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# VULCAN NEWS

## RUSTON MARINE RECORD

IN the face of fierce international competition Ruston Paxman Diesels has won its largest single contract for marine auxiliary generating sets.

The contract, from the new Hyundai shipyard in South Korea, is for the supply of 45 Ruston 6AP2 engines with 500 kW alternators, to be supplied by GEC Machines Limited.

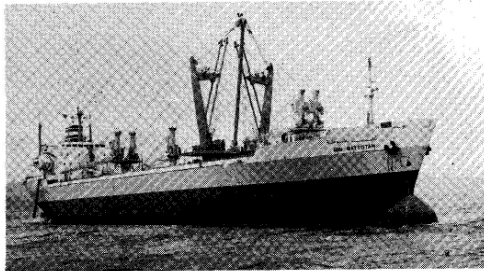
### STANDARD

The sets, in groups of three, are to be fitted to 23000 tons dwt bulk/cargo carriers, built to the Govan Shipbuilding Limited standard design, for Kuwait Shipping Limited of Liverpool. Ruston engines

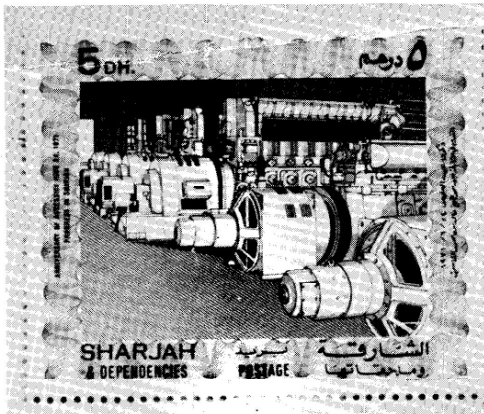
are standard equipment on this class of vessel and Kuwait Shipping have already taken delivery of similar ships built in Glasgow.

### BREAKTHROUGH

Commenting on the contract General Sales Manager, Rowley Smith said, "This is our first order from South Korea, it represents a major breakthrough in South-East Asian shipbuilding, which until now has been dominated by the Japanese."



A Ruston equipped Govan class vessel for Kuwait Shipping Limited.



## STAMP OF SUCCESS

DID you know that our 6ATC alternator sets had ended up on a postage stamp?

Five years ago the electricity department of the State of Sharjah, one of the United Arab Emirates, acquired four ATC engine generating sets, each producing 1436 bhp, 1000kW at 6000 rpm. These joined an existing 620 bhp, 430 kW 6APC set installed in 1966.

Later in 1969, two 4880 bhp, 3500 kW 18ATC sets were added and together they formed a station operating successfully to produce power for the town and palace of the ruler, His Highness Sheikh Sultan Bin Mohammed Al Quas'imi.

During 1970 they performed with only two minor breakdowns, and they came high on the efficiency list produced by a world wide survey of ninety diesel engine power stations, accumulating an output of 20,000,605 units.

To commemorate this progress in the State of Sharjah a new postage stamp was issued, depicting the 6ATC alternator sets.

Can you lick that?

HIS FISTS  
TOOK HIM  
TO THE TOP.

see page 6.



## FRENCH COMPANY JOINS GEC DIESELS

GEC Diesels Limited have acquired a majority of the equity in the French Company Moteurs Baudouin of Marseille, diesel engine manufacturers.

Moteurs Baudouin, employing more than 600 people, are a family based organisation in the Marseille area, having branches in Paris and Nantes. The Company has traditionally held a high

reputation in the marine industry, as well as being a supplier of engines for generating sets.

The market strengths of the two Companies are largely complementary and this new move will have substantial benefits for both the French and the U.K. Companies.

This move is an indication of the firm attitude within GEC

Diesels to expand our activities in Europe in a direct manner.

Moteurs Baudouin will continue to be managed by the existing team, which is headed by Mr. P. Isnard, the President and Director General who, together with Mr. O. le Roux, Director General Adjoint, have spearheaded this successful Company for many years.

# IT'S A SPECIAL RECIPE



*Cyril Bell, Section Leader, storing material.*



*Mrs. Joan Naylor and Miss May Jones, packing for Postal Despatch.*



*Jim Pearson and Frank Lacey at the microfilm console.*

TAKE 200 men and women, blend 2 million machine parts, add a world-wide chain of stockists, stir in a sizeable dash of good management, and you have the makings of a recipe for success.

If you then add the magic ingredient - teamwork - you will find you have produced an excellent Spares Division à la Ruston.

But as any good cook will tell you finding the best recipes takes a lot of hard work and our recipe is no exception.

The story of Spares Division as it is today started five years ago when the GEC Diesels spares operation was centralised at Newton. About that time there was a lot of re-organisation on the engine building side so the Division faced a lot of problems in its early days.

But out of the turmoil came efficiency and a constantly improving level of service which is going to be the best in the business. Manager of the Diesels Spares Division for the past three years, Jim Pearson, outlines the Divisions operation, "We divide our spares into two categories. The first of these is centred on the base engines, and on parts known to be liable to wear or breakage, for these we carry in stock more than 17,000 different types. The second major category is for special parts. These are not in regular demand - yet they run to several thousand types. If necessary we will even produce a one off item to ensure that the customer gets the maximum service from his engine".

## EMERGENCY

Teamwork and sophisticated store keeping techniques, including the use of computers, helps the Division to join in our emergency situations and Jim Pearson still quotes an incident involving a Canadian Ferry. At the height of the holiday season there was an engine failure on board the tourist ferry to Prince Edward Island. A spare part was needed and an immediate telex was sent to Newton.

"Unfortunately, not all the parts required were in stock but there were some in a partly built engine in the works. We called out a team of men in the middle of the night. They stripped down the engine and within hours of the telex being sent, the vital parts were in an aircraft heading for Canada. We heard later that the delay in the ferry service was kept to a bare minimum, and didn't seriously interfere with anyone's holiday."

Throughout their working lives the Spares team are all very aware that right across the world people's livelihoods and even their lives are dependant upon the reliability and service from their diesels, whether they are pumping water or generating electricity, or powering a sea-going vessel.

## EXPORTS

Another pointer to the importance of Spares Division to the Company, and indeed to the country, is that with 10% of the Newton workforce, they account for half the total sales, 60% of these going as exports.

Most new engines are supplied with spares as part of the original contract and the Company guarantees a minimum of 20 years spares coverage. This period often lengthens to 30 or 40 years, depending on the production life of an engine or series of engines. There are more than 2 million items in stock at Newton to cover 18 different types of engines.

Spares Division are doing a big job, but they are working as smoothly as the engines they look after.



*Jack Shaw, Bill Kay, Bud Hamilton, packing export material.*



Hard at work on the "Twenty" are, left to right: David Lee (student), Tony Palmer (Instructor), John Weir, Steve Morris and Paul Morris.

## CAR RESTORERS GET INTO GEAR

A GROUP of Ruston apprentices have gone into the car building business to turn the clock back to the golden era of motoring.

They are restoring a Ruston-Hornsby "Twenty" All Season Car, which was built in 1923 at Lincoln. The car was found in

a derelict, rotten condition. It was brought to Newton and the lads soon had it stripped down to the chassis.

The bodywork is a write-off but the engine has been reconditioned in the Training School and the car is once again taking shape. The parts of the car which cannot be rescued will be replaced using modern materials but following the original design exactly. Work is expected to take about six months. Vulcan News will keep you informed of the old lady's progress back to roadworthiness.

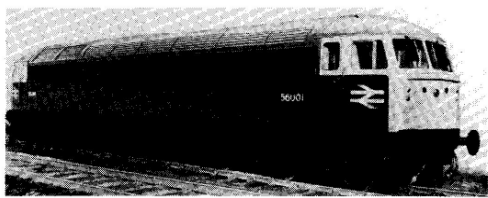
### CONDITION

When she is back on the road she will be a companion to the completed "Twenty" which was restored at Lincoln and now is garaged at Vulcan Works. This car came originally from the Sword Collection in Glasgow. The Collection aims to preserve vintage cars and is run by a cousin of John Sword, General Manager.

In the last issue of Vulcan News, we featured details of a £9 m. contract to supply 60 RK. engines to British Rail for use in the new series of heavy duty locos. This artist's impression shows just how

## WRAPS OFF NEW HEAVY DUTY LOCO

the new loco. will look when complete.



## DANCE WAS BIG SUCCESS

A tremendous success. That was the verdict on the first

annual dance held recently at the Social Club. As well as a full evening's dancing, guests enjoyed a buffet and entertainment.



## THESE SAVINGS MAKE VERY SOUND SENSE

A SAVINGS scheme with a difference is being promoted by employees at the Vulcan Works. Originally started as an idea to enable everyone interested to save up money for their annual holidays, the scheme has snowballed to such a degree that at the end of the collecting year the interest on money deposited is raffled off.

Members of the scheme contribute all year round and their money is placed in the Trustees Savings Bank, and in July they receive a free raffle ticket for every £5 they have

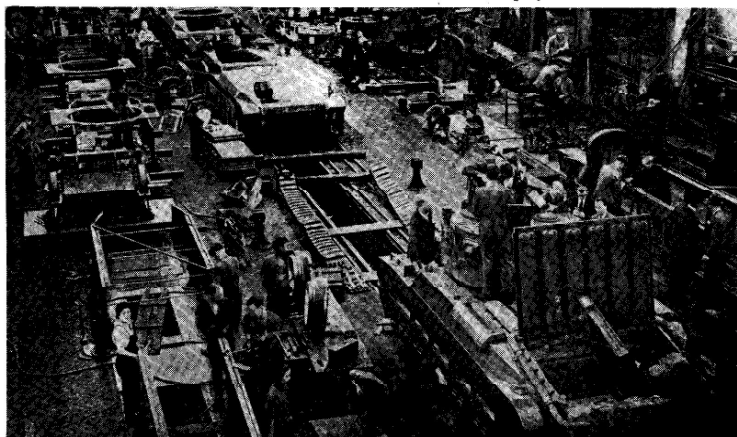
deposited — the prize being £5 to be added to their account. So this scheme has a double incentive, the more money saved the better the holiday and the more chances to win. Contribution details are available from Mr. T. Batc, Extension 430 or 392. Collectors for this scheme, which has full management approval, are:— B. McConnell (Bay 5); B. Lithgo (Lab.); K. Wood (Clayton); H. Bedworth (Tool Room); C. Logan (Bay 15); D. Lewis (Gear Shop); P. Rigby (Boiler Yard); W. Hamilton (Accrington Spares).

Anyone wishing to join this very successful saving scheme has only to contact any of the above.

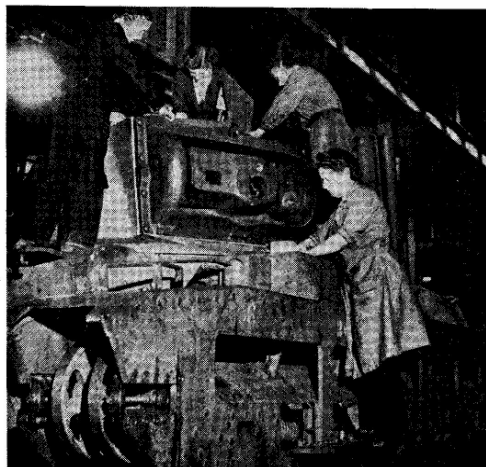
# VULCAN



The front page picture from the 'Sphere' showing tanks in production at Vulcan.



Almost mass production as the Matilda tanks roll off the line.



Women played a major part in the Vulcan war effort.

A RARE glimpse of Vulcan at war arrived recently in the Vulcan News Office. It came in the form of some old pictures and a copy of the 'Sphere' magazine dated 19th July, 1941.

With the pictures came another item of particular interest, a captured aerial photograph of Newton and the surrounding district — taken by the German Luftwaffe in August 1941.

During the war years the primary activity at the Vulcan Works was the production of 'Matilda' tanks and for the first time women played a dominant role in the

per cent amongst the men. The manager of this factory has stated that he would be unable to carry on without the help of these women.

However, an exterior shot taken in the streets of Vulcan Village probably conjures up more nostalgia than the rest. It shows a 'Matilda' after its completion at the works being driven through the streets to the testing ground, which was on the sports field. The might of the tank contrasting strongly with the tiny tots for whom this sight became so familiar.

## VITAL CLUE

It was this tank testing ground which gave one of the more vital clues to the pilot of the German plane who took the reconnaissance picture which pin-points Vulcan Works so exactly. The 10 inch square photograph is complete in every detail. It gives the exact latitude and longitude of the district and is headed "Earlestown. Lokomotivfabrik" Vulcan Foundry Limited, "und Waggonfabrik der London-Midland-Scottish-Railway Co." A noticeable point is that the spelling of Earlestown, which many people in England find difficulty in getting correct, has the middle letter "e" in it. It is surprising, therefore, that the Works was never a direct victim of a bombing raid; however, the Works had its near misses — one stick of bombs exploding only 40 ft. from the factory wall. Fortunately, no-one was hurt.

## EFFORTS

And through all this, production continued to such effect that the then Minister of Supply, Lord Beaverbrook, sent a telegram of congratulations on the efforts of the work force in producing tanks for the Russian front, and in a New Year message to the Works, Geoffrey Burton, Ministry of Supply, said that the Newton built armoured vehicles had contributed largely to recent successes in the Middle East War. All in all, the war life of Vulcan was a time to be remembered but not a time, we hope, to be recalled.

heavy engineering industry.

The whole of the front page of the 'Sphere' was devoted to a picture of the tank production line in what is now the Erecting Shop.

A photograph feature inside the magazine entitled "Tanks in the Making" showed three more interior shots of Vulcan Works with the following introduction:—"Women are now being employed in growing numbers in tank factories: at one North of England factory working for the Ministry of Supply there are 400 women workers. They are given one month's training at a technical school before starting in the factory: and this is the reason, it is claimed, for the low accident rate — 5 per cent, as against 16 to 18 per cent amongst the boys and 8

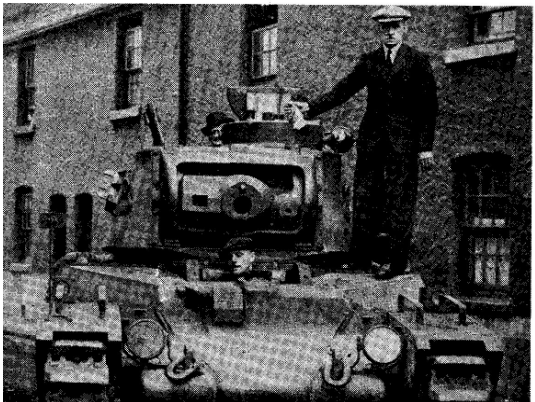
# AT WAR



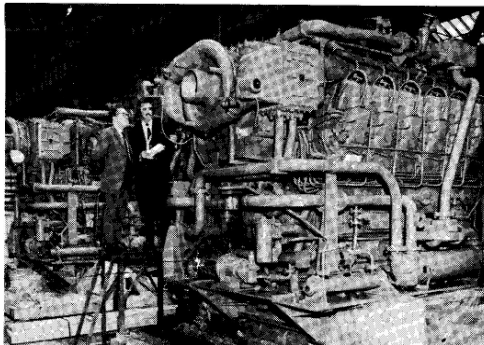
*Bombers eye view of Earlestown and the Vulcan works (arrowed).*



*On a heavy gun turret are Marie Webster, Elsie Dutton and Mona Maloney.*



*'Matilda' is driven through Vulcan village to the testing ground.*



## OIL RIG ENGINE

A FINAL pre-despatch check for a 12RKCZ diesel engine, one of eight which will provide main power on the North Sea drilling rig of the Atlantic and Celtic Drilling Company. Section leader, Marine Contracts, Peter Moir (right) carries out the check

with Mr. I. Evans, Assistant Technical Director of Reardon Smith Explorations Limited, who are principal partners in the drilling company. Another of the RK engines can be seen in the background.



*One of the power pack sets being transported through the outback to the site.*

## Opening up the Outback

RUSTON diesel engines have played a major part in opening up a new area at Eneabba approximately 180 miles North of Perth to mine black sands which comprises illmenite, rutile, zircon, etc.

The operation requires a large quantity of water which presented a big problem in this arid area.

Jennings Mining Limited decided to purchase all of their diesel engine power requirements from the one stable and went to GEC Diesels Australia Limited, who supplied a large number of machines for various duties.

To supply the initial water requirements two Dorman 6LDTs were supplied to pump water from bores to a dam. Further bores were sunk

and two Dorman 8DAs were selected to boost supply of water to the dam.

To supply power five English Electric type 6RK 3C machines each coupled to a 776 kW alternator were installed.

Skid mounted, each unit is a powerpack within itself, being complete with radiator, air compressor, starting air receiver and is canopied.



# A MAN CALLED KANE

THERE's a man in the stores in this works who mixed with Royalty, hob-nobbed with film stars and was the hero of millions. He's a man who has known what it really means to feel on top of the world.

A quiet man whose gentle personality belies his achievements — he is Peter Kane, former Flyweight Boxing Champion of the World.

To those with no interest in boxing the name will mean little, but to lovers of the sport it speaks volumes. Recognised as one of the hardest fighters in an era of hard fighters, Peter was born in Heywood and set the foundations for his boxing career in and around Newton.

## SPARK

He saw his first fight at the age of 10 in the Vulcan Institute — a matter of yards from where he now works. What he saw caused a

spark inside him and before long he was boxing.

But this was in the hungry 'Thirties' and boxing didn't carry the rewards that it does today. Peter remembers, "The average pay packet from a local promoter would be less than ten shillings. To make any more on top of that we had to rely on sponsors and side purses".

With this kind of pay it is not surprising that he had to take another job to make ends meet. He became a farrier thus earning himself a job and a nickname he carried for the rest of his boxing life — "The Little Blacksmith". Even as the reigning world champion he carried on his job as a



Try that for size. Peter Kane (right) with his boyhood hero, Norman Milton.

farrier.

After more than 100 fights locally the name of Peter Kane started to be noticed by the bigger promoters and he was soon topping the bills.

In the period from December 1934 to August 1937 he won all his 41 fights, very few of them going the distance.

The first fight he lost was the most important he had ever had. He was beaten by Benny Lynch for the World, Empire and British Flyweight title. Peter Kane was then 18 years old.

## RECORD

His turn came just one year later when he defeated Jackie Jurich at Anfield Football Stadium to become World Champion. The crowd for that fight, 37,000, was a record for a boxing match at the stadium, it is believed that the record still stands.

Having defended his title successfully for more than a year Peter retired from his title undefeated.

Then came the War and Peter joined the R.A.F. as a P.T. instructor. He spent six years in the Air Force during which time he changed his boxing weight. He fought as a bantam and as a featherweight but despite winning fights in these classes he retired to his flyweight status.

"Against my better judgment I was persuaded to have another crack at the World Title. My opponent was Jackie Paterson who was also in the R.A.F. So

either way the next World Champion had to come from the R.A.F. and that was why I was put under pressure to fight". The fight was in 1943 and he lost it. After three more winning matches that year he didn't fight again until 1946.

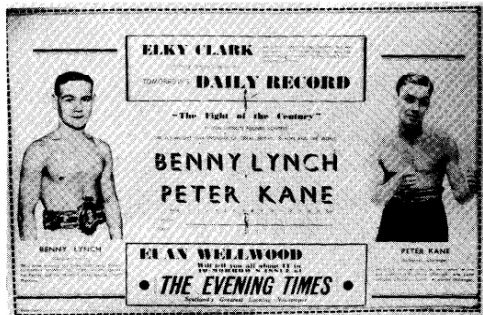
Looking back on that period Peter recalls, "I was then moving into the twilight of my career and my win against Theo Medina for the European Bantamweight Championship in 1947 was the turning point. The boxing writers described it as a blood bath, we both fought too hard and it took too much out of us. I knew neither of us would be the same again."

Despite this, he successfully defended his title until losing to Guido Ferracin in 1948.

## NO REGRETS

Looking back on his career Peter Kane has no regrets. "I wouldn't have changed anything. I was photographed with Kings in Monte Carlo, I was the toast of all the celebrities, but all that is finished. These days I'm interested in horse racing and football, boxing isn't any part of my life".

... But an amazing coincidence has rolled back the years for the ex-champ. The man who was his boyhood boxing hero and top of the bill in that first fight he saw as a 10 year old, Norman Milton, is working just a few yards from him as a striker in the Fabrication Shop.



# Round



— your news in brief

## DISCO ...

ON FRIDAY 4th April, a childrens disco is being held in the staff canteen for 11–15 year olds, at a charge of 15p. This has been arranged following the success of the childrens disco entertainment and in response to requests from parent employees, the disco will run from 7.30–10 p.m., and has been arranged by the General Entertainments Committee. For further information, contact John Pearson, Personnel Department.

## GALA DAY ...

THIS year Gala Day will be on 5th July. A change in format is envisaged and it is hoped to incorporate an inter-works 'It's a Knock-Out'.

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## DANCE ...

500 employees and friends voted the first annual dance a major success, and it is possible that a similar function will be arranged in October.

## LET'S HEAR IT ...

Any news, views, or comments you may have for Vulcan News would be welcomed. Contributions should be sent to the Editr at the address on the front page. Look forward to hearing from you.

## UNISEX ...

SUNDAY 25th May, the General Entertainments Committee are staging a football match between a lady employees 11 versus a men's team taken from representatives from all departments.



Victorious Vulcan pictured with the Jubilee Cup after the Final.  
 Back row (from left) P. Prescott, P. Nolan, A. Harrison, R. Unsworth, G. Dykes, V. Dalton, P. Appleton, D. Richards.  
 Front row, C. Tyrrell, C. Selby, R. Perseval, T. Knight, P. Hunter.

(Picture by Warrington Guardian)

## VULCAN BETTER MEN ...

FOR THE second time in five years Vulcan have carried off the Jubilee Cup, hammering the Premier Division newcomers Allied Breweries 5-1.

Their triumph came after narrowly avoiding their first defeat this season in the Boxing Day final which ended in a 2-2 draw. But in the reply match Vulcan left Allied in no doubt as to who were the champions. Having swamped their opponents in the first half Vulcan left the field with a three goal lead. In the second half Vulcan settled into tight defensive patterns which Allied seemed powerless to penetrate. Though facing the wind Vulcan added another two to their total and Allied managed their face saver only five minutes before the final whistle.

Vulcan received the trophy and their individual awards from the Chairman of the Warrington Soccer League President, Mr. Dennis Rudd.

## OUT TO NET NEW MEMBERS

HELP! That's the message from the Vulcan Cricket Club as they prepare for the forthcoming season. New members are wanted for the Club to build up the pool of available players.

A full summer fixture list starts on May 3rd and budding cricketers are reminded that the nets will be open for practice in early April.

Anyone interested in joining the club should contact Sam Hughes, Foreman DSD, on 442, Peter Nolan, Machining Area, or J.H. Pearson, Personnel Department.

It is anticipated that an inter-departmental competition will be run this year, so departments should put on their thinking caps and get their teams ready.

## SPRING SPARKLE

There will be a new sparkle to the tennis courts for the coming season.

During the winter months work has been carried out to replace stanchions, renew netting and generally give the courts a facelift. There are four hard courts and a good pavilion making the Vulcan tennis club one of the best equipped in the area.

## GOLFERS FACE BUSY SEASON

AT THE recently held Annual General Meeting of the Golf Society the officials for the forthcoming year were announced.

Captain is John Hart; Secretary, I. Parry; Assist. Secretary, E. Torrence (AED); Treasurer, T. Smith (Lab); Group Secretary, E. Thorogood (Spares).

Six competitions are scheduled for the summer, averaging one per month starting in March. The present membership of the club is more than 60 but John Hart emphasises that new members are always welcome.

The Golf Club caters for all standards and Ralph Jackson, assistant professional at Leigh, will be coming along on Friday evenings, beginning at the end of March to give a series of lessons. Fees for this programme of tuition, of six lessons, are members £1.50, non-members £2.00.

Venues for the competitions are to be Derby, Colwyn Bay, Hawkstone Park, Horwich and West Houghton.

The Captain's Prize for last season went to Bert Hilton, Ratefixing, who received a handsome clock.

## Cricket Fixtures 1975

3rd May, Dobson Park A; 4th May (Sun.) \* Parr (Cup) Prelim. Round H; 10th May, Open Date; 17th May, \* Vulcan or Parr v. Leigh B.I. A; 24th May, Delph, H; 25th May (Sun.) Dobson Park, H; 31st May, Parr, A; 7th June, Aspall Meths, H; 14th June, Leigh B.I., H; 21st June, Leigh B.I., A; 28th June, Aspall, H; 29th June (Sun.), Red Bank, A; 5th July, Gala Day; 12th July, Leighton House, H; 19/26th July, 2nd August, HOLIDAY SHUTDOWN; 9th August (Sun.), Red Bank, H; 16th August, Delph, A; 23rd August, Parr, H; 30th August, Aspall Meths, A; 6th September, Open Date; 13th September, \* Leighton House, A.

\*NOTE Should both Vulcan and Leighton House be eliminated from cup on 4th May, a rematch has been made to League for match on 13th September to be played on 17th May.

## WHO'S FOR ...

WITH the new season fast approaching, the Tennis Club are now welcoming new members. Anyone interested in joining should contact Brian Hide, Inspector, Raw Materials Store. Vulcan play in the Warrington and District Tennis League.

## IT'S HARDLY SPORTING

WHO were the Sports and Social Club Officials who went to St. Helens Courthouse to obtain special licenses for functions, and came out to find they had been nabbed for wrongful parking?

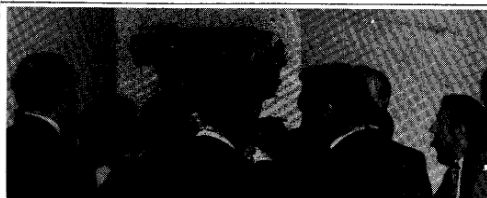
THE ladies of Catering Department were well represented at the long service presentation held recently. Mrs. V.M. Jones, Cook, received her award for 27 years service and her colleague Miss R.M. Forster, Assistant Cook, for 40 years service.

Other award winners were:— W.J. Adams, Service Engineer, 29; J.J. Nelson, Supply Officer, 29; F. Potter, Tool Room Grinder, 29; T. Smith, Tool Room Grinder, 29; E. Clements, Foreman, 28; W. Leivesley, Labourer, 28; A.G. Romans, Applications Engineer, 28; E.J. Atherton, Slinger, 27; H. Lloyd, Tool Room Storekeeper, 27; E.H. Forster, Crane Driver, 26; H. Foster, Tendering Officer, 26; F.H. Green, C/H Fitter, 26; H. Hilton, Ground Staff, 26; J.J. Keefe, Assistant Sales Manager, Marine, 26; J. Roberts, Slinger, 26; W. Waddell, Industrial Sales Manager, 26; J. Ball, Section Leader, Accounts, 25; D.R. deMarco, Assistant Sales



## THATS A LOT OF SERVICE

Manager, Industrial, 25; A.R. Evans, Stores Assistant, 25; E. Field, Foreman, 25; R. Kay, Skilled Setter, 25; A.E. Johnston, Industrial Contracts Manager, 25.



Everybody's...

... talking these days about the 12 RK Diesel Engine which is to power the new heavy duty KKKK, so it's not surprising that the attractive multi-coloured wall chart illustrating the engine is such an attraction. Copies of this chart are available from Publicity Department at Newton.

## PEDAL POWER TOUR

ROUND Europe on a bicycle made for two — that's how Eric Bradbury will be spending this summer.

Eric, a 20 years old grinder, of Billinge Road, Pemberton, and his companion, I.e., Ritchie, of Newtown, will set off in July for a three month tandem tour of the Continent.

And their marathon ride should prove a real 'Economy Run' because their second-hand tandem cost them just £25 plus the cost of a few spare parts.

However, in preparing their trip the lads have encountered one slight snag — neither of them has ever ridden a tandem before. "We hope to spend a lot of time before our departure practising, in fact we are planning a training run to the Lake District during the Easter holidays," says Eric.

A keen angler he intends to do some fishing around Europe and having made a similar trip last year by van, hopes to re-visit friends he made then. The lads have planned a precise route for the first part of their journey, from Hull to Norway, through Sweden to Amsterdam and after that they will go where their fancy takes them — covering as much ground as possible.

But no matter where they end up they will definitely be back in time for Eric's 21st birthday in September.



## Success

for Vulcan Beauty

A former Miss Vulcan has reached the final seven in the Miss England contest.

Pauline Davies won her Miss Vulcan title in 1973 when she was working in the Industrial Locomotive Department.

She left to become a full-time model and her fourth placing in the Miss England contest shows how successful she is.

The contest was seen by millions of television viewers and Pauline came away with a prize of £100.

Pauline still maintains her links with Vulcan, her father Mr. N.E. Davies is a member of Industrial Contracts Department and her sister Brenda works in Industrial Locomotive Department.

## THEN AND NOW

A LOOK back at the Company's contribution to the progress of power was the theme of a Film Evening held this week in the Sports Pavilion.

Entitled "Iron Horse Power" the programme included the films 'The Steam Locomotive', 'The Steam Navy', 'Vulcan Works', 'The Diesel Story' and 'The Hornsby Chain Track Tractor'.

Admission was free and there was a bar available.