

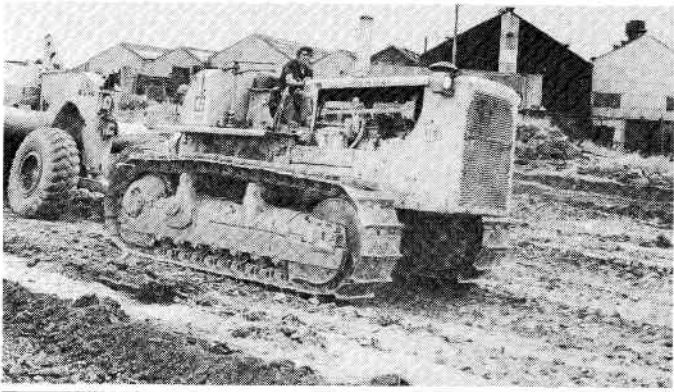
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Issue No. 7 SUMMER 1975

WORK UNDER WAY

Massive earth moving equipment has already moved in to start work on the site development project. Machines such as this in our picture are eating into waste ground behind the factory as part of the initial clearance programme. The earth removed will be used to form a grandstand embankment on the Sports Field around the running track. As outlined in the last issue of 'Insite' the site development plan will be on-going and should achieve increased productivity, reduced costs and generally improve efficiency. The plan will be implemented in two phases, the first being completed within two years.



VULCAN NEWS

A SUPER FERRY

THE LARGEST and most modern vessel ever built for ferry service on the Canadian Great Lakes has come into service - powered by Ruston engines.

Christened 'Chi-Cheemaun', which in the language of the Ojibway tribe of Red Indians means the 'Big Canoe', the ship features roll-on, roll-off bow and stern loading through a visored bow section and a square door stern section.

Her engines are two Ruston RKs producing 3,500 HP at 900 rpm, giving a service speed of more than 17 knots.

The vessel, will form a link across Lake Huron between the Bruce Peninsular and Manitoulin Island. Chi-Cheemaun will provide increased capacity (she will carry 530 passengers and 113 cars) and faster turn-around time between these two very popular Canadian holiday centres.

The name 'Chi-Cheemaun' was selected from more than 200 entries submitted in a 'name the ferry' competition. The winning entry was submitted from Mr. Donald Keeshig of the Cape Croker Indian Reserve.

INSIDE



small claim
to fame



a
laughing stock

Badges and Caps Cops

AN impressive bit of detective work by Ruston Security officers has uncovered a new craze which has caught the imagination of policemen all over the country.

But in the course of their investigations they were caught up in the craze themselves, and the evidence is building up daily to support this.

The craze, described by the men as a form of madness, is collecting police badges, and between them they have amassed hundreds of exhibits which will prove their involvement beyond all doubt.

It all started two years ago when Chief Security Officer Bob Harrison and Security Officer Ray Lawrenson discovered their common interest in police badges. Both had their own collections and an intense rivalry developed between them (which still continues today) but they realised that together they would have a better chance of finding the more elusive items that excite even the most hardbitten police badge collector.

Talking about their collections Bob Harrison told Vulcan News "We go mostly for the hat badges, helmets plates as we call them, but we also have a lot of collar

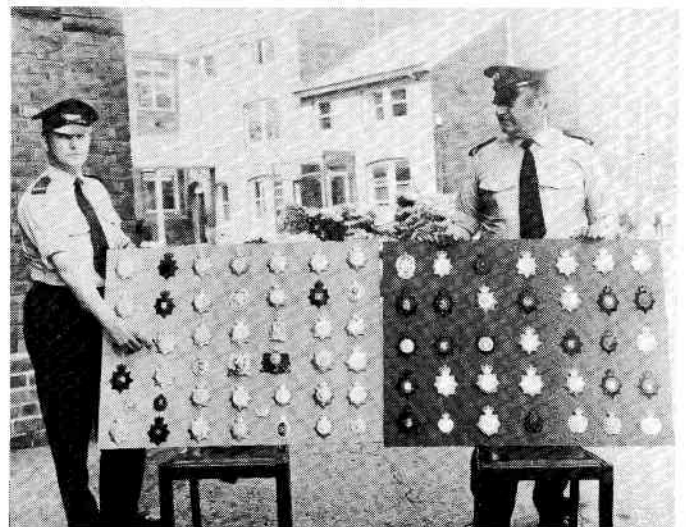
'Dogs', cape toggles and buttons. I also have some police helmets."

And the tireless twosome will go to any lengths to add to their collection. Ray Lawrenson recalls their longest trip to take a badge into custody. "We were after the badges of a particular Southern police force and we decided that Southend would be the best place to try for them.

"Having got to Southend we were at a loss as to how to start, so we did the obvious thing - we asked a policeman. However, he couldn't help us.

This was a setback. So we wandered off to think out our next step. But when we later got back to the car there was a note under the wiper from the policeman suggesting we might ring a certain Inspector at the main police station who was a known badge fanatic. We got our badges. In fact we have made several swaps with him since then."

Bob and Ray get most of their badges by swapping and they have many rare items, but there are one or two badges which they



Pictured with some of their badges are left: Bob Harrison and Ray Lawrenson.

have tried to track down - but without success. They are the badges of the pre-war Mersey River Police and the Isle of Man Police Force.

If there are any Vulcan News

readers who feel they may be able to assist in their enquiries to trace these or any other police badges they should contact 'Vulcan News'.



NORMAN THOMAS meets BETTY GREEN...



...MARGARET FLETCHER...

RADIO RUSTON— SOUND SUCCESS

RUSTON really hit the air waves when Merseyside Radio City came along to the Works to do a two hour outside broadcast about the company and the men and women who make it tick.

Top DJ Norman Thomas toured the works, meeting interesting personalities and taping interviews.

Having made his tour and outlined to listeners the way diesel engines are built, Norman moved on to the staff restaurant which Radio City engineers had fitted with giant speakers connected to the special outside broadcast van in the car park.

He moved around the diners chatting and collecting record requests which were played over the speakers, and for the next hour it was the Carpenters and chips, beef and the Bay City Rollers.

The programme was broadcast the following day and the verdict from everyone involved in the programme, both Ruston and Radio City — a sound success.



...CHRIS COTRELL...



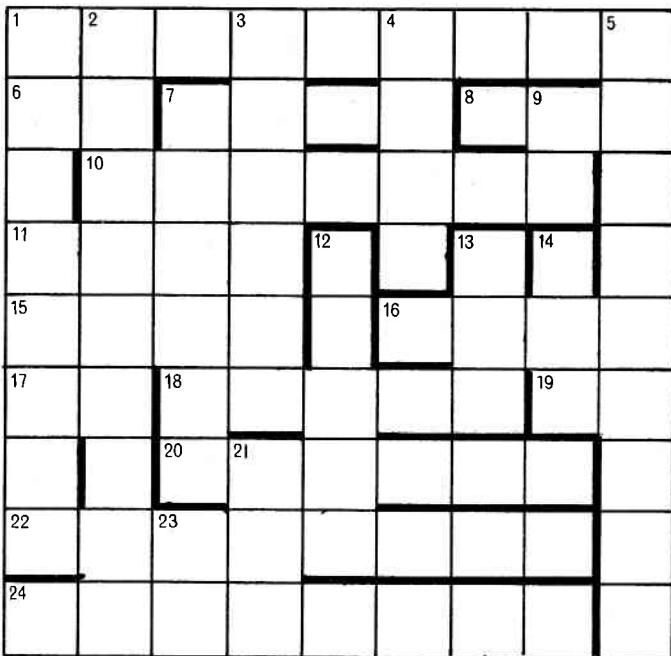
...MRS. MARY JONES...



...IRENE HOLMES...



...ARTHUR McIVOR...



DIESEL ENGINE QUIZ-WORD

WHEN you have a few spare minutes why not try this crossword puzzle prepared for us by our mystery compiler Mr. X. The crossword is made up of words associated with our diesel engines, so it should be easy!!! Answers are on page .

ACROSS

1. A place to keep main and big end bearings.
6. Two letter - two stroke.
7. Oil stopper.
8. Used to give rise to the occasion.
10. Adviser on sick engines.
11. Slippery surface to mount an engine on.
15. Unloaded part of 8 across.
16. 'O' and give me a call to stop any leaks.
17. 10.25 bore Lincoln engine no longer being made.
18. Sounds as tho' the engine is being left, but the shut down one will stop it.
19. Shortened version of the forward end of the engine.
20. Type of engine made at Vulcan Works.
22. The English Electric Engine was originally designed for this.
24. A forceful component forced to suck.

DOWN

1. A place to keep ones cams.
2. See-saw component which can cause depression.
3. Type of valve used to inject fresh energy.
4. It stops the component from vibrating.
5. Every engine has this kind of stop.
7. Heat ones prevent you getting your hands burned.
9. A thank you back gives rise to another type of engine.
12. Joiner of metals.
13. This will do for starters.
14. Old type of thread altogether, thats fine.
21. Fitters use this if they want to shrink.
23. Old fashion father returns for a very successful engine.

SOLUTION ON PAGE 8

SAVING SCHEME

Getting down again to the serious business of savings are the members of the Vulcan Works Saving Scheme.

More than 370 people have so far used this scheme and they save money throughout the year mainly for holidays, car tax, insurance etc.

There are collectors throughout the works, and during the past twelve months have collected more than £33,000. Interest on money collected, after expenses, is raffled off. Each member of the scheme receives one free draw ticket for every £5 saved.

The prize money can total as much as £400 and the individual prizes are £5 each. The scheme starts in August and runs through to the following July. Anyone interested in taking part should contact Mr. Trevor Bate, Bay 5.

Ruston
is a
Bye-word

Following
A
Good
Example

AS well as being a bye-word in the engineering world Ruston has recently been making a name for itself in international diplomatic circles.

Following the front page story in the last issue of Vulcan News about the Ruston engines featured on a stamp from Sharjah, requests for the stamps have been received from abroad. Five customers in Holland have approached us through our agent, De Roos to obtain some of the now 'famous' stamps.

The Agent in turn contacted Publicity Department and the hunt was on. But it has proved to be no easy task. Most of the major stamp dealers were approached but without success.

The Sharjah embassy was next and they have undertaken to help. As a back-up measure, we have also contacted a consulting engineer who was about to visit Sharjah and he promised to help.

Up to the moment of going to press there has been no news but Publicity are confident that the Ruston stamp of success will soon be put on this project.

IMMEDIATELY following the commissioning of the 'Chi Cheemaun' came news of another Canadian vessel which is to be Ruston powered. She is the 'Camille Marcoux', a passenger ferry which is to operate on the St. Lawrence.

The main propulsion units for the vessel are four 16RK engines driving through twin input, single output M.W.D. gearboxes to Lips controllable pitch twin screw propellers, all specially strengthened for navigation on ice - for which the St. Lawrence is notorious.

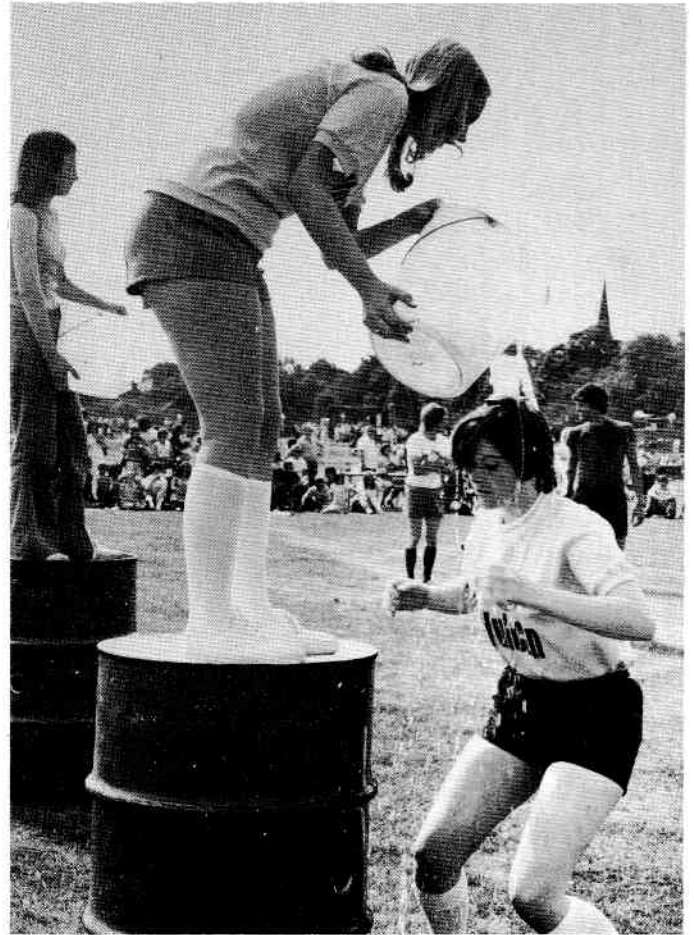
A third ferry, involving four 12 RKCM engines is under construction for the Federal Government at Port Weller Dry Dock. This will be a truck/train ferry. It will be operated by the Canadian National Railways, and represents the most recent number of ferries that we have powered for this owner.

VULCAN NEWS WANTS TO HEAR FROM YOU

IT WAS FUN DAY FOR ALL THE FAMILY...



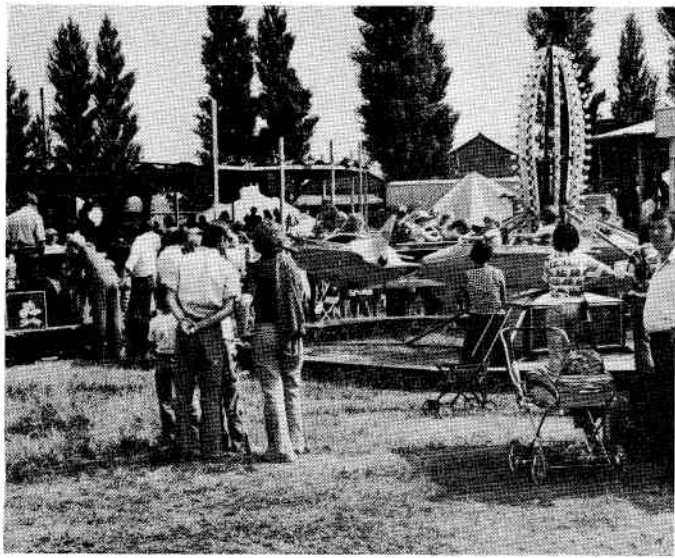
Five-a-side in Progress. Vulcan v Simon Vicars



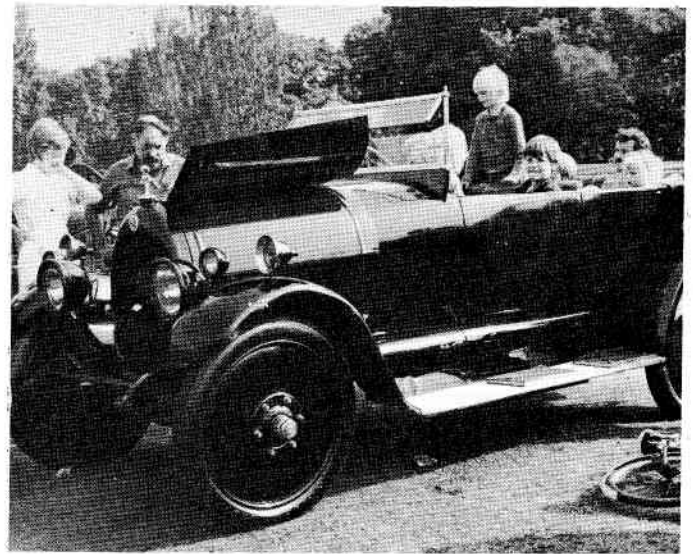
Oops' Darling.



Tyldesly model flying club prepare for one of their displays.



Fairground Fun.



Young vintage enthusiasts study the Ruston Tourer.



Vulcan take the strain!



Ray Hooley studies intently one of the Company's heirlooms!



Vulcan 'It's a Knock Out' Squad.

They Forecast the Future

WHAT will the world be like in 1983? Put this question to Engineering Department and they will come up with the answer – or at least part of it. That part which concerns diesel engines.

Ruston designers already have a foretaste of the future on their drawing boards, as well as their day to day work. This includes designs for engines which will not come onto the market for at least eight years. And that means an eight-year continued cycle of skill, patience and plain hard work.

An engine starts its life as rough sketches developed by the Design team working closely with Research and Development specialists. From this close co-operation comes a more detailed design, and it is then that the programme really starts to build up momentum.

The time has now come for the embryonic engine to move into the Works. Here the designers and a team of development fitters come together as components are machined and a basic prototype engine is assembled.

This is manufactured by "Knife and Fork" methods and is assembled with special care to ensure that all components fit as originally intended – this calls for the closest co-operation between all the departments involved. In ensuring every component is right technically, consideration also has to be given to its suitability for a standard production procedure in the works, and this is where the introduction of a new engine can be smoothed by close co-operation. The works team will be aiming to build into the new engine its essential

qualities of reliability and durability. As this prototype could be the forerunner of hundreds of production engines, it is vital that it is as right as today's technology and years experience can make it. For this reason it undergoes a further period of intensive assessment and adjustment.

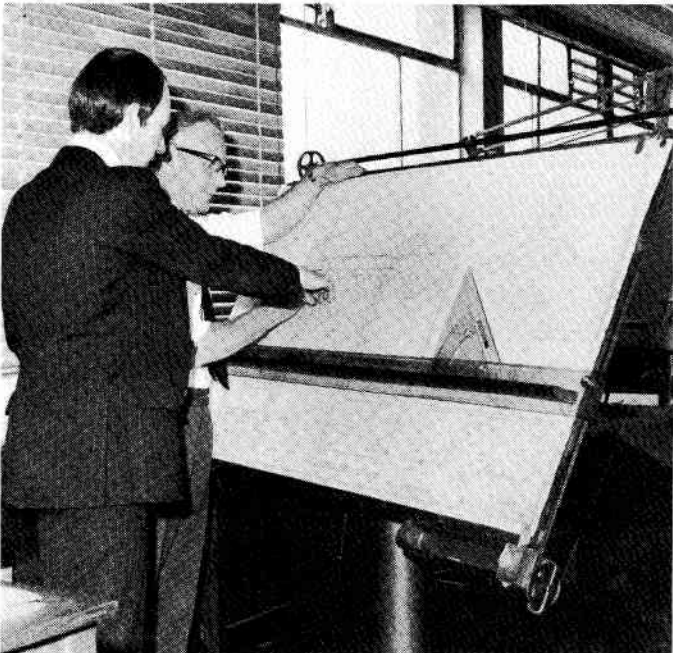
Everyone who has so far helped to make the engine a reality then takes a part in making the necessary modifications to manufacture a production model.

"When we get to this stage, it is literally back to the drawing board to make sure every component, every modification and indeed every detail of the engine is right. This is where patience and dedication come in. It is a stimulating and satisfying job", says Dr. Tom Bradshaw, Chief Engineer.

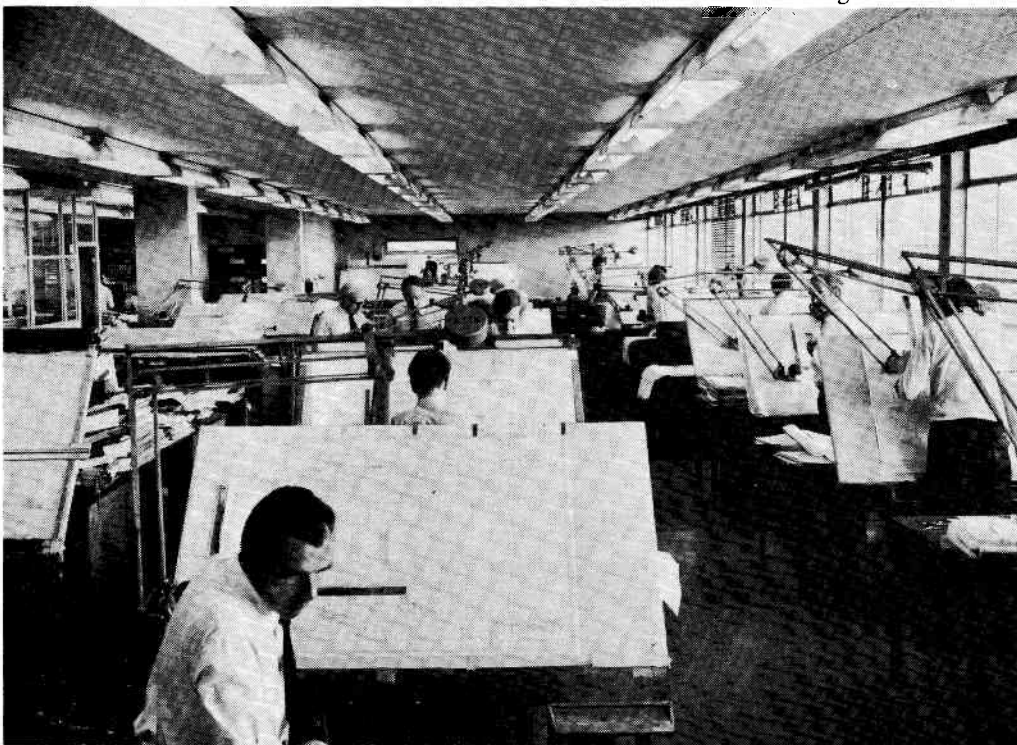
Once this hurdle has been overcome, a pre-production engine is built and tested on a specific application, which maybe a ship or in a power station. Once again, patience comes into play as this pre-production test is of necessity a long one.

But this does not mean that work is suspended for that time. Back at Newton behind the scenes work of pre-production engineering scheduling and the preparation of back-up facilities such as Sales brochures are well underway.

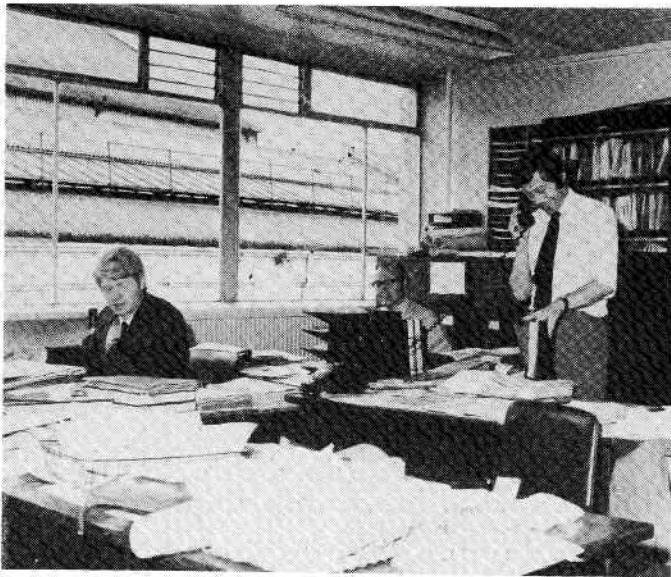
So from brainwave to production the engine has taken about seven years development, some engines can take up to ten years. However the development of new engines is just a part of the daily work of Engineering Department as Dr. Bradshaw is quick to point out: "The bulk of our time is spent in the servicing of orders and contracts. We work very closely with Sales Department. From their initial proposals we prepare estimates, for tendering purposes. If the order is confirmed we then translate customer specifications into hardware co-operations



P.J. Lawrence, Assistant Chief Designer, discusses the new updated AP 230 engine with Senior Designer, Arthur Cotterill.



A general view of the drawing office.



Another busy day for: pictured left to right: Bill Bellerby, Neil Cavinder and Ken Ellis, in the marine section of application and engineering department.

ting very closely with the customer. The Odjfell engines which were recently completed are good examples of this close teamwork". To try to cover every facet of the

To try to cover every facet of the contribution Engineering makes to the success of the Company would be impossible in the space available. Every day behind the scenes the metallurgists, physicists, mathematicians, draughtsmen and engineers are all working towards a common goal - to produce engines which are even more reliable, cheaper, quicker to build and well worthy of the nameplate they will carry.

And what of 1983? Dr. Bradshaw outlines the basic philosophy which will ensure continued success into the

'Eighties': "Diesel engines make the best use of the limited fuel resources available. We will concentrate on producing a range of low consumption engines which will play a part in preserving world fuel reserves. However we think that there won't be much fundamental change in design. Reliability and durability will still be high on our lists of priorities. There will probably be a lot of changes in our markets with oil producing countries featuring more and more in the order books - they have a tremendous demand for electrical power. And finally, it is almost certain that railways will come into their own again with Heavy Duty Freight locomotives playing a major part in this revival".



On hand to witness the test of the first of 9 ATC engines for the Sudan Central Electricity and Water Corporation were members of the Sudanese Engineering staff. We are to supply engines for five power stations in various regions of Sudan and the SEWC is an old customer of Rustons, of many years standing. Our picture shows from top left to right:-

- Mr. Osman Hassan, Asst. to C.M.E. C.E.W.C.
- Mr. J. Addison, Chief Test Engr. R.P.D. Limited
- Mr. A.F.A. Karim, Ch. Mech. Engr. C.E.W.C.
- Mr. M.A. Hussein, Supt. Port Sudan Power Station.
- Mr. N.E. Davies, Senior Contracts Engineer, R.P.D. Limited.

Bottom Left to Right:

- Mr. A. Hamid, Engineer C.E.W.C.
- Mr. A. Salih, Engineer C.E.W.C.



Among the recent visitors to the works were a delegation from the Mexican Port Authority and Mexican Ship builders. Our picture includes: Messrs. F. Osorio, R. Leger, E. Dominguez, A. Alejandri, who had discussions with Mr. Stewart Leishman (extreme) left and Mr. Jack Moore (extreme right) along with other members from the Marine Department. Among the subjects discussed were RK marine engines for new tugs to be built for the Mexican Port Authority.



Regular meetings ensure good communications. Pictured are: from left to right: Ron Smith, Senior Applications Engineering Industrial, Ken Statham, Senior Applications Engineering Technical Services, David Gillespie, Chief Applications Engineer, Ken Cockburn, Assistant Chief Applications Engineering Marine.

MAILBOX PLEA FROM MISSION

AS you can imagine the mailbags that arrive daily at Vulcan Works are pretty massive but it is a while since these bags have carried letters as charming as a bundle that recently arrived from Nigeria.

Addressed to Publicity Department they came from student pupils at an Anglican Mission School and were, in the main, pleas for copies of Ruston catalogues.

We were delighted by the wording, quaint yet obviously sincere, and below we reproduce some extracts from them. No matter what you think of them it is fairly safe to say that their English is a lot better than our Nigerian.

Sir,
Application for free book with much respect and humility I have write this letter to you. How are you and hope everything is going on very systematically? If so fine.

My main purpose of sending this missive is this, I want you to send your book to me

I will very grateful if this application can be granted. Please sir early reply is very essential.

May God help you Sir,
Thanks.

Afolabi Abe

Dear Sir,
I hereby write this letter for free catalogue.

I know your address through the help of my friend. I am a native of Ikere-Ekiti in Nigeria I so much have interest in the picture draw in the catalogue.

Particular I want to know more about what was happening in Oversea. And through this catalogue I will be knowing it.

I will be very grateful if this application can be granted.

I remain,
Yours Sincerely,
Ransome

Dear S,
With much pleasure and respect. I use to write you this letter. My purpose of write you this letter is that I want you to send me some detail s about your buisness. May god enrich your pocket (Amen) If I see your reply I will be very greatfull.

I remain
yours faithfully,

MANEGER

CROSSWORD SOLUTION

C	R	A	N	K	C	A	S	E
A	O	S	E	A	L	C	A	M
M	C	H	E	M	I	S	T	E
S	K	I	D	R	P	A	U	R
H	E	E	L	I	R	I	N	G
A	R	L	E	V	E	R	F	E
F	A	D	I	E	S	E	L	N
T	R	A	C	T	I	O	N	C
I	M	P	E	L	L	O	R	Y

A 19 years old Ruston apprentice has completed what must surely be the most difficult month of his life.

He is Paul Bristow and the month was spent on an Outward Bound Course at Eskdale in the Lake District. The idea behind the Course is to build character in young men using a mixture of danger, discipline and team spirit.

A HARD ROAD TO THE GOLD

Fitness had a major part to play and the lads on the course were woken at six am every morning. They had to take a cold shower and then go for a training run - all before breakfast.

"The greater part of our time was spent in rock climbing, canoeing, fell walking and commando style training," Paul told Vulcan News. He continued, "The rock climbing was the hardest part for me because before I went to the Outward Bound School I had no head for heights at all. Hanging from ropes and clambering about on sheer mountain sides soon cured that."

Throughout the time at Eskdale it snowed almost every day and, as three-day cross country expeditions featured regularly in the Course programme, this brought a lot of problems.

"On one expedition we had made camp for the night, high on the fell and miles from anywhere. As usual it started snowing and it was then that we discovered that our tent was leaking. We patched it up as best as we could but when we woke in the morning we were in for a surprise. It had become so cold inside the tent that there were big icicles hanging from the roof and our hair had frozen to the sleeping bags.

However there was worse in store. On a later expedition I had to survive two days and two

nights on the snow covered moors alone and without a tent. They took away my watch and I wasn't allowed any books to read. And as I had to keep within 50 yards of my camp site I had a lot of time with nothing to do but think. It's amazing how clear your mind becomes in two days on your own."

The course did have its lighter moments, especially when a film crew arrived from BBC's 'Look North' to make a programme. They filmed Paul on the commando course but when the programme was screened all that could be seen was the seat of his pants as he made his way along a rope bridge.

Having come through the Course with flying colours has Paul acquired a taste for the adventurous life? "I've had enough adventure for one year, I'm going to spend my summer holidays with my feet up."

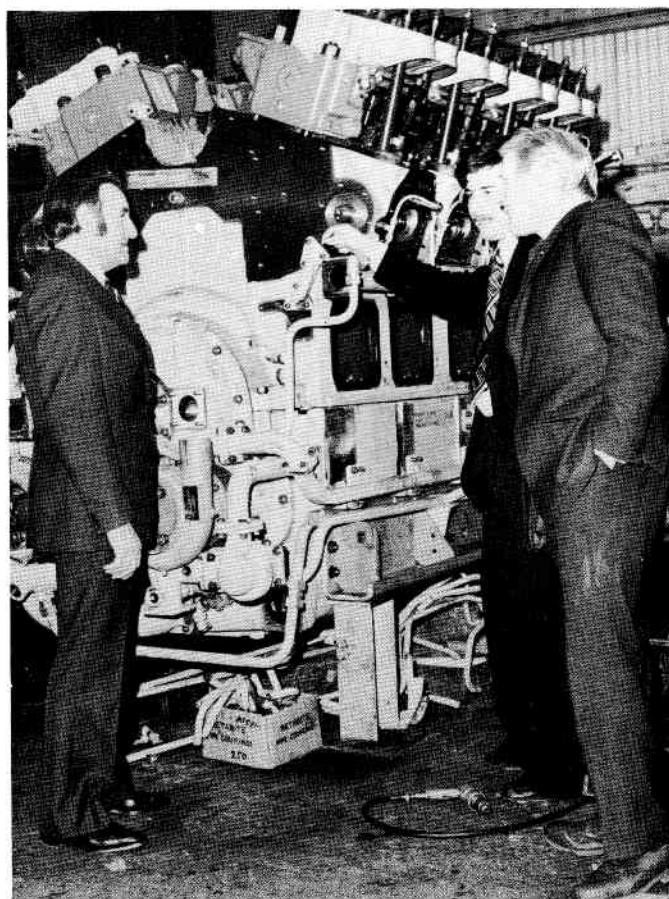
EXPERT VISITS FROM DOWN BELOW

IN Newton from Down Under recently was Mr. Ray Kitchen, project engineer from Nyllex Corporation Limited, Melbourne.

His company, one of the largest plastics manufacturers in Australia, have bought six 8RK3CG from us and Ray is pictured with the last of these.

During his stay in England he was delighted with everything he saw and was overwhelmed by the friendliness of the people.

Our picture shows Mr. Kitchen (left) with Barry Tootle, Contracts Engineer and Eric Hill, Senior Service Engineer, F.S.D.



NEWS IN PICTURES...



A party of company pensioners are pictured leaving for an afternoon visit to Burtonwood Brewery.



A day to remember for Mr. J. Fearnley, who recently retired from his position as Turner. He is pictured being congratulated by Mr. P.A.L. White, Production Manager.



Mr. T.A. Marshall, Gear Cutter, will have at least time on one hand from now on as he received a gold watch as a gift to mark his recent retirement. Mr. S. Holden, Manager Gears, made the presentation.



A moment to remember for Mr. J. Green, Frazer-Fabrications, as he received his retirement presentation from Mr. G. Chadwick, Superintendent, Fabrications.



Security Dept. recently lost two stalwarts with the retirement of George Clark (left), and Paddy Doyle pictured with Mr. Jim Stewart, Production Planning Manager, who presented two tankards.



A warm send-off for Miss Doris Fairclough, Sales Ledger Clerk, who recently left the Company. Mr. K. Hindley presented her with a transistor radio on behalf of her colleagues.

SPORTS SCENE

IT has been a season of mixed fortunes so far for the Vulcan Cricket Club. Their record on the league matches being happier than in the cup competition.

After a superb win at Dobson Park, their Hanson Cup clash with Parr Amateurs turned the tables and Vulcan lost by six wickets. But it was obvious that this had no effect on morale because the following week they were right back on form against Newton Police whom they

CRICKETERS MIXED FORTUNES

beat by nine wickets.

Although the season is still young there have already been some outstanding performances — especially from the bowlers. In the Dobson Park match P. Allcock took six wickets for 11 runs and S. Hughes took three for 16.

Small claim to fame

WHAT must surely be the smallest Athletics Club in the country has been formed at Vulcan works.

Just a few weeks old, the Club which is to be known as the Vulcan/Athletics Club boasts just six members. The club is the brainchild of Keith Fardoe, a 24 years old Cost Supervisor, who is a running fanatic.

Keith explains how the Club came into being: "As a schoolboy I represented my home town of Wrexham as a miler. I then went on to represent Denbighshire in the same event. But later on when we emigrated to England my running seemed to fall by the wayside. Recently, I decided to get back into training and take up the sport again."

The Wigan Six Mile Road Race was the first event he decided to enter. To make up a team he pressganged some more Vulcan 'volunteers' and the team was born.

And the future seems bright for this tiny club, the Sports and Social Club have taken them



The team and supporters

under their wing and already a new, distinctive running strip is in use and a training programme is being evolved. The strip was donated by the Social Club, who through Secretary, John Davock

are giving the team every support.

The team at the moment is Keith Fardoe, Bob Lees (Accounts), Gary Travers (Apprentice).

If there are any running enthu-

siasts who would like to join this team, which is definitely going places, Keith Fardoe would be pleased to hear from you on Ext. 360.

Stars take a break

VULCAN soccer team are enjoying a well deserved summer break following one of their most successful seasons ever.

Already turning their eyes to the coming season they have set themselves a difficult record to beat.

In the Warrington and District League they clinched the Premier Division Championship, beating Intex, Golborne, 3 — 1 to complete their league fixtures without a de-



feat (winning 26 games and drawing only 4).

On the Cup scene they were equally successful. They carried off the Warrington and District League Presi-

dent's Jubilee Cup, hammering Allied Breweries 5 — 1 in a Final replay. And in other Cup competitions they were in the honours Vulcan were narrowly beaten in the final

of the Guardian Cup and in the quarter finals of the All Lancashire Junior Shield were defeated — after a replay. These were their only two defeats of the season.