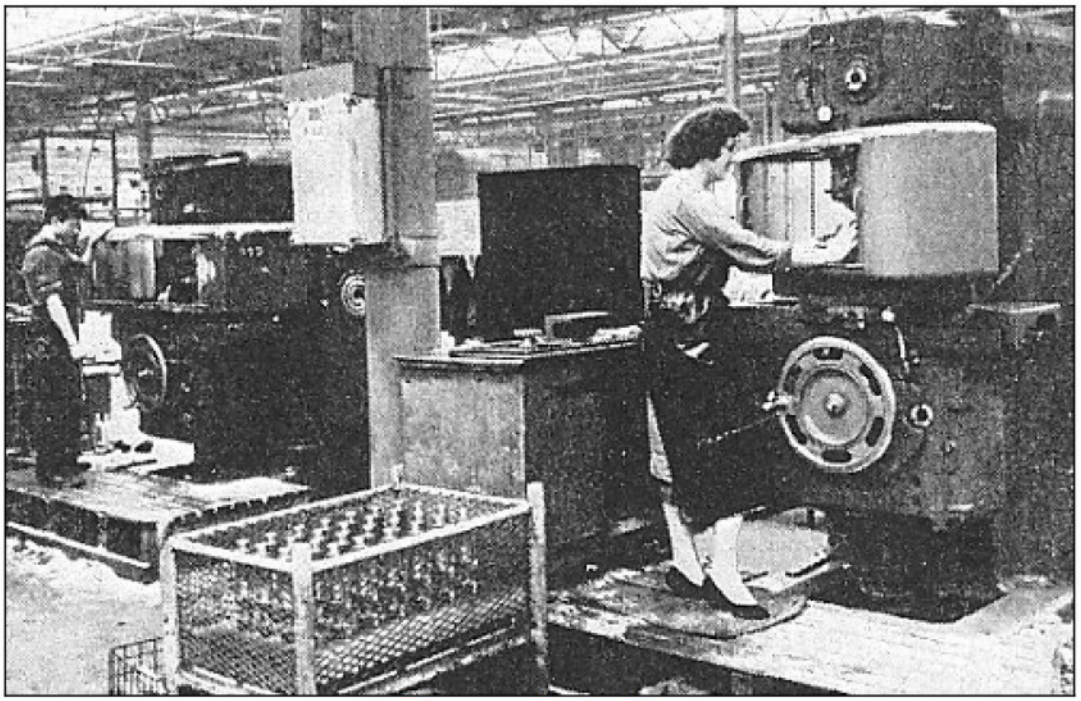
The production line for tractor differential carrier plates.

The castings were machined in the engineering division where components and complete assemblies were produced for vehicles, tractors, locomotives, and boats.

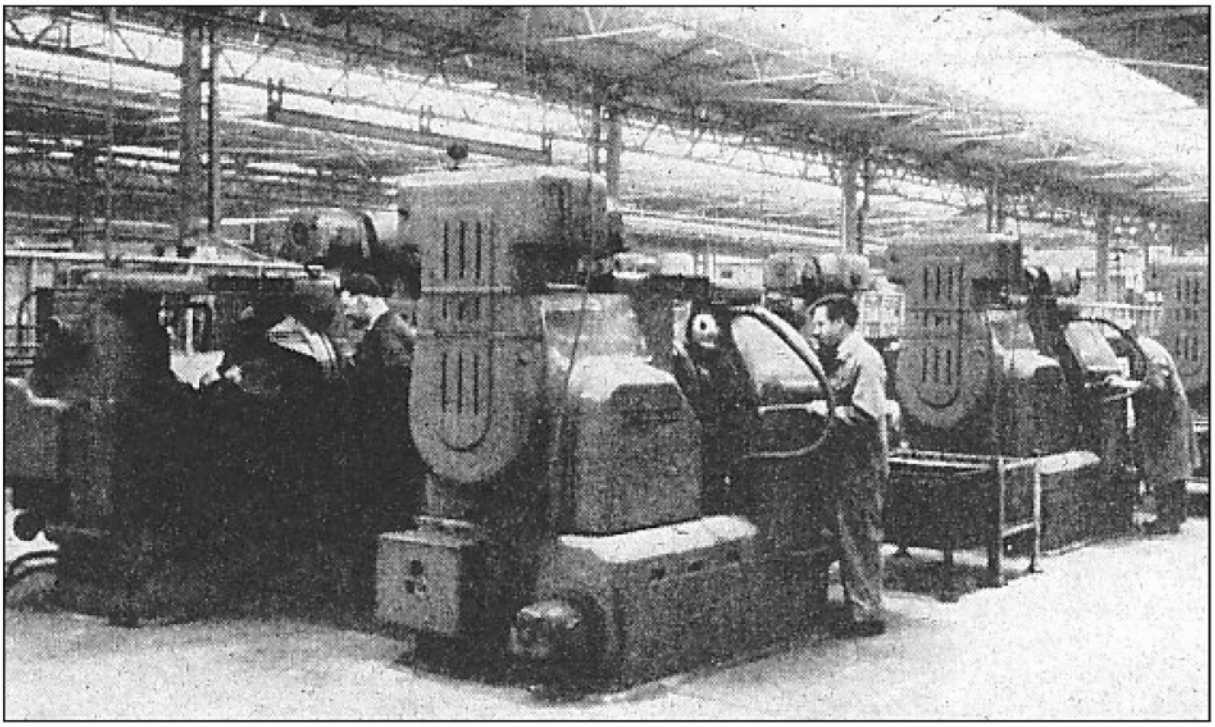
The division had 500,000 square feet of floor space, and had the most modern machine tools including capstan and turret lathes, Bullards and automatics, vertical turning and boring machines, centre lathes, and Fischer copying lathes.

There were also Plano and duplex vertical and horizontal milling machines, multi-drillers and tappers, gear grinders, rotary surface grinders, gear shapers, and hobbing machines for straight bevel gears.

Spiral bevel gears could be produced up to twenty one inches in diameter.



The gear shaving line.



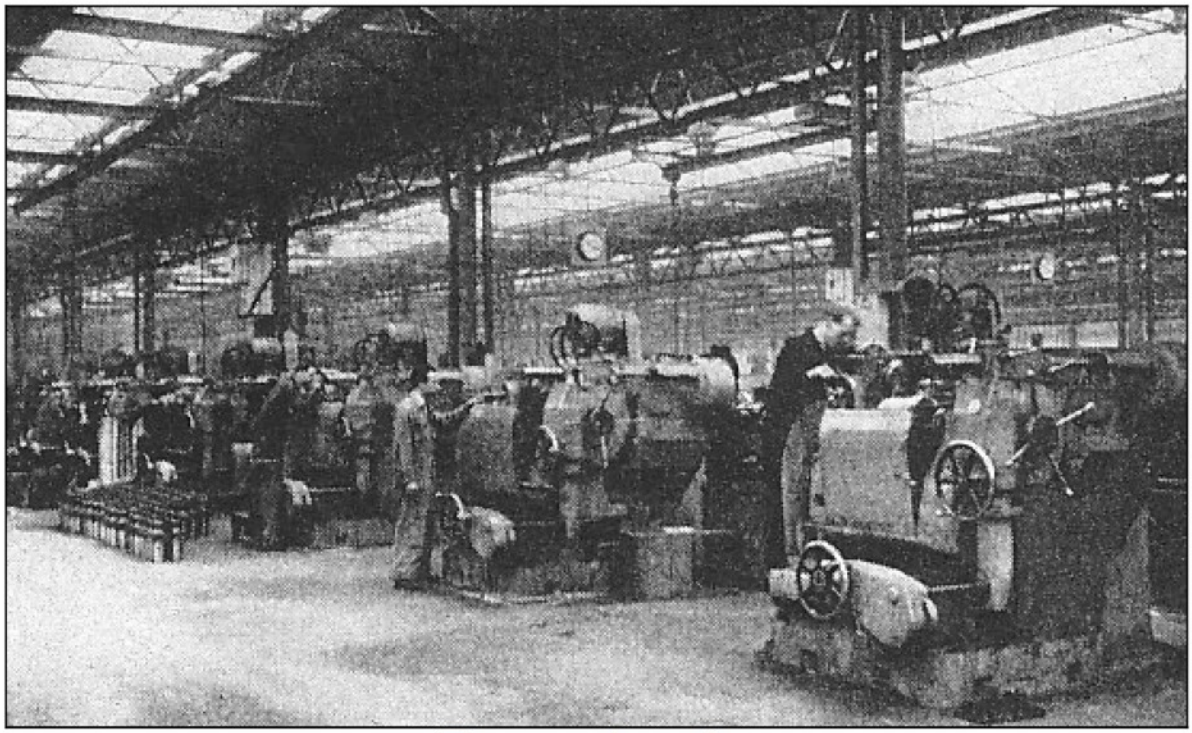
The spiral bevel gear section.

The division's main products were machined cylinder blocks, heads, crankcases, flywheels, fuel pump valves, fuel accumulators, motorcycle components, complete transmission units for agricultural and commercial vehicles, locomotive and marine gearboxes, textile and printing

machinery, axles, shock absorbers, test rigs, gun mounts, turbines, heading machines, record presses, wire drawing machines, hydraulic buffers, and coal-cutting machinery.

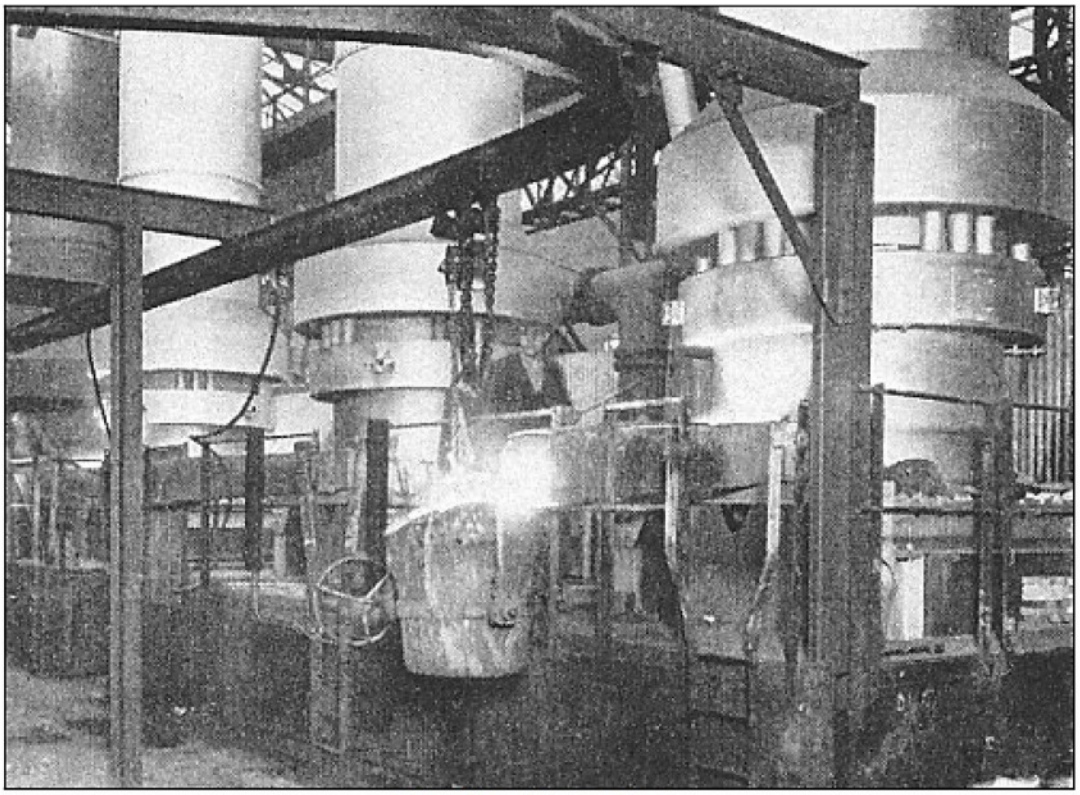
In 1960 the company became part of British Leyland, producing castings for their lorries and coaches.

In 1975 it became known as Beans Engineering.



The gear cutting section.

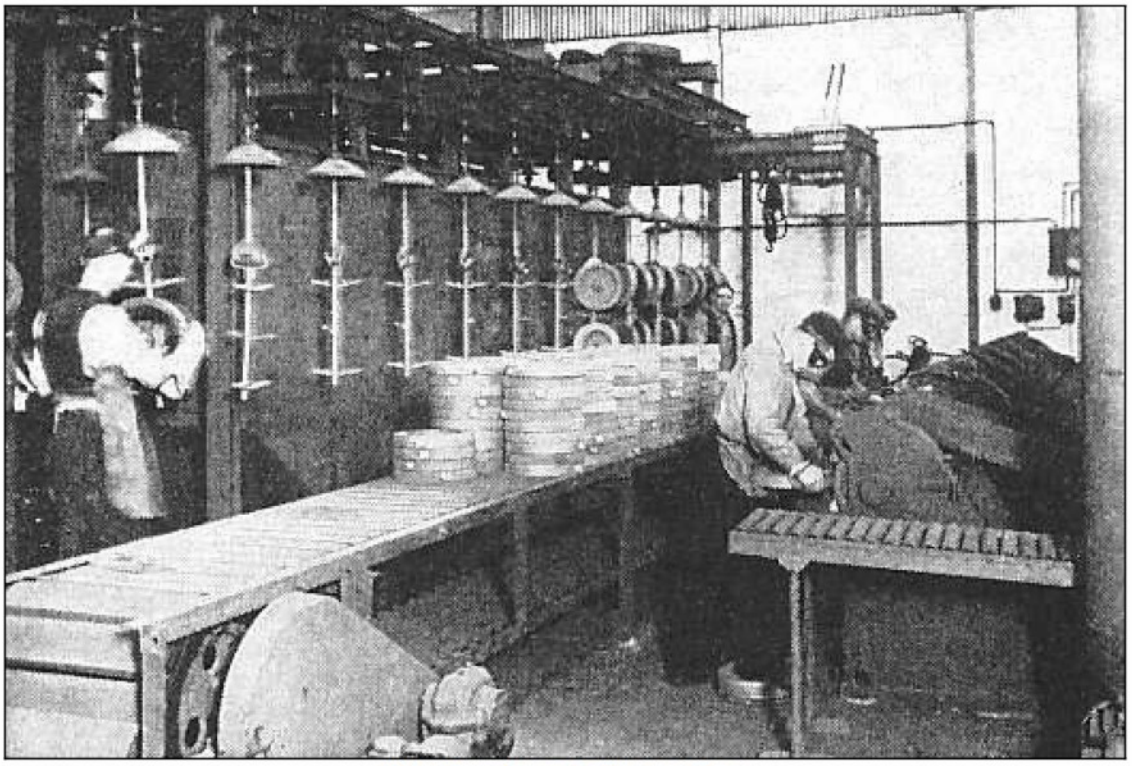
In 1988 when the Leyland group was privatised and broken-up by the Conservative Government, Beans Engineering was acquired by its



The foundry cupolas.

management team, and after the buyout it acquired Reliant.

Things went on much as before until Reliant failed in 1995 and took Beans into receivership.



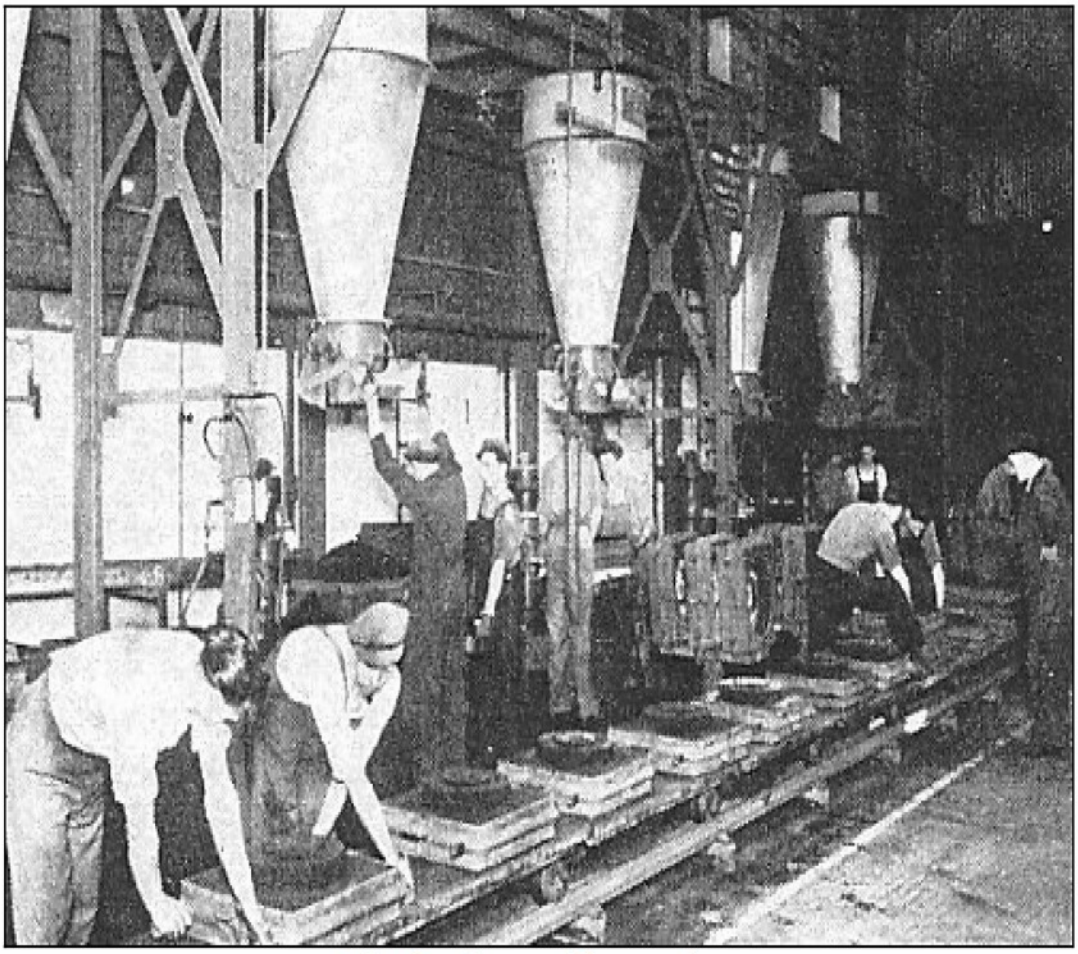
The foundry grinding section.

The Tipton factory was purchased by the German engineering group Eisenwerk Bruhl who made a large investment at the works, where 40,000 tons of cylinder blocks could be produced each year.

The business became known as Bruhl UK but suffered from financial problems because the large investment had left the company in debt.

For a second time the management team purchased the business which

then became
Ferrotech.



The foundry moulding section.

The factory had one of the most modern and efficient foundries in Europe and became a large supplier of castings to Rover.

Unfortunately Rover went into administration in 2005, and Ferrotech failed to find a replacement customer.

As a result the story ends in August 2005 when Ferrotech closed its doors for the last time.