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SULZER DIESEL ENGINES FOR B.R.

In the autumn, Dr. Beeching on behalf of British Railways officially received the one thousandth Sulzer Diesel Traction Engine, built for British Railways by Vickers-Armstrongs (Engineers) Ltd., at Barrow-in-Furness.

Production of Sulzer Engines for British Railways began as far back as 1955 and since then the rate of building has increased such that now one engine leaves the Factory every day making Vickers the largest builders of Diesel Traction Engines in Europe. Furthermore, two out of every three are engines developing 2,750 h.p. Never before has any manufacturer had Traction Diesel Engines of such high horse power in continuous production.

British Railways have so far ordered 1,400 Sulzer Engines six cylinder, twelve cylinder and also eight cylinder engines. Only four other Railways in the World have bought more than 1,000 engines from one manufacturer and these all in the United States, all from General Motors.

Following their success on British Railways, Sulzer have concentrated most of their traction production on Vickers Barrow and have already obtained export orders from the Commonwealth Railways of Australia, Nigeria and Malawi.

The 1,000th engine itself is the high powered 12-cylinder version of the LDA28 engine series all of which are simple and rugged in design in order to keep maintenance costs to a minimum.

The 12-cylinder engine when first introduced immediately after the War on the French Railways developed 2,000 h.p. Through careful and continuous development, however, and by taking advantage of the improvement in materials, especially bearing materials, the engine is now in service at 2,750 h.p. in British Railways type 4 locomotives.

These locomotives will haul some nine coaches containing 450 passengers at speeds of 80 to 90 m.p.h. or as many as 100 freight wagons at around 30 m.p.h. Type 4 locomotives with Sulzer engines will be also hauling the celebrated liner trains, a vital part of the British Railways modernisation plan.

When hauling express trains the engine uses about one gallon of fuel for every mile travelled but the lub. oil consumption is only one gallon per 300 miles. Because of this low lub. oil consumption there are few carbon deposits and the engine has only to be de-coked after three years service during which time the locomotive covers as much as 250,000 miles.

For the future Sulzer have developed a new "V" engine in 8, 12 and 16 cylinder versions. The 12 "V" engine, which weighs 6 tons less than the 1,000th engine, develops today the same horse-power and this will later be increased to 3,000 h.p. and the 16 "V" engine, which is the same size and weight as the 1,000th engine, will develop 4,000 h.p.

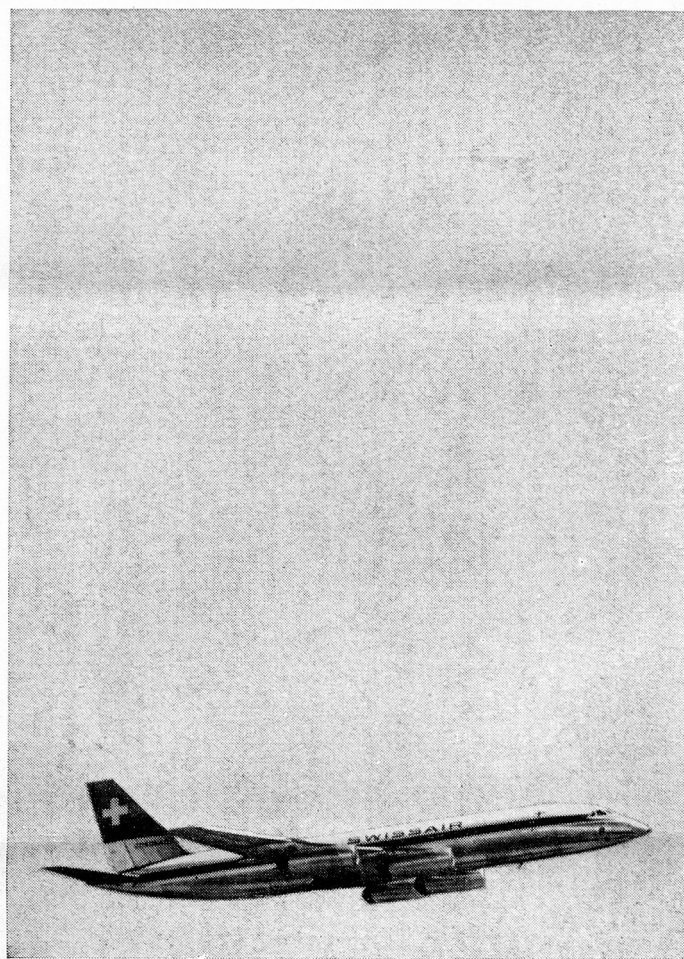
SUCCESS OF SWISS WEAVING LOOMS

The weaving loom department of Sulzer Brothers Ltd., in Winterthur, which started in 1950 with a staff of only ten, now employs 1,543. It has already manufactured 7,900 weaving looms for 264 clients in thirty-three countries, and the orders at present on its books will keep the department fully occupied until 1967. The Sulzer weaving loom has no shuttle and is noted for its very high speed of output.

[O.S.E.C.]

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