

Published by
Publicity Department,
Ruston Paxman Diesels Limited,
Vulcan Works,
Newton-le-Willows

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Issue No. 5 January 1975

VULCAN NEWS

LOOKING TO 1975

This time last year we were just beginning to experience the full effects of the rise in oil prices and the shortage of energy. The implications of this for all of us are now much clearer. In order to pay for our oil imports and for investment in our indigenous sources of energy we have to reduce our personal levels of material consumption and switch our resources into exports and investment.

This situation lays special responsibilities on a company such as ourselves whose output goes almost entirely to investment and export, and which is

vitaly involved in the energy business. Much groundwork has been done this year to enable us to make more effective use of our resources of people and plant, and we must now build on this to raise our output in 1975.

Despite the economic uncertainty which surrounds us all I have every confidence in the future and growth of our business here at Vulcan, and I would like to wish all who work here, their families, and our agents and customers across the world a happy and successful New Year.

J. D. SWORD.

Christmas round the world

While the rest of us were enjoying Christmas dinner round the fireside, surrounded by our families, eight Vulcans were busy in far flung corners of the world.

They were members of the Company's globe trotting service engineering team.

David Goodman, Pete Daniels and Jim Lillico were completing erection work in Indonesia, Ted Scott was in Jordan and Roy Hennessy in Saudi Arabia.

On railway work, Joe Pacey was isolated in Timor and Geoff Hadley and Craig Pilkington were in Malaya.

We do not have details of how they actually spent Christmas, but we feel sure that they managed to find some way to celebrate.

Here's a bright start

Sixty English Electric 16-cylinder diesel engines, worth nearly £4m. will help to keep Vulcan Works busy for at least the next 18 months.

Announcement of this good news was

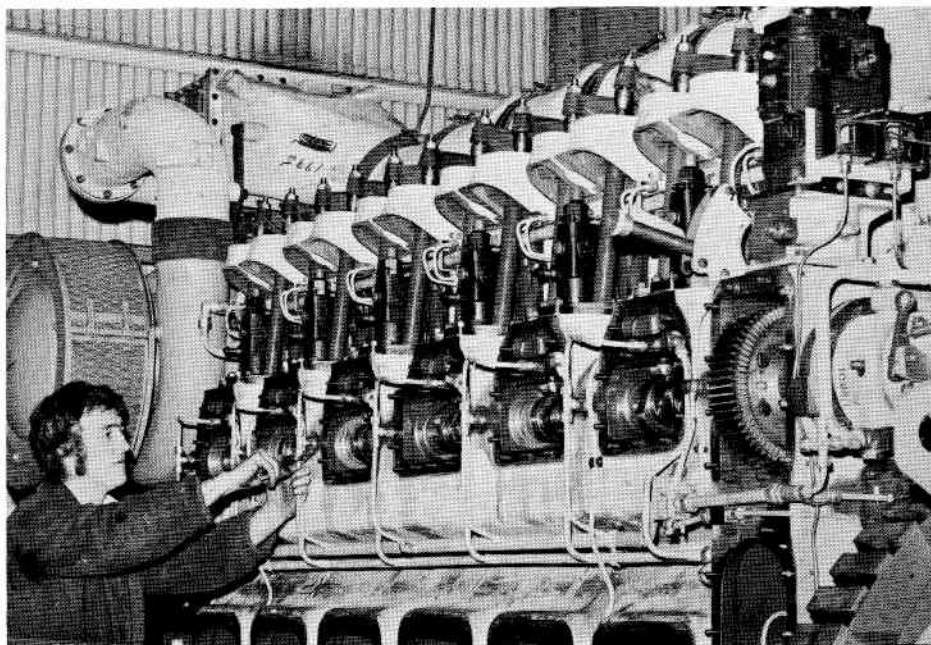
made in the first few days of 1975, when it was known that British Rail were continuing a 40-year tradition with further orders for the Company.

The engines will power the new BR

class 56 heavy duty freight locomotives. Altogether, 2,000 engines have been supplied to the nation's railways.

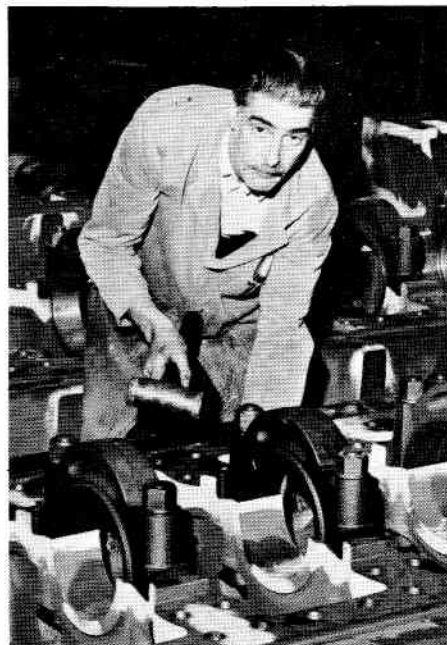
Half of the new order will be incorporated into locomotives being built in Romania and the rest will be built into locomotives constructed in British Rail's own workshops in Doncaster.

Deliveries will start in the summer.



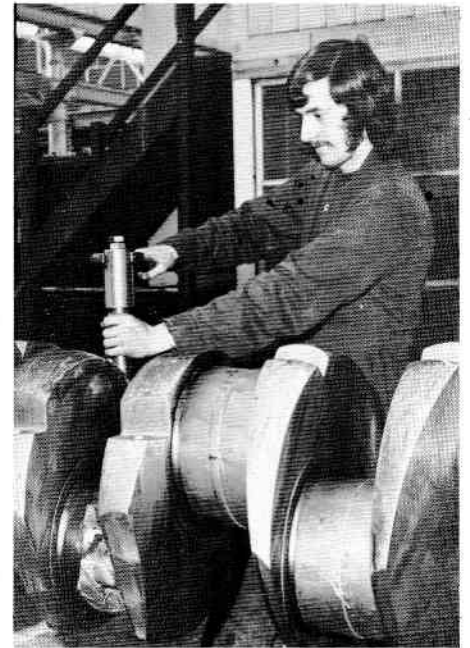
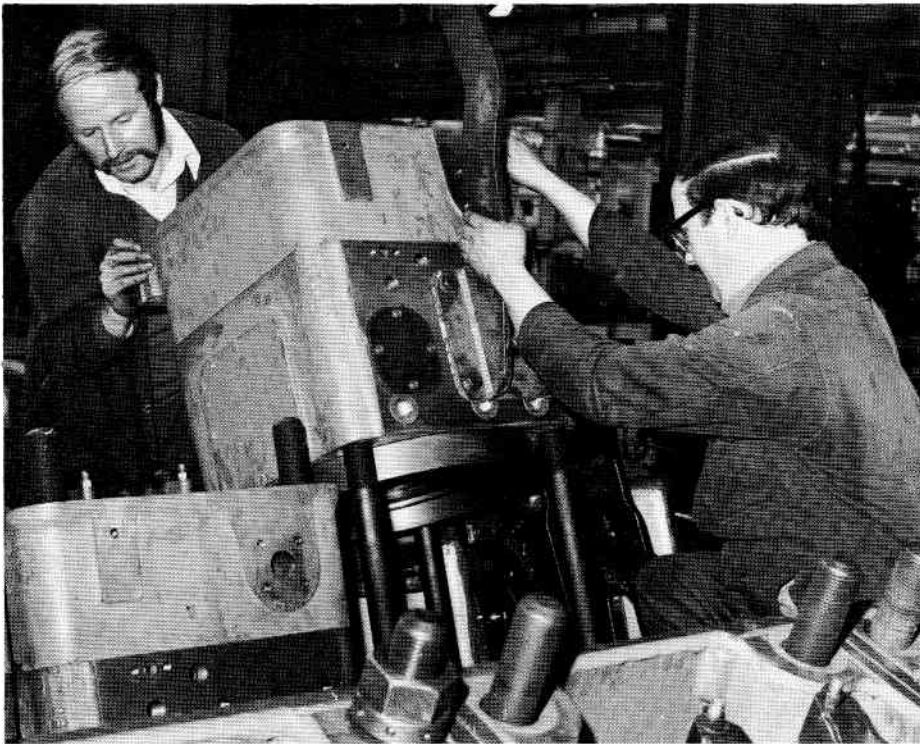
By courtesy of 'Newton Reporter and Guardian'

Raymond Lamb, of Platt Bridge, puts the finishing touches to an industrial engine.



Harold Blinston, of Tully Avenue, Newton, working on a new engine for British Rail.

Welcome to the AT engine at Vulcan Works



Tommy Melia, tightening the balance weight studs on an AT crankshaft, served his time at Vulcan Works and lives in the Village.

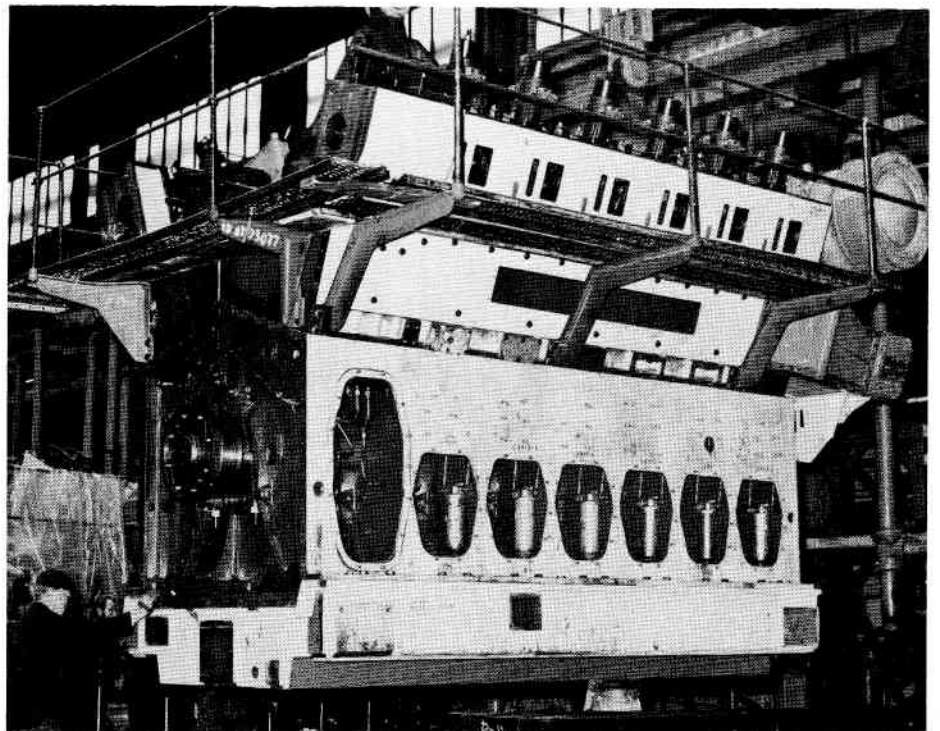
Fitter Eric Brown (right) and Gerald Marsh guide an AT cylinder head into position. Eric has worked at Vulcan for about 15 years and Gerald, who plays Rugby for Blackpool Borough, has been here for four years.

Now that the first Ruston AT diesel engine to be built at Vulcan has been completed, we look forward to a healthy order book for this newcomer to Newton. The AT, which until recently was manufactured at Lincoln, has quite an impressive pedigree. It was introduced in 1957 and soon became recognised as a reliable power source for industrial and marine use.

Over 500 AT's are in service at the present time and you may find them providing power in luxury liners, in cargo vessels or trawlers fishing in near and distant waters. Industrially they are found at work in many parts of the world as near as Manchester and as far away as Australia and many of the countries between. The AT, producing up to 4950 bhp, is one of the most powerful in the Ruston Paxman range.

The AT, the English Electric RK and the AP, make a formidable trio of diesels, providing power all over the world in a variety of situations.

The RK is widely used in rail traction, industry and marine propulsion and auxiliaries. Production of the AP, another versatile diesel, was transferred to Newton two years ago.



Dwarfed by the huge bulk of the AT, George Lovatt gently supervises its positioning on the test bed. George, a slinger who lives in Manchester Row, Vulcan Village, returned to the company in May after a spell elsewhere.

Guaranteeing a water supply

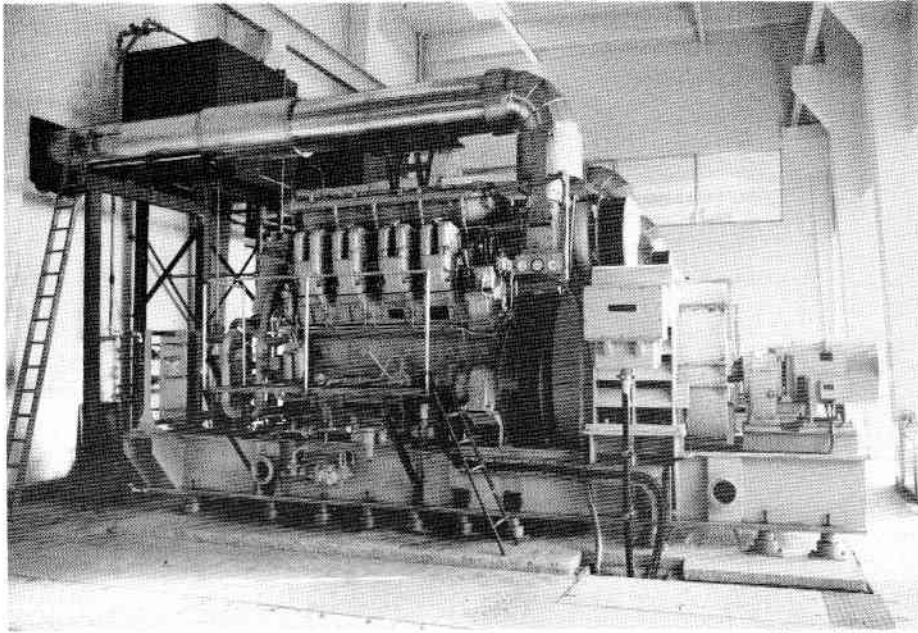


Photo by courtesy of Gas and Oil Power.

An interesting – and obviously well worthwhile – use of Vulcan-built RK engines is helping the Hampshire River and Water Division of the Southern Water Authority to maintain services and save money.

At the Otterbourne pumping station, about four miles from Winchester, diesel driven alternators carry the base-load during periods of high tariff, allowing mains electricity to be supplied on an off-peak tariff, with considerable savings over maximum demand tariffs.

The Authority have used diesels for pumping power for many years and the latest installation is typical of modern practice. They already have two RK engines at the River Test station.

Electricity for the whole station is

normally bought from the Southern Electricity Board and delivered directly to the main high tension switchboard in the main building.

Also connected to the switchboard are the three 1293 kVA, RK diesel alternator sets, any two of which are capable of meeting all expected demands should the public supply fail, but particularly during the high tariff periods. To meet this need each engine runs for about 700 hours a year.

Each set comprises an eight-cylinder RK engine, built at Newton-le-Willows, driving an alternator with a continuous rating of 1293 kVA at 11 kV.

The English Electric engines are turbocharged and intercooled to develop 1460 bhp at 750 rev/min.

Medal winner

A member of our sales staff in London has been awarded the Percy Still medal, an honour bestowed by the Diesel Engineers and Users' Association.

He is Andrew Shearer, whose paper on the selection and use of stand-by and peak lopping generating equipment was judged to be of the greatest benefit to users of prime movers.

Andrew, who is a Council Member of the Association, joined English Electric at Rugby as a graduate apprentice and accumulated considerable engineering experience in various parts of the world. In 1952 he spent a year in Spain, on the erection and commissioning of hydro-electric equipment. In 1956, after service with the Royal Engineers, he became Personal Assistant to the General Export Manager of the English Electric Company. He spent seven years with



Andrew Shearer

the English Electric Company in India, during which time he was adviser on industrialisation to the Government of Nepal. Back home again, Andrew was, for a time, based in Newton-le Willows before leaving for London in 1969.

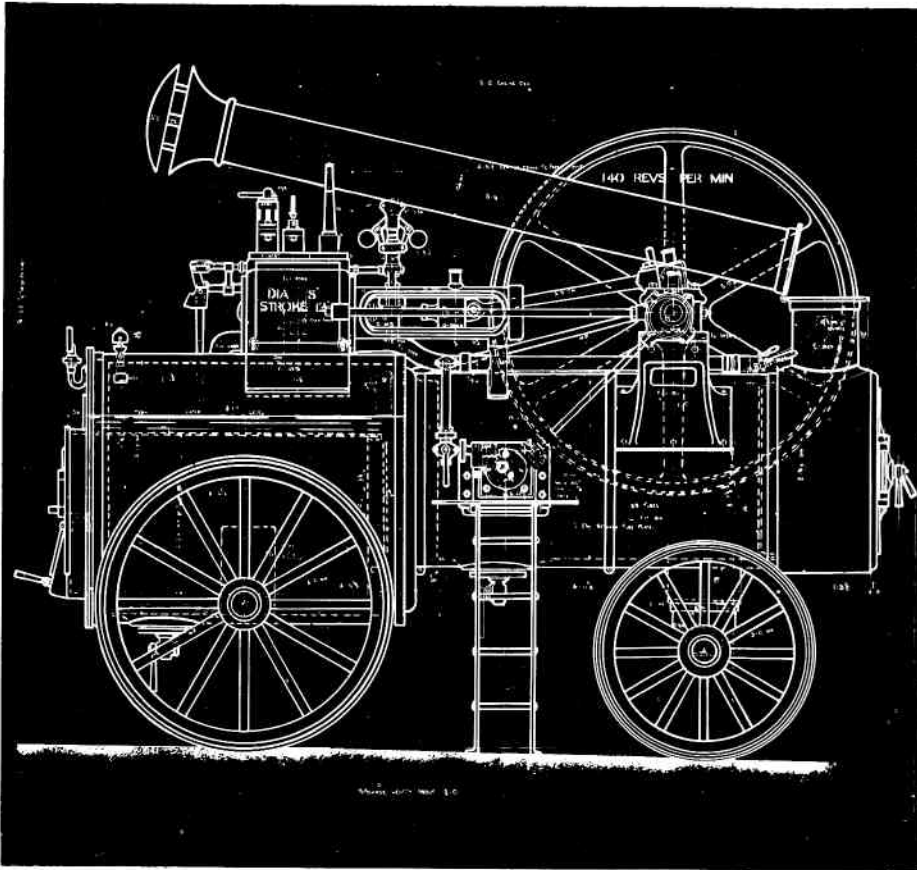
A family man, Andrew has three children and admits to rusty knowledge of French, Spanish and Hindi.

Some years ago Andrew was presented with a wooden spoon after giving a series of lectures entitled 'Diesel Save', to members of the Electricity Council and Area Board Commercial Managers and Chief Engineers. He acknowledges a satisfaction in some stimulating 'stirring' from time to time and, as the News goes to press, Andrew is delivering a series of lectures in the Republic of Ireland at the invitation of the Institution of the Engineers of Ireland.

***** **Book this date now!** *****

 * **WHEN?** Friday 28th February 1975 *
 * **WHERE?** CIVIC HALL, LOWTON *
 * **WHAT'S ON?** **FIRST ANNUAL WORKS DANCE** *
 * **WHY?** Dancing to the Terry Gore Showband *
 * PLUS Willow Group. Running buffet 8 p.m. to 1 a.m. *
 * (Late transport can be arranged). *
 * **HOW MUCH?** Tickets: **£1.50 each**, from members of the General *
 * Entertainments' Committee, available early in *
 * the New Year. *
 * **But hurry – there's only room for 500.** *

THE GREAT DAYS OF



A drawing of a Paxman portable steam engine, clearly showing the angle of the boiler which slopes towards the rear to ensure that the fire box is always surrounded by water. It is interesting to note that there is a fusible plug fitted to the fire box which, in the event of the water level dropping, would melt and would allow steam to be directed on to the fire, thus extinguishing it.

former loco men at Vulcan Works welcomed the opportunity to put her to rights and she took part in the Works Gala. She also won the title, 'Best agricultural engine', at Lancashire Traction Engine Club Rally at Burtonwood. She is on permanent loan to the museum of Lincolnshire Life, where there are plans to couple her to a threshing drum.

The story of the early engines is a romantic one and new chapters are constantly being added. For instance, a Lincoln printer has found the remains of a Hornsby Foster steam-driven caterpillar tractor, built in 1910, lying on the shores of an inlet at Vancouver Island.

This tractor, the only one of its type, was originally built for the Klondyke area of the Yukon, where it was used for hauling sledges of coal from the mine to the rail-head, some distance away. The terrain over which the coal had to travel was very rough and, in winter, the ground was frequently frozen and this is why a caterpillar tracked vehicle was required. The decision to have a steam driven engine was also largely due to the difficult

Steam engines, like old soldiers, never die and thanks to the enthusiasm and devotion of collectors all over the country, it looks as if they will refuse to fade away for many a year yet.

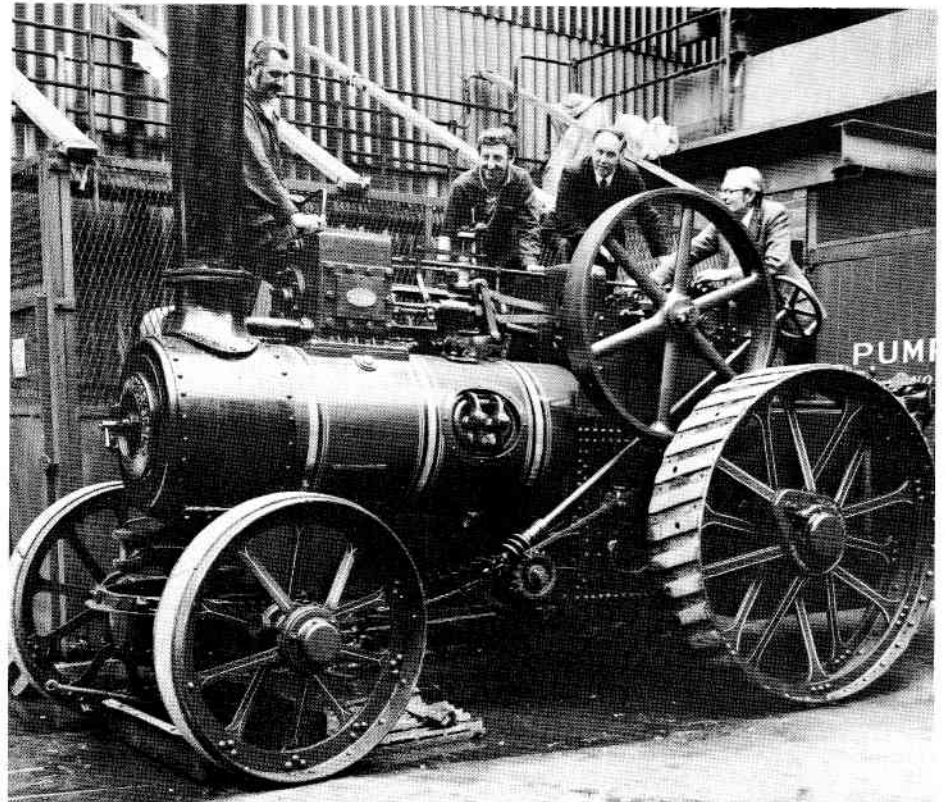
The names Ruston and Hornsby, and Paxman, are indelibly associated with these hardy veterans and there is space in this issue of *Vulcan News* to show but a few examples. We will always be pleased to publish stories of other interesting engines as they come to light.

The most recent engine to 'come home', as it were, is a Ruston Proctor agricultural engine, a 5 nominal horse power single cylinder machine of 8½ tons. Built in 1913, it worked in France for 59 years and, upon its return to Lincoln in 1972, triumphantly completed the last 16 miles of the journey – from Newark to Lincoln – under its own steam.

It became a star of Anglia television, appearing in a number of programmes and took part in rallies in Lincolnshire, Nottinghamshire and Leicestershire.

During the winter of 1973/74 it was restored, Ruston apprentices at Lincoln playing a large part. It was then named Sylvie, after the grand-daughter of the farmer from whom it had been acquired.

Visiting Lancashire this year Sylvie blew a gasket, but enthusiasts and



'Sylvie' in Vulcan Works with a happy band of enthusiasts. These are (from left to right) Arthur Williams and George Smith, both from Boiler Division; Brian Taylor from Diesel Planning, and 'Geoff' Moss, Design Department.

STEAM

ground to be covered, For instance, if fuel ran low, the coal hauled could be utilised and snow could be gathered to provide sufficient water to enable the journey to be continued.

Plans to recover this tractor are being explored, with the hope of making at least a static display. Although abandoned about 40 years ago and open to the attack of scrap dealers and vandals ever since, chassis, tracks, wheels, fly-wheel, crankshaft, boiler mounting and other parts are still there although there is evidence of attack by oxy-acetylene burners and all the brass work has vanished.

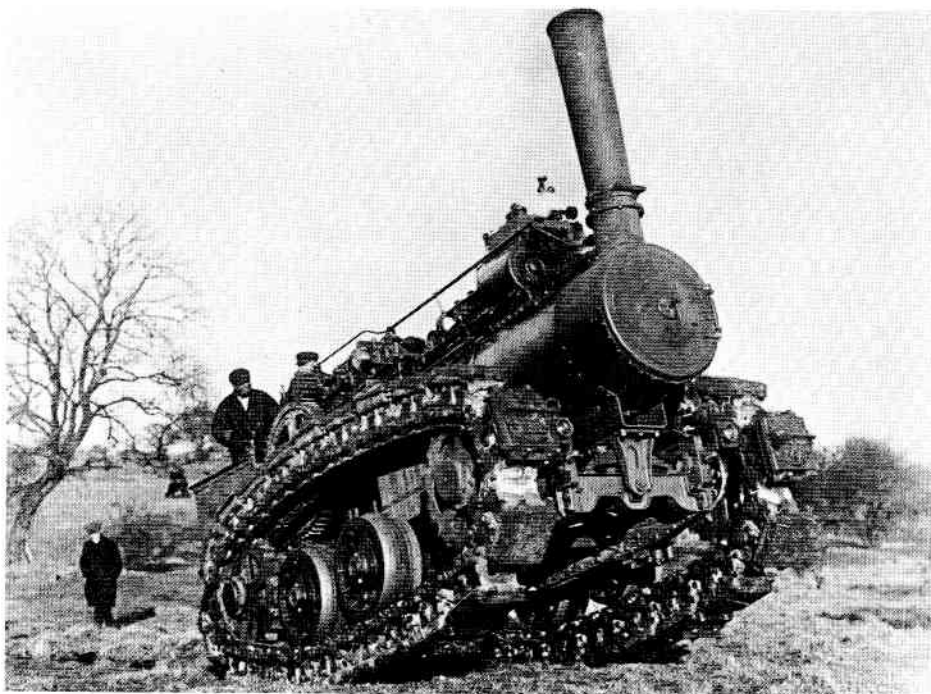
The boilers and cylinders, so local stories say, were removed for other work, so they may well still be in the area. It is interesting to note that, in 1908, Richard Hornsby won a £1,000 prize offered by the War Office for his caterpillar-tracked oil engine. But there was so little interest shown in the idea that the patent rights were later sold to the American Holt Caterpillar Company for £4,000. Between 1916 and 1918, Rustons built about 500 Holt Caterpillar tractors for hauling the guns of Czarist Russia! One of these was known to be still surviving in the Caucasus in 1923.

We have come across a number of pictures showing something of the Paxman involvement with steam engines but so far we have had little success in obtaining further details. However, the drawings reproduced here show that Colchester got plenty of steam up even in those days.

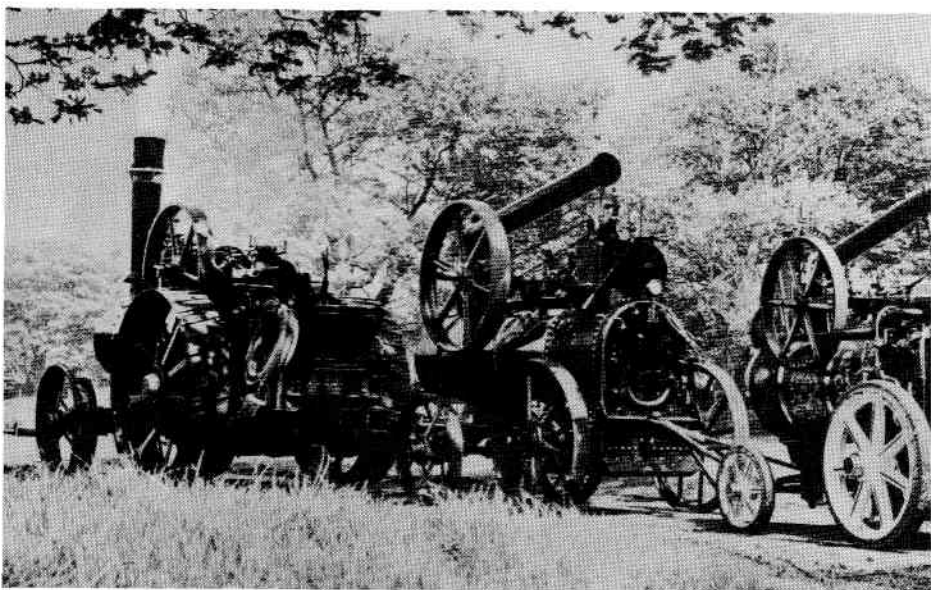
As well as engines, Ruston was also famous as a manufacturer of motor cars. Until well into the Twenties they were in service all over the world, and many readers will know that one of these cars is at present in Vulcan Works.

The car, a Ruston A1 Tourer, built in 1920, and powered by a Dorman 4MR engine, which gives approximately 16 hp, had a top speed of 50 miles an hour. Ruston and Hornsby built about 1,300 cars between 1920 and 1925, the majority of which were A1 Tourers. On a long run, the fuel consumption was 15 miles per gallon whilst on town work the consumption went up to 10 miles per gallon. The gear box on the A1 Tourer is actually on the back axle and there are no brakes on the front wheels, but two sets on the rear wheels. One set is operated by the handbrake and the other set by the footbrake.

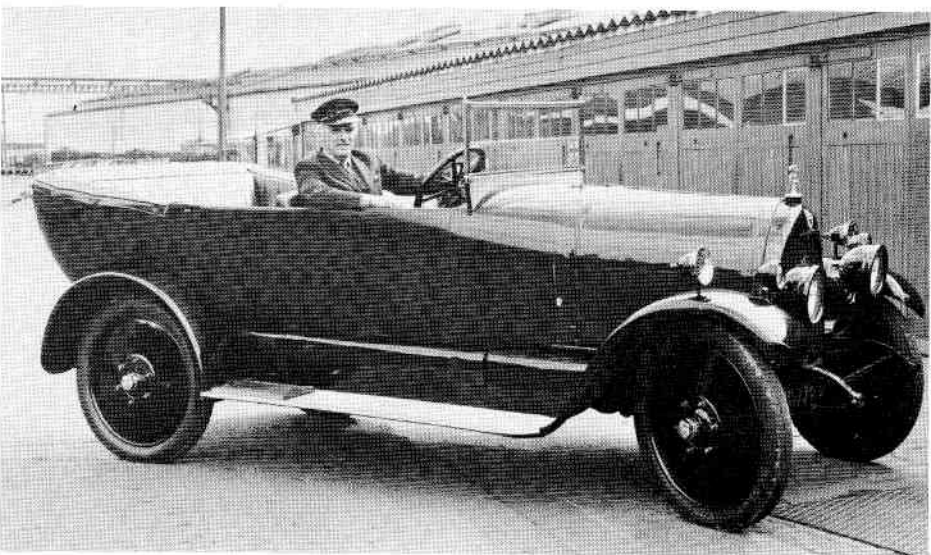
Ruston's decision to go into car production was to take advantage of the labour that had accumulated for the building of aircraft during the first World War. Ruston's were only one of 500 firms who went into car production, which is why the Ruston car era was short-lived.



Hornsby Foster steam-driven caterpillar tractor, built for the Yukon.



Arriving at Revesby, Lincs. rally in 1963. (Left to right) Ruston & Hornsby traction 6nhp No 161250 made in 1930, Ruston & Hornsby portable 4nhp built in 1921, Walker (of Tewkesbury) centre engine, duplex cylinder built in 1887.



Works chauffeur Geoff Winstanley at the wheel of a Ruston A1 Tourer.

Drilling rig engine on show in two countries

One of the eight 12 cylinder RK engines we are building for service with the Akers H3 rigs, under construction in Finland, has proved a valuable travelling ambassador before it goes into service.

It has been principal exhibit at two major exhibitions, covering over 1,400 miles and creating much interest among leaders of the offshore industry. First, it went to the Offshore North Sea Exhibition in Stavanger, Norway, in September, and a month later, it was back in Britain, centre-piece of our stand at the International Offshore Exhibition in London.

Stavanger is a major Norwegian oil centre, with supply bases at the city itself and extensive refineries at nearby Tananger.

With a population around 55,000, Stavanger took on a vast task playing host to the world's offshore industry, but the whole community was determined to make it a success. When all hotel accommodation had been booked, residents threw open their homes to their international guests and Ruston Paxman people who accepted the hospitality of private houses were impressed alike by the warmth of their welcome and the strong pro-British feeling.

From Stavanger the engine was shipped back to London and the Olympia exhibition, where it was featured on the GEC Group stand.

Both exhibitions were a most useful 'shop window' for our products, repaying the hard work and organization that went into them.



A section of the GEC Group stand at Olympia, London, showing the RK engine alongside a Clayton boiler, also made at Vulcan.



John Keefe, assistant marine sales manager (left) and Ray Williamson, publicity manager (right), have the attention of a Norwegian visitor to the Stavanger stand.

THE NEWS NEEDS YOU

This is *Vulcan News No. 5* and the magazine is firmly founded. But it can be better with your help. Editor Ray Williamson will welcome volunteers - one from each department will be fine - who will be willing to act as correspondents for their part of the works.

You needn't be a journalistic genius; all we need are basic details of newsworthy events or 'tipoffs' of interesting items. We'll do the rest.

Names, please, and remember, the sooner we hear from you, the sooner we print your story.

OBITUARY

GEORGE FUNNELL

The company felt a sense of deep loss at the sudden death in December of Mr. George Funnell, Marine Sales Manager of Ruston Paxman Diesels Limited.

George, who was 50, was taken ill at work and died a short time later. He was married and lived in Woodlands Drive, Goostrey.

He came to Newton from Colchester in 1970 as Assistant Marine Sales

Manager and was promoted to Manager two years later.

During his Colchester service he travelled extensively, particularly in South America, where he helped to develop the supply of the Company's products in the Venezuelan oilfields. From Newton, he continued to represent the Company in many parts of the world, his charm and diplomacy making him a welcome ambassador.

Only a few weeks before his death George was presented with a gold watch by Mr. J. D. Sword, Director and General Manager, to mark over a quarter of a century of company service.

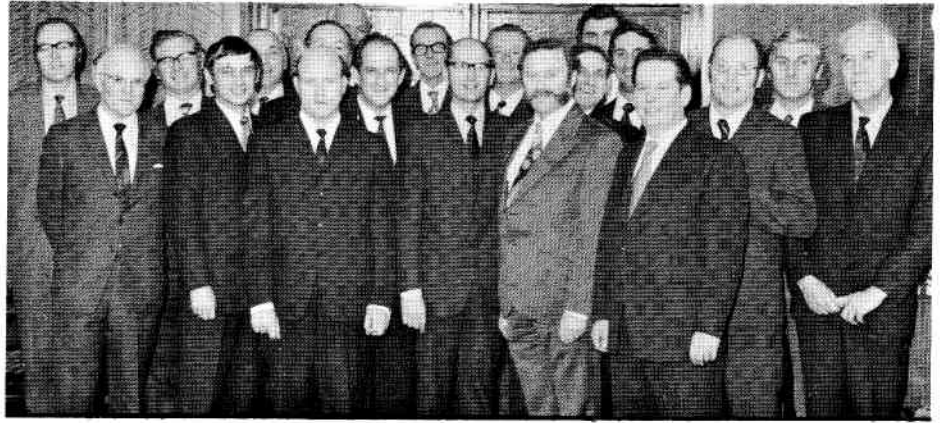
Long Service Awards

A Colchesterian who came to Newton in 1970 was among those who received a gold watch from Mr. J. D. Sword, Director and General Manager, in October, to mark over a quarter of a century's service.

Mr. John Bacon, Marine Contracts Manager, has 29 years' service, and came to Newton as Assistant Marine Sales Manager.

Awards also went to the following (years of service in parentheses): D. W. Dickson, coppersmith (48); R. P. Hull, applications engineer (28); H. Hurstfield, overhead crane driver (29); T. Lythgoe, roofman (29); F. Dunville, test bed fitter (29); H. Hitchmough, components stamper (29); T. Gill, joiner (29); J. Moss, progress chaser (28); F. Kinsman, section leader, diesel test (31); J. Salisbury, storekeeper (30); A. E. Chivers, progress chaser (28); R. Fairhurst, crane fitter (31); S. W. Ainsworth, chief inspector (30); R. F. Rowell, senior contracts engineer (29); R. Forster, joiner (29); W. Slater roofman (29); W. W. Luckman, general service manager (28); W. T. Baker, coppersmith (29); B. Tomlinson, production controller, Boiler Division (29) and J. F. Waller, service engineer (40).

In December, further long service awards were made to the following (years of service in parentheses): J. Kershaw, material budget controller



(33); M. B. Hill, works metallurgist (29); A. Townsend, sr. service eng. (33); E. J. Ford, service engineer (25); T. A. Medelton, service engineer (26); E. Torrance, applications eng. (28); J. C. Marshall, sr. applications eng. (29); B. V. Gretton, sr. applications eng. (26); N. H. Cavinder, sr. applications eng. (26); C. A. Cushing, design engineer (29); P. H. Clark, drawing office mgr. (26); K. N. Johnson, su't. spares depot (27); N. B. Snell, interpretation eng. (28); J. A. Wilcock, m/c tool fitter (26); R. Hodgkinson, ratefixer (26); W. N. Park, sk. turner (25); J. Brennan, slinger (28); W. Seddon, senior storekeeper (26); D. Hickey, inspector (28); L. Harvey, inspector (28).



John Bacon

Delivery for George

Internal messenger George Close should never be short of the cup that cheers. When he retired, staff of the mail room and Telex departments contributed to a handsome tea-set, handed to George on their behalf by Mr. John Roberts (Financial Accountant).



New Horizon's Success

The New Horizon comedy harmony trio, featured in *Vulcan News No. 3*, made their appearance on the television talent show, *New Faces*, on 2 November. Although they did not win, with 92 points they came third in the contest.

The trio felt that the appearance was a good experience and as a result of their performance they have received bookings covering the next 12 months. These include a summer season and also 16 weeks on the Bailey night club circuit.

The New Horizon appeared at the Garrick at Leigh during the week commencing 5 January.

Fairway ahead for Len

Len Ault's in for an active retirement. Friends in the gear shop have equipped him with a golf trolley and balls, presented to him formally by the manager, Mr. Sid Holden (left).



Archery

Vulcan Archers now have indoor facilities as well as an outdoor course in a local wood. The indoor range – once the Clayton spares store – gives them a distance of 18 yards, which is particularly valuable for beginners.

The club meets there on Wednesday evenings and this opportunity for continuous practice will stand them in good stead.

Last season, with a membership of 22, they took 26 assorted medals. Now they have been invited to join the Lancashire League, and will probably be entering a team next year.

Competitive shooting this season has undoubtedly sharpened skills and enthusiasm. In the Sheriff of Lincoln Silver Arrow event they won four prizes; John Jameson was first in the juniors, Mark Sawyer first in the juveniles (under 12), Mrs Betty Cockburn second in the ladies and Mike Rainbow third in the men's section.

Mike also came third in the EFAA national championships at Dunwich, Suffolk, and has been appointed regional coach.

In mid-October the club took part in the Lancashire championships, sponsored by the National Field Archery Association, held at Rosendale, near Bury. In the face of keen competition John Jameson emerged as junior champion, Mark Sawyer juvenile champion and Geoff Sawyer third in his class.

More members will be welcomed; contact Ken Cockburn, AED, no. 1 building, or Alec Grant, development section, Boiler Division, or through the sports club.



Up-and-coming John Jameson

Sea Angling

JULIE'S TOP PLAICE



Vulcan Sea Angling Society has started up again and one of its first events was an eight hour trip in a 36 ft whaler in Morecambe Bay.

There were 12 in the party, including just one woman. So guess who won the competition for the heaviest single fish landed? Julie Chamberlain, with a 1 lb 8 oz plaice.

Among the party were Society chairman Austin Atherton (turner); secretary Geoff Gravid (heat treatment); treasurer Dave Chamberlain and Messrs. Paddy Adams (gear cutters) and Joe Corcoran (heat treatment).

It was Joe's camera that captured some of the fun of the trip.

Promotion for three

Apprentices from Newton and Lincoln have climbed another rung of the progress ladder.

Johnny Warminger, who becomes foreman maintenance electrician, served his time at Vulcan and looks forward



Johnny Warminger

to qualifying for his 25 years' service award next year. He is an active member of the Sports and Entertainments Committee. John and his wife welcomed a daughter on 13 December.

Phil Turner served his apprenticeship at Lincoln and worked there until he was transferred to Newton in June, 1970. Now, appropriately, he becomes

assistant superintendent, Lincoln engines, after 15 years' service.



Phil Turner

Stan Hughes, who also served his time at Vulcan, has been promoted to



Stan Hughes

foreman in the Diesel Spares department. Stan, who came from Vulcan Village, now lives in Lowton.