

NATIONAL COAL BOARD.

3 MAY 1950

WEST MIDLANDS DIVISION.

NORTH STAFFS. AREA.

COLLIERIES.

Request for Expenditure on New Construction and Machinery Repairs and Replacements.

17 MAY 1950

HESKETH PIT OVERWIND PREVENTION GEAR AND BRAKES, CHATFIELD-HITFIELD UNIT

Dept.

Request No.

Date 20/4/50.

CAPITAL EXPENDITURE SECTION.

Details of Expenditure. These present horizontal screw type overwinder to be replaced by one of your latest type Pneumatic Controllers incorporating Steam Restriction Gear and 'No Air' Fail to Safety Gear, complete with all necessary Driving Gear, Supports, and Connections to Brake Engine and Throttle, and including a small electrically-driven Auxiliary Air Compressor.

Power Supply:- Also one complete new Post Brake Gear with one of your 10" diameter above-floor type Brake Engines, etc. £3,150. 0. 0.

Plus extra price for erection on site for the sum of 7/- per man per hour for all time paid, plus travelling expenses.

All as per your quotation and specification dated 22/3/50
Ref. DEM/LW.

Worsley Mesnes Ironworks, Ltd.

ESTIMATED AMOUNT £3,550. 0. 0.

Reason for Request. DIVISIONAL SANCTION.

Savings to be made and how long before they will be made.

Terms of Payment

Progress payments up to 80% of contract amount, payable quarterly against statements showing the amount of work completed, and the remaining 20% to be paid one month after delivery.

To be charged for REVENUE.

Dept. Date

Approved by and in charge of

Dept. Date

Approved by Head of Department Date

Manager *S. Hay*

Sub-Area Agent *W. W. W.*

Area Chief Mechanical Engineer *E. Alliman*

Area Chief Electrical Engineer

Area General Manager

Order No. *RH/cw/25821* Date issued 22 MAY 1950

Cost Controller

Cost Data. £ s. d.

Actual Cost

Estimated Cost

Over or Under

22 MAY 1950

... 10" diameter Brake Engine will be complete with Spring
... 12 pieces of dead-weights.
Our price for the Pneumatic Controller, Post Brakes, and 10"
Brake with Springs, all as described in the foregoing, will be the
sum of £2,100.00.
DSM/LW.

Our extra price for erection on site will be the sum of 7/-
per man per hour, for all time paid for, including expenses.
22nd March, 1950.

Terms of Payment: Progress payments up to 80% of contract
statements showing the amount
For the attention of Mr. S. Allman, Area Chief Engineer.
and the remaining 20% to be paid on month
after delivery.

The National Coal Board,
West Midlands Division,
No.1 Area,
Mining Industry Office,
Leek Road,
STOKE-ON-TRENT.

Yours faithfully,
FOR WORSLEY MINEWORKS LTD.,

D.S. M. King
✓ *done*
Director.

Dear Sir,

Hesketh Pit.
Overwind Prevention Gear and
Brakes.

As requested we have pleasure in submitting our separate
quotation for the material considered necessary in respect of
the above to ensure that these Winders will be capable of
satisfying the present day requirements of the Mines Inspectorate.

We recommend that the present Horizontal Screw type
Overwinder be replaced by one of our latest type Pneumatic
Controllers incorporating Steam Restriction Gear and "No Air"
Fail-to-Safety Gear, complete with all necessary Driving Gear,
Supports, and connections to Brake Engine and Throttle, and
including a small electrically driven auxiliary air compressor.

The Engines are at present fitted with Strap Brakes
operated by one of our 9" diameter Brake Engines and although
the Brakes comply with Section 3(a) they will not produce a
sufficiently high retardation rate. We, therefore, recommend
complete new Post Brake Gear with one of our 10" diameter Above
Floor type Brake Engines, and suggest that the present 9" Brake
could be utilised on Sneyd No.1 Engines.

The Brake Gear offered will consist of Four Fabricated
Girder section Semi-caliper type Posts having timber blocks
with brake linings, complete with all necessary Levers, Shafts,
Tension Rods, Tie Rods, Brackets, and Support Girders.

The 10" diameter Brake Engine will be complete with Spring Gear in place of dead weights.

Our price for the Pneumatic Controller, Post Brakes, and 10" Brake with Springs, all as described in the foregoing, will be the sum of £3,150. 0. 0.
(THREE THOUSAND ONE HUNDRED AND FIFTY POUNDS).....

Our extra price for erection on site will be the sum of 7/- per man per hour, for all time paid for, plus travelling expenses.

Terms of Payment. Progress payments up to 80% of contract amount, payable quarterly against statements showing the amount of work completed, and the remaining 20% to be paid one month after delivery.

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

D.S. Mellor

Director.

NOTE: This price is offered under today's conditions, and we must reserve the right to amend the price if, during the execution of order, there is material change in the costs of production.

FERODO LIMITED

Head Office and Works
CHAPEL-EN-LE-FRITH
Stockport



Telephone
CHAPEL-EN-LE-FRITH 250

TURNER & NEWALL LIMITED

Telegrams
FRICTION PHONE CHAPEL-EN-LE-FRITH

Telephone Stoke-on-Trent 7181
Telegrams BELTING BURSLEM

Please reply to

FRANCIS W HARRIS & CO LTD

YOUR REF.

Moorland Road

OUR REF. EJA/EC.

BURSLEM

We have been obliged to withdraw
all prices and for the time being
orders are accepted subject to
prices ruling at time of despatch.

8th November, 1949.

The National Coal Board,
Chatterley Whitfield Coal Board Unit,
TUNSTALL,
Stoke-on-Trent.

Dear Sirs,

For the attention of Mr. Jones.

We thank you for your esteemed enquiry of the
31st ultimo and have pleasure in submitting our quotation
as follows:-

TWO SETS (40 Liners in all) 'C.R.' quality
Brake Lining $21\frac{9}{16}$ " long x $9\frac{15}{16}$ "
wide x 1" thick, specially shaped
and as previously supplied for your
Hesketh Winding Engine,
@ $68/11\frac{1}{4}$ d each plus 45%.

Delivered and less $2\frac{1}{2}$ % for monthly account.

Despatch would be about $6/8$ weeks from receipt
of order and we shall be pleased to receive your early
instructions.

Yours faithfully,
FRANCIS W. HARRIS & CO., LTD.

WORSLEY MESNES IRONWORKS LIMITED, ENGINEERS AND IRONFOUNDERS, WIGAN.



Our Ref: DSM/LW.

Your Ref:

Telephone : 2246 WIGAN.

Telegrams : "ENGINES," WIGAN.



25th August, 1949.

The National Coal Board,
West Midlands Division,
No.1 North Staffs. Area.
Mining Industry Office,
Leek Road,
Stoke-on-Trent.

f. J. Melling

Dear Sirs,

Hesketh Pit Winding Engines.

When visiting your Hesketh Pit recently our Mr. Edwards was requested to submit a price for new Palm Ends for the Brake Straps, and we now have pleasure in quoting as follows:-

2 Forged Steel Palm Ends 8'-4" long, for the Bottom
Brake Straps on Hesketh Pit Winders.

Price £27. 0. 0.
(TWENTY SEVEN POUNDS) the lot, nett, monthly account,
delivered free to Colliery.

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

J. A. Melling.
Director.

DELIVERY: 6/8 weeks.

WORSLEY MESNES IRONWORKS LIMITED,
ENGINEERS AND IRONFOUNDERS,
WIGAN.



Our Ref.

Your Ref.

Telephone: 2246 WIGAN.

Telegrams: "ENGINES," WIGAN.



1st April, 1947.

The National Coal Board,
West Midlands Division,
Chatterley-Whitfield Coal Board Unit,
Tunstall,
STOKE - ON - TRENT.

Dear Sirs,

Hesketh Pit Winding Engine

We are in receipt of your letter of 31st ultimo together with your official order No. 3171 for One New Main Brake Lever for the above Winding Engine.

Your drawing sent to us with your order does not show the point where the original lever has broken, but we have put in hand a New Steel Lever of somewhat stronger section, and this will be ready for collection by you on Thursday next April 3rd.

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LIMITED.

Brake operating Lever.

J. A. Mellor
Director.

WORSLEY MESNES IRONWORKS LIMITED,
ENGINEERS AND IRONFOUNDERS,
WIGAN.



Our Ref.....
Your Ref.....

TELEPHONE 2246 WIGAN.
TELEGRAMS "ENGINES." WIGAN.



29th June 1936.

Messrs. Chatterley Whitfield Collieries Limited,
Tunstall,
Stoke-on-Trent.

Dear Sirs,

Re. Hesketh Pit Winding Engines.

With reference to Mr. Crofts' conversation with the writer on Friday last over the telephone, we beg to enclose a Time Torque diagram, showing the conditions that will be brought about in connection with your Hesketh Pit Winding Engines should you instal three Deck Cages in place of the present two Deck Cages, and raise nine trams of coal per wind instead of six.

Keeping the maximum rope speed in the Shaft down to 50-ft per second, we estimate that the time of Winding will be 49 secs with the increased load, so that if you can deck in 11 secs. all three decks, this will enable you to make 60 Winds per hour.

The writer will be over in your district on Thursday next, the 2nd prox., and will call at your Offices in the morning of that date, in order to discuss any point with you that you may not be quite clear about.

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LIMITED.

T. A. Melling
Director.

ENCLO:

Data.

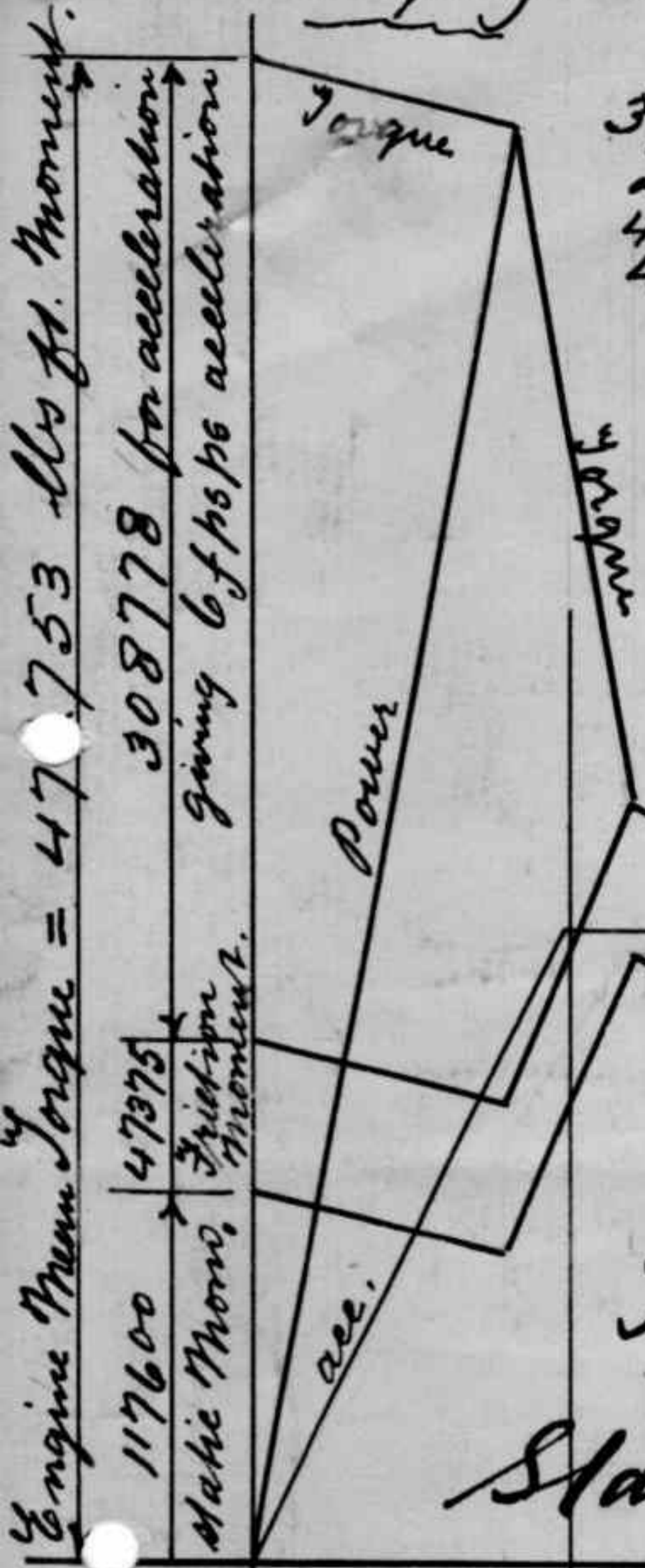
36" x 72" Engines. Steam 170 at Stop Valve.
 Drum 14 to 20 ft. " 165 on piston
 4 coils on 14 ft " 160 for acceleration
 4 " " cone. " 128 MEP during acceleration.

Depth - 650 yds.
 Rope 1 3/4" dia 31.3 lbs fathoms.

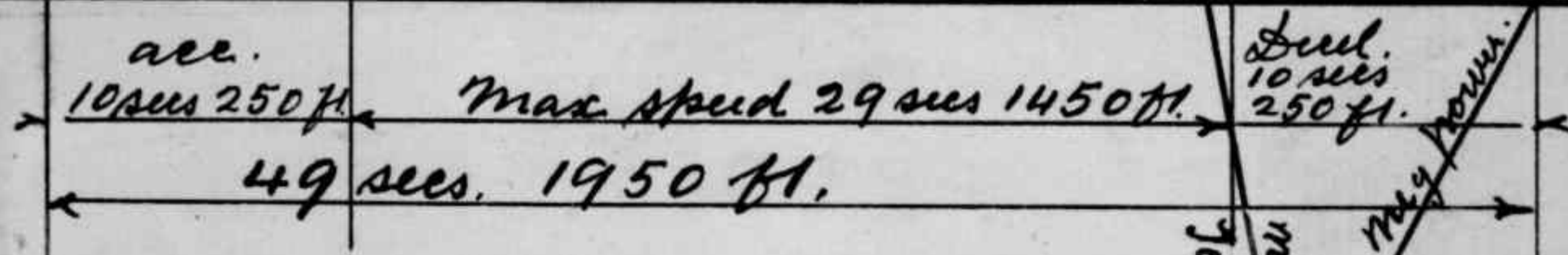
Cage & Chains	11200
9 Trams	5040
9 Coals	12544
Rope	11216
	<u>40000</u>

Man	
2 Cages.	22400
18 Trams	10080
2 Ropes	22432
9 Coals.	12544
2 pulleys	8960
1 Drum	112584
	<u>189000</u>

32
 say 6000 lbs.
 to acc. 1 fps



Time Torque and Static Moment Diagram



Friction taken at 10%.
 Piston Rod dia Front on Bush 7 1/2"
 47.62 R.P.M.
 572 piston ft. per min.

Proposed use of a 3 Deck Cage on B40. Asheth Pit Engines

Drg. No. 32986

Chatterley Whitfield Collieries Ltd

Enclosure to 29th June 1936.
Messrs Chatterley Whitfield Collys. Ltd
 From **WORSLEY MESNES IRONWORKS, LTD.,**
ENGINEERS, WIGAN.

PRECAUTIONS AGAINST OVERWINDING.

INSTRUCTIONS FOR CARRYING OUT TESTS TO "MELLING" BRAKES AND OVERWINDERS.

TO TEST BRAKES :—

- (1) See that Posts, or Straps, are correctly adjusted to the paths.
- (2) Place empty cage at a position in shaft, two or three revolutions from bottom of shaft. Get the engineman to apply the brakes to "full on" position, and then open the throttle valve full with reversing lever in "descending position." If the engines move at all, then the brakes, or the brake engine, require adjustment until the drum is held stationary.

TO TEST OVERSPEED AND OVERWINDING GEAR AND SLOW BANKING DEVICE :—

- (1) Place empty cages in middle of shaft. Get engineman to take the brake off, and then trip the emergency gear on the controller by hand. After tripping, the controller should hold the throttle valve in "closed position" and brakes should be "full on." If any further movement, either to close throttle or to apply brakes, can be effected by the engineman, then the controlling mechanism requires adjustment until no further movement can be obtained. Insufficient tension on the main spring "V" will usually be the cause of non-fulfilment of above conditions.
- (2) Bring cages to bank level in turn and determine distance that they each travel above the catches before the emergency gear at end of wind brings them to rest. This distance should not exceed 3 to 4 feet above the catches.
- (3) For testing overspeeding device in shaft it is not absolutely necessary to run the engines at an excessive speed to determine that the apparatus is functioning in a proper manner. All that is required is to run the engines at their normal speed of winding—or below the normal speed if desired—then bring the notched bar "G" (on the horizontal controller), or the floating pronged bar (on the circular disc controller) in contact with the nut "F" (or the circular disc) by hand. The engines should be brought to a standstill in from three to six revolutions of the drum—dependent on the speed at the time of application. Make certain that the disengaging gear "H" and "J" is working efficiently before testing for overspeeding. The same procedure can be carried out in testing the speed two revolutions from the end of the wind. In this case the emergency gear should bring the engines to a standstill in less than half a revolution. When the period of the Wind is reached where the Slow Banking Device is controlling, tests should be made by attempting to land the cages at a higher speed than 5 feet per second.

If desired this test can be carried out with the Cages some three or four revolutions from the end of the Wind by inserting a packing piece—or block of wood—which can be held by hand between the projection F on the travelling Nut (in the horizontal Screw type of Overwind Preventer) or between the projection F on the Circular Disc (in the case of the Disc type of Preventer) and the levers, L, which operate the piston in the Hydraulic Cylinder, B1, whilst the engines are at rest. Get the engineman to take the brake off and open the throttle valve full and by means of a Speed Indicator determine the speed of the cage at the moment of trip-off and the distance travelled before the Cages are brought to rest.

If the Speed shown on the indicator diagram exceeds 5 feet per second, then screw down the "Men Needle Valve" in the dashpot until the speed is brought down to, or below 5 feet per second.

Similar tests can be carried out with the engines just coasting at a speed of approximately 2 feet per second—which speed should not be exceeded when the Cages are arriving at the banking level when men are riding.

GENERAL REMARKS :—

To ensure that brake engines will work efficiently, the level of the water in the tank surrounding the cataract cylinder should be above the top clack valve. Clack valves should be examined periodically to determine conditions of same, as also should the piston valve.

On the Controller and Slow Banker all springs should be examined periodically to see that they still retain their tension, or compression, and any slackness in rods, or wear in moving parts should be taken up.

Care should be taken to ascertain that the oil level in the Slow Banker does not fall below the level of the top of the piston when in its top position—also that the electrical switches on the falling weight, W, and also on the Men and Coal handle, are making contact efficiently.

If in any doubt write or telephone.

WORSLEY MESNES IRONWORKS LTD.

Telegrams : Engines, Wigan.

Telephone No. 2246.

HJC/JP.

9th April, 1937.

J. A. Melling Esq.,
The Worsley Mesnes Ironworks Ltd.,
WIGAN.

Dear Sir,

Slow Banking Device.

Thank you for your quotation of the 7th instant referring to your "Melling" Horizontal Screw Type of Overwind Preventors for our Hesketh pit and Middle pit winding engines, for the total sum of £45 delivered and erected. *for both engines.* The existing "King" Overwind device to become your property.

We hereby accept your tender and shall be glad if you will get on with the work.

Yours faithfully,

General Manager.

NATIONAL COAL BOARD.

20 FEB 1951

WEST MIDLANDS DIVISION.

NORTH STAFFS. AREA.

COLLIERIES

Request for Expenditure on New Construction and Machinery Repairs and Replacements.

Dept. Engineers.

Request No. 890.

Date 15/2/51.

22 FEB 1951

CHATTERLEY-WHITEFIELD COLLIERY.

CAPITAL EXPENDITURE SECTION.

Details of Expenditure

40 Pieces Ferodo, C.R. quality Brake Lining 21.9/16" long x 9.15/16" wide x 1" thick, shaped to radius, as previously supplied. @ 119/6d per liner. As per attached quotation.

Ex. Messrs. F.W. Harris & Co., Ltd.,

ESTIMATED AMOUNT £ 239.

Reason for Request

To replace worn-out Brake Linings, for the Hesketh Pit.

Savings to be made and how long before they will be made

To be charged for Revenue.

Dept. Engineers. Date 15/2/51.

Approved by and in charge of

A. JONES.

Dept. Engineers. Date 15/2/51.

Approved by Head of Department

Date

H. PEARSON.

Manager

S. HAY.

Sub-Area Agent

W. WILCOX.

Area Chief Mechanical Engineer

S. Allman

Area Chief Electrical Engineer

Area General Manager

R. Bennett

24 FEB 1951

Order No.

RIA/CO/929

Date issued 26 FEB 1951

Cost Controller

Cost Data.

Actual Cost

£ s. d.

Estimated Cost

Over or Under

FRANCIS W. HARRIS & CO. LTD.

STOCKHOLDERS AND DISTRIBUTORS OF
FACTORY AND MINE EQUIPMENT AND ELECTRICAL AND ENGINEERING SUPPLIES

MOORLAND ROAD
BURSLEM
STOKE-ON-TRENT

OUR REF

YOUR REF

DATE

EJA/EC.

9th February, 1951.

The prices quoted are based on the cost of materials, labour, transport and statutory obligations ruling at the date of tender, and, if between that date and the date of receipt an increase in costs should occur, we reserve the right to invoice the goods at the prices ruling at that date.

The National Coal Board,
Chatterley-Whitfield Coal Board Unit,
TUNSTALL,
Stoke-on-Trent.

Dear Sirs,

For the attention of Mr. Jones.

As requested by our Mr. Robinson, we have pleasure in submitting a quotation for FERODO LINERS required for your Hesketh Pit, viz:-

40 Pieces Ferodo, C.R. quality Brake
Lining 21⁹/₁₆" long x 9¹⁵/₁₆" wide
x 1" thick, shaped to radius as
previously supplied @ 119/6d per liner.

Delivered and less 2¹/₂% for monthly account.

We could give delivery in about 8 weeks and we shall be pleased to receive your early instructions.

Yours faithfully,
FRANCIS W. HARRIS & CO., LTD.

- INCLUDING :
- ABRASIVES—WHEELS
- BRICKS AND POWDER
- ASBESTOS TAPE, SHEET,
YARN, RINGS, ETC.
- BALL BEARINGS
- BELTING—FLAT AND VEE
- CARBORUNDUM
- COTTON DRIVING ROPES
- ELECTRIC MOTORS, CABLES,
LAMP AND ACCESSORIES
- ELECTRIC TOOLS
- " FERODO " PRODUCTS
- FIRE EXTINGUISHERS AND
APPLIANCES
- GRAPHITE
- HACKSAWS AND FRAMES
- JENKINS '96 SHEETING
- JENKINS VALVES
- JOINTING
- LUBRICATORS
- MOTOR RE- WINDS
- PACKINGS
- POLISHING MATERIALS
- POWER TRANSMISSION
APPLIANCES
- PULLEYS
- SEAL RINGS, SHEET,
VALVES, ETC.
- SHAFTING
- " SKEFKO " EQUIPMENT
- " TECALEMIT " EQUIPMENT
- TILE CUTTING AND
GRINDING MACHINES
- TOOLS
- TUBES AND FITTINGS
- VALVES
- VEE ROPES—ENDLESS
- WATER SOFTENERS

WORSLEY MESNES IRONWORKS LIMITED,

ENGINEERS AND IRONFOUNDERS,

WIGAN.



Our Ref.....
Your Ref..... HP/JP.

TELEPHONE 2246 WIGAN.

TELEGRAMS "ENGINES," WIGAN.



12th February 1937.

Messrs. Chatterley-Whitfield Collieries Limited,
Tunstall,
Stoke-on-Trent.

Dear Sirs,

Re, Heske th Pit Winding Engines.

We are in receipt of your letter of the 11th inst., with reference to the increased steam pressure that you are proposing to work at.

We do not recommend putting any greater pressure than 175 lbs. per sq. inch in the above Engines.

The main parts that will be affected by any increased pressure above the 175 lbs. per sq. inch will be:-

- (1). "Corliss" Exhaust Valves,
- (2). The Auxiliary Engines i.e. Steam Brake and Steam Reverser,
- (3). Steam Throttle Valve.

The Engines themselves are strong enough to stand your increased steam pressure, but we should say the best plan would be to put a reducing valve in the Steam Pipe range between your new boilers and the Engines, in order to reduce to 175 lbs. per sq. inch.

We shall be only too glad to furnish you with any further information that you may require, or if you would like to have a talk about the matter, the writer will run down to your Colliery in order to see you.

Yours faithfully,
FOR WORSLEY MESNES IRONWORKS LIMITED.

J. A. Melling.
Director.

*Mr Melling at Colliery Office
19/2/37.*

HJC/JP.

13th February, 1937.

J. A. Melling Esq.,
Messrs Worsley Mesnes Ironworks Ltd.,
WIGAN.

Dear Mr Melling,

Hesketh Pit Winding Engines.

Thank you for your letter of the 12th instant.

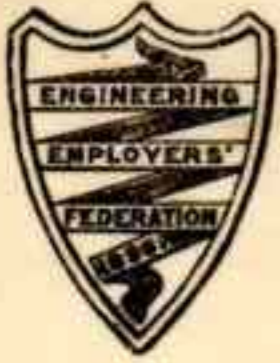
I should be glad if you could call in one day next week. I expect to be in the office every day, but it would be as well if you gave us a ring before starting out.

Yours faithfully,

General Manager.

WORSLEY MESNES IRONWORKS LIMITED,
ENGINEERS AND IRONFOUNDERS,

WIGAN.



Our Ref.....
Your Ref.....

TELEPHONE 2246 WIGAN.
TELEGRAMS "ENGINES," WIGAN.



10th April 1937.

Messrs. Chatterley-Whitfield Collieries Limited,
Tunstall,
Stoke-on-Trent.

Dear Sirs,

Slow Banking Device.

We thank you for your letter of the 9th inst., accepting our offer of the 7th to replace the existing KING'S Slow Banking Device that you have installed on the "Melling" Overwind Preventers at your HESKETH PIT and MIDDLE PIT, with our own Device, and we beg to state that this order shall have our best care and prompt attention.

We regret that we did not make it quite clear in our letter of the 7th inst., that the price was£45. (FORTY FIVE POUNDS) EACH GEAR and not a total sum of£45. as stated by you in your letter of the 9th inst.,

We trust that this will make the matter quite satisfactory to you, and beg to remain

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LIMITED.

J. R. Melling
Director.

HJC/JP.

13th April, 1937.

J. A. Melling Esq.,
Messrs Worsley Mesnes Ironworks Ltd.,
Engineers & Ironfounders,
WIGAN.

Dear Sir,

Thank you for your letter of the 10th instant.

I now understand your price for the two Overwind
Preventers is £45 each.

We accept this tender. Please proceed with the
work at once.

Yours faithfully,

General Manager.

WORSLEY MESNES IRONWORKS LIMITED

ENGINEERS AND IRONFOUNDERS,

WIGAN



Our Ref...*DSM/I.W.*...

Your Ref.....

Telephone : 2246 WIGAN.

Telegrams : "ENGINES," WIGAN.



5th May, 1950.

For the attention of Mr. S. Allman.

The National Coal Board,
West Midlands Division,
No.1 North Staffs. Area,
Mining Industry Office,
Leek Road,
Stoke-on-Trent.

Dear Sir,

Hesketh Pit Brake Gear.

With reference to your recent telephone conversation with our Mr. Dickinson when the question of a "Suspended" Post type of Brake Gear was mentioned in connection with our quotation of 22nd March, 1950, we now have pleasure in quoting you an extra price for this type of post and are at the same time putting forward what we consider to be the advantages of our own type of Semi-Caliper Posts and our objections to the "Suspended" type.

(1) Our own design of Brake Posts have the anchor pin positioned as near as practicable to the vertical centre line of the drum shaft, thus giving very even wear of the linings.

(2) Our posts are designed to give approximately 0.2" deflection under maximum load, this absorbs about 4" of the brake engine stroke and allows the necessary flexibility to enable the engineman to "feel" and easily "trail" the brakes.

(3) This system employs the minimum number of pins and pivots, thus lessening the tendency for "shudder" developing during the working life of the brake gear.

In our opinion the main disadvantages of the Suspended type are these:-

(a) Very accurate adjustment of top and bottom tension rods is necessary if the linings are to wear evenly.

ALL CONTRACTS SUBJECT TO USUAL STRIKE AND ACCIDENT CLAUSES

P.T.O.

(b) The posts are very rigid and usually require a system of springs incorporated in the Vertical Tension rods, so as to provide the necessary flexibility for "trailing."

(c) The multiplicity of pin joints and pivots are sources of "wear" which is likely to give trouble.

We are enclosing a "type" drawing No. 46263 which shows our own design of Post Brakes as recently fitted to a Winding Engine.

If desired we are willing to supply Suspended Type Brake Gear in place of the Brake Gear quoted in ours of 22/3/50, and our extra price will be the sum of £280. 0. 0.
(TWO HUNDRED AND EIGHTY POUNDS).

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

D.S. Mellin

Director.

ENCLOS.

NOTE: This price is offered under today's conditions, and we must reserve the right to amend the price if, during the execution of order, there is material change in the costs of production.

HP/C/MB

19th June, 1951.

Wersley Mesnes Ironworks Ltd.,
WIGAN.

Dear Sirs,

Hesketh Pit Brake Gear.

Thank you for your letter of 5th May, 1951 and
"Type" Drawing No. 46263.

After considering your remarks about the two
types of brakes, we have decided to accept your
recommendations and fit your own type of Semi-Caliper
Brakes and not the "Suspended Type".

Yours faithfully,
For Chatterley-Whitfield Colliery,

HL
No. 1 Sub-Area Mechanical Engineer.

MEMORANDUM

FROM: Area Chief Mechanical Engineer.
TO: H. Pearson Esq., Chatterley-Whitfield.
SUBJECT: re Hesketh Brake Gear.

Our Ref.: SA/RC.
Your Ref.:
Date: 2nd March, 1951.

I refer to the overwinder equipment for Hesketh Pit and our various conversations on the question of the type of brake gear, and as promised I enclose herewith Worsley Mesnes letter and print outlining what they consider to be the most suitable type of brake gear for this job.

Their letter also gives an extra price for parallel action gear and I shall be pleased when you have had further opportunity of looking at this, if you will let me know as of course we must clear Worsley Mesnes before they commence production. Up to the present they have not been in a position to do anything with regard to this job but no doubt will be commencing very shortly.

S. Allman

Area Chief Mechanical Engineer.

Worsley Mesnes

Dear Sirs

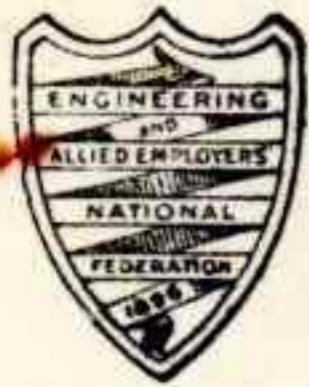
Hesketh Pit Brake gear

Further thank you for your letter of May 5th 1951 and "type" Drawing No. 96263.

after considering your remarks about the two types of brakes we have decided to accept your recommendations and fit your own type of Semi-Lulifer Brakes and not the "Suspended Type"

Y.F.

WORSLEY MESNES IRONWORKS LIMITED
ENGINEERS AND IRONFOUNDERS,
WIGAN



Our Ref. DSM/LW.

Your Ref. HP/C/MB.

Telephone : 2246 WIGAN.

Telegrams : " ENGINES," WIGAN.



21st June, 1951.

The National Coal Board,
West Midlands Division,
Chatterley-Whitfield Coal Board Unit,
TUNSTALL.
Stoke-on-Trent.

Dear Sirs,

Hesketh Pit Brake Gear.

We thank you for yours of the 19th instant and are pleased to note that you have decided to accept our recommendations regarding our own type of Semi-Caliper Brakes.

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

D. S. Melling *Hesketh Unit*
Director. *Files.*

HP

M Jones

NATIONAL COAL BOARD.

WEST MIDLANDS DIVISION.

NORTH STAFFS. AREA.

FEB 1952

COLLIERIES

Request for Expenditure on New Construction and Machinery Repairs and Replacements.

Dept. Engineers'

Request No. 1141

Date 24th Jan. 1952.

Chatterley-Whitfield;

CAPITAL EXPENDITURE SECTION

Details of Expenditure

2 - Pairs 11" Bore x 12" wide Crankpin Brasses, White Metal lined, your reference No.B.40.

Price.... £258/-/-

Ex:- Worsley Mesnes Ironworks Ltd., quotation dated 11.1.52. reference DSM/CJM.

ESTIMATED AMOUNT £ 258/-/-

Reason for Request To replace present Brasses badly distorted. Hesketh Winding Engines;

Savings to be made and how long before they will be made

To be charged for Revenue.

Dept. Engineers' Date 24.1.52.

Approved by and in charge of A. Jones.

Dept. Engineers' Date 24.1.52.

Approved by Head of Department Date

H. Pearson.

Manager S. Hay.

Sub-Area Agent W. Wilcox.

Area Chief Mechanical Engineer S. Allen

Area Chief Electrical Engineer

Area General Manager

Order No. R1112098 Date issued 19 FEB 1952

Cost Controller

Cost Data.

Actual Cost

£ s. d.

Estimated Cost

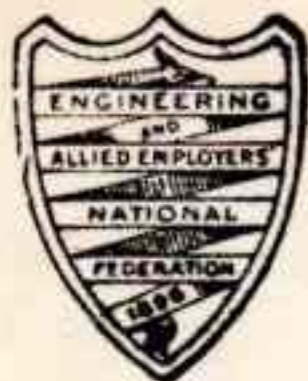
Over or Under

1952

WORSLEY MESNES IRONWORKS LIMITED

ENGINEERS AND IRONFOUNDERS,

WIGAN



Our Ref. DSM/CJM...

Your Ref. AJ/MPB...

Telephone : 2246 WIGAN.

Telegrams : " ENGINES," WIGAN.



11th January, 1952.

The National Coal Board,
West Midlands Division,
Chatterley-Whitfield Coal Board Unit,
TUNSTALL,
Stoke-on-Trent.

Dear Sirs,

Hesketh Pit Winding Engines.

We thank you for your enquiry of the 7th instant and have pleasure in quoting as requested.

2 Pairs 11" Bore x 12" Wide Crankpin Brasses, White Metal lined, for your Hesketh Winding Engines, Our Reference No.B.40.

Price.....£258/-/-.
(TWO HUNDRED AND FIFTY EIGHT POUNDS) the lot, nett, monthly account, delivered free to Colliery.

Delivery:- 3/4 months.

*Request to replace present
brasses badly distorted
etc.*

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

D.S. Melling

Director.

HAP

Request

NATIONAL COAL BOARD.

25 AUG 1951

WEST MIDLANDS DIVISION.

NORTH STAFFS. AREA.

COLLIERIES

Request for Expenditure on New Construction and Machinery Repairs and Replacements.

27 AUG 1951

Dept. Engineers'

Request No. 1032

Date 16th August 1951

CAPITAL EXPENDITURE SECTION.

Chatterley-Whitfield:

Details of Expenditure 2 - Pairs of G.M. Crosshead Brasses in

Halves, 8 7/8" bore x 11" wide. Suitable

for our Hesketh Winding Engine.

Ex: - Worsley Mesnes Ironworks Ltd.,
quotation dated 6.8.51. ref: -
DSM/LP.

ESTIMATED AMOUNT £ 143/-/-

Reason for Request Required as spare Brasses for Crossheads
on Hesketh Winding Engines.

Savings to be made and how long before they will be made.

To be charged for Revenue.

Dept. Engineers' Date 16.8.51.

Approved by and in charge of

A. Jones.

Dept. Engineers' Date 16.8.51.

Approved by Date
Head of Department

H. Pearson.

Manager

S. Hay.

Sub-Area Agent

W. Wilcox.

Area Chief Mechanical Engineer

Area Chief Electrical Engineer

Area General Manager

Order No. RMP/4732 Date issued 31 AUG 1951

Cost Controller

Cost Data.

£ s. d.

Actual Cost

Estimated Cost

Over or Under

WORSLEY MESNES IRONWORKS LIMITED

ENGINEERS AND IRONFOUNDERS,

WIGAN



Our Ref... DSM/LW.
Your Ref... HP/MB.

Telephone : 2246 WIGAN.

Telegrams : " ENGINES," WIGAN.



6th August, 1951.

The National Coal Board,
West Midlands Division,
North Staffs. Area.,
No.1 Sub-Area,
Tunstall.
STOKE-ON-TRENT.

Dear Sirs,

Hesketh Winding Engines.
Crosshead Pins.

We thank you for yours of the 4th instant regarding your proposed turning down of the Cross Head Pins from 9" to 8 $\frac{7}{8}$ " to remove the present ovalarity, and fitting new Brasses. We do not see any objection to this procedure, as the reduction in diameter is almost negligible, and have pleasure in quoting you for the new Brasses.

Our price for Two Pairs of G.M. Crosshead Brasses in halves, 8 $\frac{7}{8}$ " bore x 11" wide, will be the sum of £143. 0. 0. (ONE HUNDRED AND FORTY THREE POUNDS), nett, monthly account, delivered free to Colliery, and we could deliver in approximately Eight weeks.

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

D.S. Mellling

Director.

NOTE: This price is offered under today's conditions, and we must reserve the right to amend the price if, during the execution of order, there is material change in the costs of production.

ALL CONTRACTS SUBJECT TO USUAL STRIKE AND ACCIDENT CLAUSES

<p>Head of Department</p> <p>Manager <i>H. Pearson</i></p> <p>Sub-Area Agent <i>S. Hay</i></p> <p>Area Chief Mechanical Engineer <i>W. Wilcox</i></p> <p>Area Chief Electrical Engineer</p> <p>Area General Manager</p>	<p>Cost Controller</p> <p>Cost Data. £ s. d.</p> <p>Actual Cost</p> <p>Estimated Cost</p> <p>Over or Under</p>
---	--

SEP 1951

AJ/MPB

6th November, 1951.

Worsley Mesnes Ironworks Ltd.,
Wigan.

Dear Sirs,

We have sent to you under separate cover, one case containing the Brake Valve off our Hesketh Winding Engine for the usual overhaul.

The Official order for same will follow in due course.

Yours faithfully,

Mechanical Engineer.

NATIONAL COAL BOARD.

27 JAN 1952

WEST MIDLANDS DIVISION.

NORTH STAFFS. AREA.

COLLIERIES

Request for Expenditure on New Construction and Machinery Repairs and Replacements.

Dept. **Engineers'**

Request No. **1130**

Date **1st. Jan. 1952**

CAPITAL EXPENDITURE SECTION: Chatterley-Whitfield:

Details of Expenditure

**40 - Ferodo C.R. Liners 21.9/16" x 9.15/16" x 1" thick
shaped to 10" Radius. Price... 120/7⁵d. each.**

Ex:- Ferodo Ltd., quotation dated 21.12.51. ref:-
EJA/EC.

ESTIMATED AMOUNT £ 241/5/10

Reason for Request **Required for replacements on Brakes of
Hesketh Winding Engine.**

Savings to be made and how long before they will be made

To be charged for **Revenue**

Dept. **Engineers'** Date **1.1.52**

Approved by and in charge of
A. Jones.

Dept. **Engineers'** Date **1.1.52.**

Approved by
Head of Department Date

H. Pearson.

Manager

S. Hay.

Sub-Area Agent

W. Wilcox.

Area Chief Mechanical Engineer *S. Allman*

Area Chief Electrical Engineer

Area General Manager *[Signature]*

Order No. *R18/ew/10553* Date Issued *1.1.52*

Cost Controller

Cost Data.

Actual Cost

£ s. d.

Estimated Cost

Over or Under

-7 JAN 1952

FERODO LIMITED

Head Office and Works
CHAPEL-EN-LE-FRITH
Stockport



Telephone
CHAPEL-EN-LE-FRITH 250

Telegrams
FRICTION PHONE CHAPEL-EN-LE-FRITH

TURNER & NEWALL LIMITED

Telephone Stoke-on-Trent 7181-2
Telegrams BELTING BURSLEM

Please reply to

FRANCIS W HARRIS & CO LTD
Moorland Road
BURSLEM

YOUR REF.

OUR REF. EJA/EC.

The prices quoted are based on the cost of materials, labour, transport and statutory obligations ruling at the date of tender, and, if between that date and the date of despatch an increase in costs should occur, we reserve the right to invoice the goods at the prices ruling at that date.

21st December, 1951.

The National Coal Board,
Chatterley Whitfield Collieries,
TUNSTALL,
Stoke-on-Trent.

Dear Sirs,

For the attention of Mr. Jones.

As requested per 'phone a few days ago, we have pleasure in submitting our quotation for a further Set of Ferodo Linings for your Hesketh Pit, viz:-

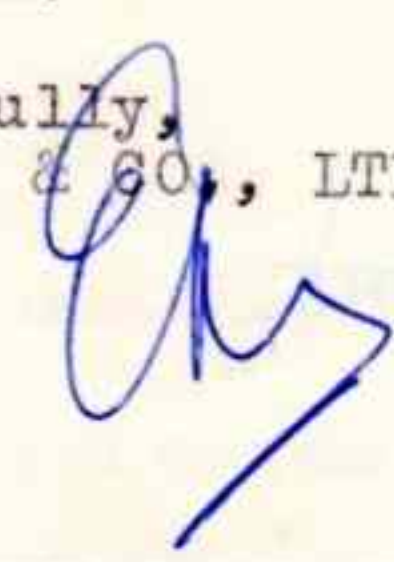
40 - FERODO C.R. Liners $21\frac{9}{16}$ " x $9\frac{15}{16}$ " x 1" thick,
shaped to 10ft. radius @ $120/7\frac{3}{4}$ d each. 244

Terms: Delivered and less $2\frac{1}{2}\%$ for monthly account.

Delivery: About 3 months.

We shall be pleased to put these Liners in hand and assure you of our best attention.

Yours faithfully,
FRANCIS W. HARRIS & CO., LTD.



AJ/MPB

29th March, 1952.

Messrs. Billington & Newton Ltd.,
Longport,
Stoke-on-Trent.

Dear Sirs,

We have sent to your works the R.H. big end bearing (from our Hesketh Winding Engines) for re-metalling. Please use the following mixture:-

Antimony 9%.
Copper 3.5%
Tin Remainder.

The bore is to be 11" minus .014", radii to be as old bearings.

When the bearings are ready for boring, please advise us as we should like our Mr. Winter to see them set up in the machine. The official order for the above will follow in the course of a few days.

Yours faithfully,

MECHANICAL ENGINEER.

NATIONAL COAL BOARD

CHATTERLEY-WHITEFIELD COLLIERY

HESKETH WINDING ENGINE

The new Post Brake fitted during the Whitsuntide Holidays began coal winding on Wednesday 4th June, 1952.

These new brakes were lined with "Mintex Fibre". These linings when fitted to the brake blocks were blackish in colour and could best be described for texture as flabby.

During coal winding on the day shift and the afternoon shift on the 4th., these linings gave off huge clouds of smoke, and in doing so wore away quite rapidly and the material of which the linings were made was distributed from the Engine House and Basement floor in huge quantities.

Smoking was a little improved on Thursday 5th. and gradually decreased until there was practically none by Wednesday the 11th., but the linings had so decreased in thickness by this time that it was decided that the right hand side linings should be removed on Saturday the 14th.

During the coal winding shift of the 14th., the Lining Representatives were present along with the Representatives of the Manufacturer of the Post Brake and while we express the opinion that we had been supplied with a rotten set of brake linings, the Linings representatives said that they could not understand how it had come about and would we let them have a well worn piece for investigation.

The Linings representative came again on Monday the 16th. and took back with him the worst worn piece of brake lining and promised to let Worsley Mesnes and ourselves have the complete report of their findings in due course.

During the night of the 14th., the right hand side brake was fitted with Don brake linings and the left hand side and the right hand side were adjusted as near equally as possible.

During coal winding on the day shift on the 16th. it was noticed that the "Mintex" brake path was somewhat warmer than the "Don" brake path and we believe that this was due to the high spots wearing off the "Don" quickly. However, we did not make any adjustments until between shifts on the 17th., and at the time of adjustment being made the "Mintex" brake path was still warmer than the "Don" brake path. The adjustments made between shifts was to tighten the brake on the "Don" side by about 3/16".

(Continued)

Hesketh
Whitefield Colliery

By 5.0 p.m. in the afternoon the "Don" brake path was quite warm and the "Mintex" brake path quite cold which means that the "Don" linings were doing say 95% of the work. The temperature of both brake paths has been kept under constant observation throughout this week, and while the "Don" brake path has steadily decreased in temperature and the "Mintex" brake path steadily increased in temperature, the temperature of the "Mintex" brake path had not risen sufficiently to equal the temperature of the "Don" brake path by 10.0 a.m. on Saturday the 21st.

I should say that the amount of lining worn off the "Don" under these conditions is something less than $\frac{1}{8}$ " but the "Mintex" linings although working lightly from the 18th to the 21st have continued to fling material over the Engine House and Basement floor.

H. PEARSON.

NO.1. SUB-AREA MECHANICAL ENGINEER.

21st June, 1952.

WORSLEY MESNES IRONWORKS LIMITED,
ENGINEERS AND IRONFOUNDERS,
WIGAN.



Our Ref: DSM/CJM/13904.

Your Ref: AJ/MPB.

Telephone : 2246 WIGAN.

Telegrams : "ENGINES," WIGAN.

2nd April, 1952.



The National Coal Board,
West Midlands Division,
No.1 (North Staffs) Area,
TUNSTALL,
Stoke-on-Trent.

Dear Sirs,

Hesketh Winding Engines.
Installation of Controller & Brake Gear.

We thank you for yours of the 29th ultimo and confirm that we will arrange for the Controller and Brake Gear to be installed at your Whitsun Holidays, 2pm Saturday to 10pm. Tuesday, the 31st *May* to the 3rd of June.

Yours faithfully,

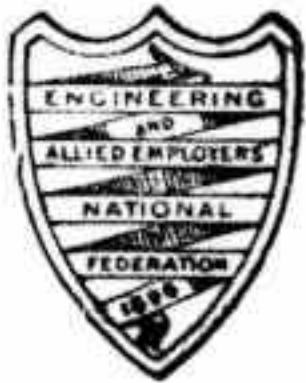
FOR WORSLEY MESNES IRONWORKS LTD.,

D.S. Mellin

Director.

Mr Jones

WORSLEY MESNES IRONWORKS LIMITED
ENGINEERS AND IRONFOUNDERS,
WIGAN



Our Ref... DSM/CJM,

Your Ref.....

Telephone : 2246 WIGAN.

Telegrams : " ENGINES," WIGAN.



20th April, 1953.

For the attention of Mr. Jones.

The National Coal Board,
Chatterley Whitfield Coal Board Unit,
TUNSTALL,
Stoke-on-Trent.

Dear Sir,

Hesketh Pit Winders.
New Pistons & Nuts.

As requested per telephone today we have looked into the question of the Wrought Iron Nuts for the above job, and we find that the reason why they were not delivered along with the Pistons is that we were short of the necessary raw material. This has now come to hand and we will complete the nuts and forward them as soon as possible.

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

D.S. Melling

Director.

THE RELIANCE ROPE ATTACHMENT CO., LTD.

DIRECTORS
CONSTANCE M. ROBERTS.
H. N. JONES.

MANUFACTURERS OF WIRE ROPE ATTACHMENTS
FOR MINING AND ENGINEERING PURPOSES.

YOUR REF.
OUR REF. PH/JH.

24/25, WESTERN MAIL CHAMBERS, ST. MARY STREET

TELEGRAMS: "RELYCO" CARDIFF.

CARDIFF.

April 9th 1953.

Messrs. N.C.B. West Midlands Division,
No. 1. Area, Chatterley-Whitfield
Coal Board Unit, Tunstall,
Stoke-on-Trent.

Dear Sirs,

For attention of Mr. Pearson.

With reference to your enquiry of the 5th inst., and our quotation of the 3th inst., as we understand you are likely to be requiring Cappels from 1.5% Manganese Steel, as Cappels from this material involves additional labour and normalising costs, we have pleasure in submitting amended quotation as follows:-

Three Reliance Type B Winding Rope Cappels made from 1.5% Manganese Steel, with Bands of the same material, fitted with Best E.S. Cast Steel Interlocking Wedges and Metalling Block suitable for 1 1/2" dia., ropes, tested at Lloyds Proving House to a Proof Load of 44 tons and Lloyds Certificates supplied at the price of £112. 0. 0., each nett, delivered carriage paid Chatterley-Whitfield Colliery.

Delivery - subject to supplies of material 10/12 months.

Yours faithfully,

For The Reliance Rope Attachment, Co., Ltd.,



C.W.



PLEASE NOTE.
New Telephone Number as of
February will be :-
Cardiff ~~Dist~~ **23671.**
Cardiff 32025

HESKETH WIND BRAKE LINING.

R. H. SIDE	BACK END.	NO 1 BLOCK	DATE PUT ON.	BLOCK NO	MATERIAL	DATE TAKEN OFF.
R. H.	FRONT	Nº 2	JUNE 7 th	1	MINTEX.	JUNE 14 th
L. H.	"	Nº 3	" "	2	"	" "
L. H.	BACK END.	Nº 4	" "	3	"	" 21 st
				4	"	" "
			JUNE 14 th	3	DON.	JULY 26 th
			" "	4	"	AUG 23 rd
			" 21 st	1	"	SEPT 6 th
			" "	2	"	AUG 16 th
			JULY 26 th	3	FERODO.	
			AUG 16 th	2	"	
			" 23 rd	4	"	
			SEPT 6 th	1	"	

NATIONAL COAL BOARD.

29 APR 1953

WEST MIDLANDS DIVISION.

NORTH STAFFS. AREA.

COLLIERIES

Request for Expenditure on New Construction and Machinery Repairs and Replacements.

Dept. Engineers.

Request No. 1340

Date 15/4/53.

30 APR 1953

JL

CAPITAL EXPENDITURE SECTION. CHATTERLEY-WHITFIELD.

Details of Expenditure.

Three - Reliance Type B, Winding Rope Cappels, made from 1.5% Manganese Steel with bands of the same material fitted with best E.S. Cast Steel Interlocking Wedges, and metalling block, suitable for 1 1/2" dia. ropes, and tested to proof load of 44 tons.

Price - £112. 0s. 0d. each.

Ex. Reliance Rope Attachment Co. Ltd.,
Quotation dated 9th April, 1953, Ref. EH/JH

ESTIMATED AMOUNT £ 336. 0s. 0d.

Reason for Request

Required for Hesketh Pit as replacements.

Savings to be made and how long before they will be made.

To be charged for Revenue.

Dept. Engineers. Date 15/4/53

Approved by and in charge of

A. JONES.

Dept. Engineers. Date 15/4/53.

Approved by Head of Department Date

H. PEARSON.

Manager E.C. JOHNSON.

Sub-Area Agent W. WILCOX.

Area Chief Mechanical Engineer

S. Allen

Area Chief Electrical Engineer

Area General Manager

[Signature]

Order No. R. A/CW/32635 Date issued 5 MAY 1953

Cost Controller

Cost Data. £ s. d.

Actual Cost

Estimated Cost

Over or Under

WORSLEY MESNES IRONWORKS LIMITED
ENGINEERS AND IRONFOUNDERS,
WIGAN



Our Ref.....CR/CJM.

Your Ref.....

Telephone : 2246 WIGAN.

Telegrams : "ENGINES," WIGAN.



25th November, 1953.

Messrs. W.H. Barker & Son (Engineers) Ltd.,
Eton Works,
For the attention of Mr. H. Pearson,
No. 1 Sub-Area Engineer.

The National Coal Board,
West Midlands Division,
Chatterley Whitfield Colliery,
NR. TUNSTALL,
Stoke-on-Trent.

Dear Sir,

With reference to our telephone conversation of today we enclose a copy of our recent letter sent to W.H. Barker, and would also confirm that the pulley and shaft will weigh $6\frac{1}{2}$ tons.

Regarding your second request for the installation of the pneumatic controller at Middle Pit on December 5th, we are pleased to confirm that arrangements have been made for this work and that we will send one of our erectors to the colliery next Monday to see if any further work could be done before the week end.

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

L. Richardson

Works Manager.

WORSLEY MESNES IRONWORKS LIMITED

JAM/CJM. NEERS AND IRONFOUNDERS.

WC/AP.

WIGAN

Our Ref. OR/CJM.

24th November, 1953.

Your Ref.

Telegrams: "ENGINEERS" WIGAN

25th November, 1953.

Messrs. W.H. Barker & Son (Engineers) Ltd.,
Etna Works,
FENTON, Attention of Mr. W. Pearson,
Stoke-on-Trent.

The National Coal Board,
Etna Division,
Whitfield Colliery,

Dear Sirs,

In reply to your letter of the 19th instant we hope to despatch the first of the two Headgear Pulleys for Chatterley Whitfield next week and the second before Christmas, 1953.

With reference to our telephone conversation of today

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

Director.

Regarding your second request for the installation of the electric controller at Middle Pit on December 30th, we are pleased to confirm that arrangements have been made for this work and we will send one of our cranes to the colliery next Monday to see if any further work could be done before the week end.

Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

L. Richardson

Works Manager,

NATIONAL COAL BOARD

CHATTERLEY-WHITEFIELD COLLIERY

R. Bennett Esq.,
Area General Manager,
National Coal Board,
Mining Industry Office,
Leek Road,
Stoke-on-Trent.

10th February, 1954.

*Winding
Engine file
HP*

Dear Mr. Bennett,

Hesketh Winding Engine.
Steam Operated Brake Engine.

Mr. Wilcox has asked me to send you this report :-

At 11.0 a.m. on Tuesday, 9th February, 1954, the above brake engine suddenly became locked in the "ON" position. This brake engine was a new one some 20 months ago and has worked very satisfactorily and trouble-free until this incident occurred. The only symptom we had to guide us in diagnosing the trouble was that the brake engine would not release the brake by the normal method. The position of the cages was roughly 6 feet from landing, the Hooker having stopped the bottom deck of the descending cage level with the top deck in the pit bottom because he was momentarily short of loads in the bottom deck.

After contacting pit top and pit bottom to make sure that both cages were in order for returning towards mid shaft and informing all personnel at both ends to keep clear, the winding engine controls were set for both cages to move towards mid shaft if they moved. We then turned the steam off the brake engine and tried a Jack under the main brake lever which connects the brake engine to the brake cross shaft and it was reasonably comfortable to lift the brake engine pistons and rods. This told us that the trouble was not in the brake engine cylinders. The Jack was removed and after putting steam on to the brake engine again and by means of a pinch bar in the links of the brake engine valve spindle the valve was moved in the downward direction slowly and the brake came off, but when the pinch bar was removed the brake immediately went on again.

This gave us the impression that there was something wrong in the valve spindle, and after turning steam off again the links of the valve spindle were uncoupled and the valve spindle lifted up and down 2 inches or so quite freely but would not drop down any further although there was room for it to drop down some 15 inches. The packing nut was then removed from the bottom of the valve spindle box, the valve spindle lifted up and down quite freely again and it was obvious that there was some obstruction in the valve and valve box which made it impossible to even force the valve spindle further down. The decision was taken immediately to remove the old valve box and spindle and put on the spare new one which was in the Engine House. This was done and immediately before turning steam on this valve spindle appeared to have its proper freedom and would move up and down quite easily. The links were coupled to the valve spindle and some five minutes was occupied in warming the valve spindle and its box and the engineman again attempted to release his brake. There was no response, the brake remaining on.

(Cont'd.)

We tried a small adjustment on the valve spindle up and down without any result whatever. We then decided to turn steam off the brake engine and see if the valve spindle was still free after getting up to steam temperature. It was not free at all, in fact it was extremely difficult to twist it with a 2 ft. leverage. No blame can be attached to anyone for this valve spindle becoming tight due to temperature. It is a case of unpredictable expansion.

Whilst all this had been going on we had discovered the cause of the original valve spindle trouble, it was a piece of wire almost $1/16''$ in diameter, about 5" long wrapped round the valve spindle with about $\frac{1}{4}''$ showing from one of the port holes. With a little manoeuvring the piece of wire came out and we were then able to move the valve spindle and see quite a lot of marks and burrs on it which had been caused by the piece of wire.

With a little more manoeuvring we were fortunate to get the valve spindle out, and it was then obvious that the quickest way out of the difficulty was to clean up the old spindle and box and put it back on the brake engine. It worked perfectly.

The full steam torque test was applied and found satisfactory and after a few runs in the shaft testing out the brake normal winding began again.

We are under the impression that this piece of wire has been in this valve spindle and box during the whole of its working life because we are absolutely at a loss to imagine how it could possibly get there after it had been installed. The disturbing point about the job is that while the piece of wire stopped the brake from coming off, a similar thing might have stopped the brake from going on. The important word in the last sentence is NIGHT because the spindle is more likely to be fouled by an obstruction which would prevent the spindle from moving downwards to release the brake rather than foul the spindle from moving upwards to put the brake on.

The pit was out of action from 11.0 a.m. to 2.30 p.m.

Yours faithfully,

No. 1, Sub-Area Mechanical Engineer.

Copies to: S. Allman Esq.,
W. Wilcox Esq.

NATIONAL COAL BOARD

TELEPHONES :
STOKE-ON-TRENT
48201-10

WEST MIDLANDS DIVISION
NORTH STAFFORDSHIRE AREA

TELEGRAMS :
"COALAREA
STOKE-ON-TRENT"

THE MINING INDUSTRY OFFICE
72 LEEK ROAD

STOKE-ON-TRENT

OUR REF. 1.

YOUR REF.

11th February, 1954.

H. Pearson, Esq.,
Sub-Area Mechanical Engineer,
National Coal Board,
Chatterley-Whitfield Colliery,
Tunstall,
Stoke-on-Trent.

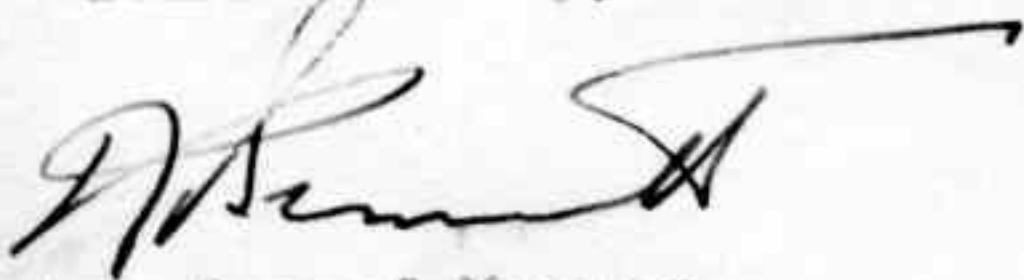
*Hesketh
Winding Engine
file. HP*

Dear Mr. Pearson,

Thank you for your report on the incident in connection with the steam operated brake engine at the Hesketh Winder. I should if at all possible, like to find out how the piece of wire got into the valve box and also take steps to prevent a recurrence of this in the future, not only at the Hesketh Pit but at other winders.

Mr. Allman will no doubt be seeing you about the matter when you can discuss ways and means of preventing an occurrence of this kind in the future.

Yours sincerely,


Area General Manager,

MEMORANDUM

FROM: Area Chief Mechanical Engineer, North Staffs

Our Ref.: SA/MJB.

TO: H. Pearson, Esq.,
Chatterley-Whitfield Colliery

Your Ref.:

Date:

11th February 1954.

SUBJECT:

Hesketh Winding Engine.
Steam Operated Brake Engine.

Many thanks for your copy of the report on the trouble with the Hesketh Brake Engine. I shall be having a further chat with you about this and we shall have to take the matter up seriously with Worsley Mesnes, although arising from the discussion we may find that we are not one hundred percent sure of the origination of the trouble.

The outstanding feature about this to my mind is the steam separator should be installed as late as possible in the steam supply line to protect the winder from foreign bodies and possibly a second separator in the brake engine steam line.

Again, I will have a further chat with you on this subject.


Area Chief Mechanical Engineer

THE RELIANCE ROPE ATTACHMENT CO., LTD.

DIRECTORS
CONSTANCE M. ROBERTS
H. N. JONES
E. V. ROBERTS, A.C.A.
JOHN KANE, M. INST. C. E. (CHAIRMAN)
YOUR REF. HP/MPB.

MANUFACTURERS OF WIRE ROPE ATTACHMENTS
FOR MINING AND ENGINEERING PURPOSES.

GEN. MANAGER. E. I. DAVID, M. I. MECH. E.
SECRETARY. A. W. PHILLIPS, F. S. A. A.

27. PARK PLACE,
CARDIFF.

TELEGRAMS: "RELYCO", CARDIFF.
TELEPHONE: CARDIFF 32025

OUR REF. RJR/JH/14359.

27th. May. 1954.

N.C.B. West Midlands Division,
North Staffs Area,
Tunstall, Stoke-on-Trent.

Dear Sirs,

re Order No. R1A/CW/32635.

We are in receipt of your letter of the 24th. inst., contents of which we note. We regret that it will be quite impossible to deliver another Cappel to you by Whitsun, as we are inundated with priority demands by the N.C.B., and it does not appear that we shall be in a position to despatch for some weeks. If we can in any way expedite delivery we will certainly do so.

Yours faithfully,

FOR THE RELIANCE ROPE ATTACHMENT CO., LTD.,

R. J. Roberts

*Placed enquiry
Delivery in less than
a fortnight 21/6/54.
Reply to come in one
or two days.*

HP

HP

WORSLEY MESNES IRONWORKS LIMITED

ENGINEERS AND IRONFOUNDERS

WIGAN



Our Ref. GR/CJM...

Your Ref

Telephone : 2246 WIGAN

Telegrams : "ENGINES," WIGAN



15th February, 1954.

The National Coal Board,
West Midlands Division,
Chatterley Whitfield Colliery,
Tunstall,
Stoke-on-Trent.

For the attention of Mr. H. Pearson,
No. 1 Sub-Area Mechanical Engineer.

Dear Sirs,

Hesketh Winding Engine,
10" Inverted Brake Engine.

We thank you for your letter of the 12th instant and state that whilst we appreciate your concern in having found this length of wire in the valve chamber we ourselves cannot give a rigid explanation on how it arrived there. After consideration of the matter we can only assume that it must have been in the brake engine steam inlet pipes to the valve chamber when the job was installed.

This is the only point where it would have a complete open aperture to the valve chamber.

With regard to the steam separator we cannot trace any evidence of ever supplying this and therefore have no details of its construction. If you know that we have supplied it will you please let us know the order number and date.

We return herewith your piece of steel wire.

P.T.O.

WORSLEY MESNES IRONWORKS LIMITED
ENGINEERS AND IRONWORKERS



Yours faithfully,

FOR WORSLEY MESNES IRONWORKS LTD.,

B. Richardson

Works Manager.

Encl.

HP/MPB

Worsley Mesnes Ironworks Ltd.,
WIGAN.

12th February, 1954.

Dear Sirs,

Hesketh Winding Engine
Brake Engine.

Further to our telephone communication with you on Tuesday February 9th. 1954 when we informed you that the brake had locked in the "ON" position due to a piece of wire almost 1/16" diameter about 5" long being wrapped round the valve spindle and fouling in the bottom steam port, we wish to point out that this engine has not been opened in any way since it was fitted by you some 20 months ago.

We are at a loss to imagine how this wire got there because we think it impossible for a piece of wire of this shape to have been steam transported.

We are enclosing the piece of wire for you to see and shall be glad if you can offer any suggestions after investigation at your end. Please return the piece of wire.

As you are aware a steam separator is fitted in the steam pipe line to protect the whole of this winding engine and its accessories from damage etc, due to foreign material which might be carried by the steam.

We should be pleased to have any information you have about this separator.

Yours faithfully,

No.1. Sub-Area Mechanical Engineer.

HP/MPB

THE RELIANCE ROPE ATTACHMENT CO. LTD.

MANUFACTURERS OF WIRE ROPE ATTACHMENTS
FOR MINING AND ENGINEERING PURPOSES.

27, PARK PLACE,
CARDIFF.

24th May, 1954.

The Reliance Rope Attachment Co. Ltd.,
27, Park Place,
CARDIFF.

Dear Sirs,

Our Order R1A/CW/32635

Thank you for your letter of the 18th. instant.
We note that one Cappel will be delivered immediately and
would ask you to do everything possible to deliver a
second one before Whitsuntide.

Yours faithfully,

No.1.Sub-Area Mechanical Engineer.

THE RELIANCE ROPE ATTACHMENT CO., LTD.

DIRECTORS
CONSTANCE M. ROBERTS
H. N. JONES
E. V. ROBERTS, A.C.A.
JOHN KANE, M. Inst. C.E. (CHAIRMAN)

MANUFACTURERS OF WIRE ROPE ATTACHMENTS
FOR MINING AND ENGINEERING PURPOSES.

GEN. MANAGER. E. I. DAVID, M.I. MECH. E.
SECRETARY. A. W. PHILLIPS, F.S.A.A.

YOUR REF.
OUR REF. RJR/MOR.14359.

27. PARK PLACE,
CARDIFF.

TELEGRAMS "RELYCO" CARDIFF.
TELEPHONE CARDIFF 32025.

18th. May. 1954.

N.C.B. West Midlands Division,
(North Staffs Area),
Minding Industry Office,
72 Leek Road,
Stoke-on-Trent.

Dear Sirs,

Order R1A/CW/32635.

In reply to your telephone enquiry regarding the delivery of the Cappels to the above Order, we regret the delay, but this has been brought about by urgent priority demands placed upon us by the N.C.B.

We have, however, completed one Cappel, which is now at the Test House. We have asked Messrs. Lloyds to test this Cappel without delay, and which should be despatched to you in the course of a day or two.

Immediately we are in a position to let you have a final date for the delivery of the remainder of the order, we will write you further.

Yours faithfully,
for the Reliance Rope Attachment Co., Ltd.,

R. J. Roberts

*Mr. H. Wood
CWC*

THE RELIANCE ROPE ATTACHMENT CO. LTD.

MANUFACTURERS OF WIRE ROPE ATTACHMENTS
FOR MINING AND ENGINEERING PURPOSES.

MANAGER: E. J. DAVID, M.A.
SECRETARY: E. M. PHILLIPS, F.I.A.A.

DIRECTORS
CONSTANCE W.N.
E. J. DAVID
JOHN HARRIS
YOUR REF
OUR REF

HP/MPB

RJR/JH/14359

27, PARK PLACE,
CARDIFF.

TELEGRAMS: RELYCO/CARDIFF
TELEPHONE: CARDIFF 32025

The Reliance Rope Attachment Co. Ltd.,
27, Park Place,
CARDIFF.

21st. June. 1954.
22nd June, 1954.

Dear Sirs,

Re Order No. R1A/CW/32635

Dear Sirs, Thank you for your letter of the 21st. instant. This latest news that you are unable to deliver one more Capel before the end of July has completely undone our programme and is going to make a very difficult changeover during the August Holidays more difficult still.

I would ask you to very seriously look into the position again and do your very utmost to complete the manufacture of one Capel in the shortest possible time so that we can put the new ropes and Capels to work before the end of July.

I am sorry to put you to this trouble and can assure you that I wouldn't do so if the case wasn't one of extreme urgency.

Yours faithfully,

No.1. Sub-Area Mechanical Engineer.

THE RELIANCE ROPE ATTACHMENT CO., LTD.

DIRECTORS
CONSTANCE M. ROBERTS
H. N. JONES
E. V. ROBERTS, A.C.A.
JOHN KANE, M. INST. C. E. (CHAIRMAN)

MANUFACTURERS OF WIRE ROPE ATTACHMENTS
FOR MINING AND ENGINEERING PURPOSES.

GEN. MANAGER. E. I. DAVID, M.I. MECH. E.
SECRETARY. A. W. PHILLIPS, F.S.A.A.

YOUR REF.
OUR REF.

RJR/JH/14359.

27. PARK PLACE,
CARDIFF.

TELEGRAMS "RELYCO" CARDIFF.
TELEPHONE: CARDIFF 32025

21st. June. 1954.

N.C.B. West Midlands Division,
North Staffs Area,
Mining Industry Office,
72, Leek Road,
Stoke-on-Trent.

Dear Sirs,

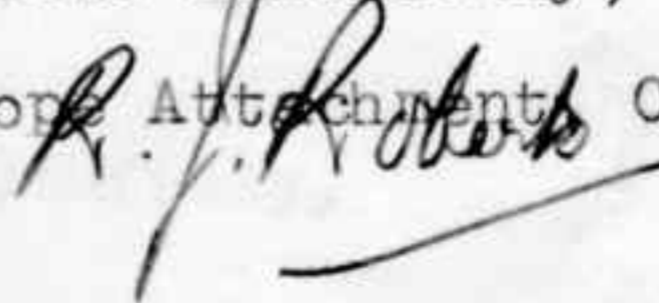
re Order No. R1A/CW/32635.

In reply to your telephone enquiry of to-day regarding delivery of one Cappel to the above order within the next fortnight, we have gone very carefully into this question with our works, and regret that owing to the urgent priority demands on hand, and the Works Holiday period commencing early next month, we are quite unable to despatch before the end of July. This is the very best we can do, and are sorry that we are unable to meet you.

We will, however, despatch the 2 remaining Cappels to you at the end of July.

Yours faithfully,

For The Reliance Rope Attachment Co., Ltd.,



RP/JEB

9th May, 1955.

Messrs. Edge & Sons Ltd.,
SHIFNAL.

*Winding Engine
file. HP*

Dear Sirs,

Hedketh Winding Engine Drum
1.5% Manganese Steel Bolts to
B.S.B.291 with Mild Steel Nuts.

I enclose herewith copy of our Drawing dated
6th May, 1955, showing the bolts and nuts for the above
Winding Engine Drum.

Please quote us your price and delivery date.

Yours faithfully,

No.1 Sub-Area Mechanical Engineer.
Chatterley-Whitfield Colliery.



CONTRACTORS TO
ADMIRALTY, WAR OFFICE, INDIA OFFICE, CROWN AGENTS FOR COLONIES,
MINISTRIES OF SUPPLY, AIRCRAFT PRODUCTION, FUEL & POWER



WALKER BROTHERS (WIGAN) LTD.

ESTABLISHED 1866

ENGINEERS & IRONFOUNDERS

PAGEFIELD IRON WORKS
WIGAN

CODES: LIEBERS
MOREINGS & NEILS MINING CODE
A. B. C. 4TH & 5TH EDITIONS
A. I. & WESTERN UNION
FIVE LETTER

TELEGRAMS
"PAGEFIELD WIGAN"
TELEPHONE 3214
(4 LINES)

OUR REF

YOUR REF

DATE

EAS/DO/PW.

24th February, 1955.

The National Coal Board,
West Midland Division,
North Staffs. Area,
Mining Industry Office,
Leek Road,
STOKE-on-TRENT.

Dear Sirs,

CHATTERLEY-WHITFIELD COLLIERY - YOUR ORDER NO.
1A/CW/48857 - OUR ORDER NO. J.9976

With reference to the above order we would draw your attention to the item - 6 H.P. Piston Rings, 15.3/4" x 3/4" x 9/16". Our records show that the groove in the Piston was 9/16" deep but the Piston Rings were supplied 1/2" thick and we are supplying accordingly. Please confirm that this is in order.

Yours faithfully,
WALKER BROS (WIGAN) LIMITED.

E.A. Schutt.
CHIEF DRAUGHTSMAN



3000
 $1\frac{1}{4} \times \frac{1}{4}$
 $2 \times \frac{1}{4} 1400$
24

HP/MPB
EAS/DO/PW.

WALKER BROTHERS (WIGAN) LTD.
ENGINEERS & IRONFOUNDERS
PAGEFIELD IRON WORKS
WIGAN

Messrs Walker Bros. (Wigan) Ltd.,
Pagefield Iron Works,
WIGAN.

1st March, 1955.

Dear Sirs,

Chatterley-Whitfield Colliery - Our Order No.
IA/CW/48857 - Your Order No. J.9976.

Thank you for your letter of the 24th. ultimo.
We note your remarks about the Piston Rings to the above order
and we confirm that you should supply these Piston Rings
 $\frac{1}{8}$ " thick.

Yours faithfully,

No.1.Sub-Area Mechanical Engineer.

Yours faithfully,
WALKER BROS (WIGAN) LIMITED.



E.A. Schutt.
CHIEF DRAUGHTSMAN

RECEIVED
20 FEB 1955
STORES DEPT
CHATTERLEY-WHITEFIELD COLLIERY

THE RELIANCE ROPE ATTACHMENT CO. LTD.

MANUFACTURERS OF WIRE ROPE ATTACHMENTS
FOR MINING AND ENGINEERING PURPOSES.

GEN. MANAGER E. J. DAVIES, L.L.B.
SECRETARY A. W. PHILLIPS, F.A.S.S.

TELEGRAMS: 'RELYON' CARDIFF.
TELEPHONE: CARDIFF 32025

27, PARK PLACE,
CARDIFF.

23rd. June, 1954.

25th June, 1954.

The Reliance Rope Attachment Co. Ltd.,
27, Park Place,
CARDIFF.

Dear Sirs,

Our Order No. R1A/CW/32635.

Thank you for your letter of the 23rd. instant.
I note that you will have one Capel completed by the end of
next week, but I cannot forego the test at Lloyds Proving House.

I confirm having discussed this matter with you on
the 'phone on the 24th. instant and trust that you will be able
to make special arrangements with Lloyds to get this Capel
through quickly and we look forward to hearing that such
arrangements have been made by Thursday of next week, July 1st.
1954.

I also confirm having requested you not to put this
Capel on any form of transport for delivery to Chatterley-
Whitfield, but to notify me on the 'phone the moment it is
ready for collection and I will send a vehicle to your works
at Cardiff to bring it to the colliery.

Many thanks for your help in this matter.

Yours faithfully,

No.1.Sub-Area Mechanical Engineer.

THE RELIANCE ROPE ATTACHMENT CO., LTD.

DIRECTORS
CONSTANCE M. ROBERTS
H. N. JONES
E. V. ROBERTS, A.C.A.
JOHN KANE, M. INST. C. E. (CHAIRMAN)
YOUR REF. HP/MPB.
OUR REF. RJR/JH/14359.

MANUFACTURERS OF WIRE ROPE ATTACHMENTS
FOR MINING AND ENGINEERING PURPOSES.

27, PARK PLACE,
CARDIFF.

GEN. MANAGER. E. I. DAVID, M. I. MECH. E.
SECRETARY. A. W. PHILLIPS, F. S. A.

TELEGRAMS "RELYCO", CARDIFF.
TELEPHONE: CARDIFF 32025

23rd. June. 1954.

N.C.B. West Midlands Division,
North Staffs Area,
Tunstall, Stoke-on-Trent.

Dear Sirs,

re Order No. R1A/CW/32635.

We are in receipt of your letter of the 22nd. inst., and have again gone into this matter with the works. We could let you have one Cappel by the end of next week, provided you agreed to forego the test at Lloyds Proving House. If the Cappel is to be tested, we do not think we could despatch before the end of July.

Your reply in course will oblige.

Yours faithfully,

For The Reliance Rope Attachment Co., Ltd.,

E. V. Roberts
Thursday next week. HP

TELEGRAMS -
LENCHONIA, BLACKHEATH, BIRMINGHAM
TELEPHONES -
BLACKHEATH 1151 (10 LINES)

CONTRACTORS



BY APPOINTMENT

ALL CONTRACTS AND AGREEMENTS ARE
SUBJECT TO STRIKES AND OTHER DELAYS
UNAVOIDABLE AND BEYOND OUR CONTROL

TO THE ADMIRALTY, POST OFFICE,

ADMIRAL
P.O. BOX No. 3

BRITISH & FOREIGN RAILWAYS, ETC

OFFICES AT:
NEWCASTLE-ON-TYNE,
LIVERPOOL, LEEDS, HULL,
GLASGOW, IPSWICH, ETC.

Thomas William Lench Ltd
EXCELSIOR WORKS
BLACKHEATH
BIRMINGHAM
Manufacturers of

TELEGRAPH IRONWORK BOLTS & NUTS RAILWAY FASTENINGS NAILS & CHAINS RIVETS & SCREWS

Our Ref.
DP/1290/7/AHBG.

The National Coal Board,
West Midlands Division,
North Staffordshire Area,
The Mining Industry Office,
72, Leek Road,
Stoke-on-Trent.

Date

29th July, 1955.

Your Ref.
RC WB/MH.
8th July, 1955.

NO RESPONSIBILITY FOR
INACCURACIES CAN BE ACCEPTED
IN RESPECT TO ORDERS
GIVEN PER TELEPHONE

Dear Sirs,

Below we have pleasure in quoting you our prices and hope to be favoured with your commands

Your obed.^t Servants.
For Thomas William Lench Ltd.

Required for Hesketh Pit Winding Engine Drum:-

- 2 Gross each of good quality mild steel Bolts and Nuts, as per drawing.
- 4.1/2" x 1" Crsk. Nib with 2 Hex. Nuts. - 274/6d. per 100. Net.
- 3.1/4" x 7/8" ditto. - 176/-d. do. do.

Delivery in about 10/12 weeks.

Prints returned herewith.

Mr. Jones

Please order

HP

pto.

Please return

Delivered your works. Terms - Net Cash monthly. E.&O.E.

THIS QUOTATION IS OPEN FOR ACCEPTANCE WITHIN 7 DAYS, AND IS APPLICABLE TO THE PRESENT ENQUIRY ONLY.
ANY DEFECTIVE MATERIAL SUPPLIED BY US WILL BE REPLACED FREE OF CHARGE, BUT WE CANNOT ADMIT ANY FURTHER CLAIM IN CONNECTION WITH SAME. WHEN INSPECTION TAKES PLACE AT OUR WORKS SUCH INSPECTION MUST BE REGARDED AS FINAL



23rd July, 1955

The National Coal Board,
West Midlands Division,
North Staffordshire Area,
The Mining Industry Office,
72, Lamb Road,
Birmingham - 17

23rd July, 1955

23rd July, 1955

Notwithstanding the rate or time of delivery provided for in relation to this transaction, no guarantee or warranty as to the rate of delivery or time of delivery is (under present conditions) given or implied.

This quotation is made on the understanding that the goods will be charged at the prices ruling at date of despatch or at the date on which the goods have been inspected and approved by the Purchaser where such inspection is normally carried out.

For General Conditions of Sale, Terms, etc., please refer to Association List No. 3-1954.

Carriage paid on Consignments of £20 value and over. On consignments of less than £20 value carriage will be charged extra on invoice.

E. & O.E.

2 Gross each of good quality mild steel Bolts and Nuts, as per drawing.
3.1/2" x 2 1/2" - ditto - 2000 - 2000 - 2000
4.1/2" x 1" Crk. Nib with 2 Box. Nuts. - 2000 - 2000 - 2000

Delivery is about 10 1/2 weeks.

Prints returned herewith.

2000

YOUR WORKS

MEMORANDUM

FROM No.1. Group Mechanical Engineer
TO Unit Mechanical Engineers
Subject Pneumatic Controller Quarterly Tests

Our Ref. CWH/EH.

Your Ref. _____

Date 30th April, 1959.

Please let me know by return, the cylinder bore and stroke, and brake path diameter of the Winding Engines at your collieries.



C.W. Hibbert

No.1. Group Mechanical Engineer

Hespeck Pit

Brake path 20' 3 1/2"

Cycl dia 3' 0"

Stroke 6' 0"

Institute

Brake path 21' 4"

Cycl dia 3' 0"

Stroke 6' 0"

Platt pit

Brake path 14' 7 1/2"

Cycl dia 2' 1 1/2"

Stroke 5' 0"

Wind pit

Brake path 12' 1"

Cycl dia 2' 1 1/2"

Stroke 5' 2"

Minstantley

Brake path 10' 6"

Cycl dia 2' 1"

Stroke 4' 0"

NATIONAL COAL BOARD
WEST MIDLANDS DIVISION
PRODUCTION DEPARTMENT INSTRUCTION

KEP INDICATION

1. In view of the risk of damage and danger likely to be caused by accumulating slack winding rope when cages are moved with keps in the 'under' position - the following measures shall be adopted where applicable.
2. As from 1st December, 1958, all shafts equipped with pneumatic or hydraulically operated surface keps and normally used for winding of men, materials or mineral, shall be equipped with two sets of indicators to give the following indications:-
 - (a) To the Winding Engineman that the keps are either "UNDER" or "CLEAR" as the case may be.
 - (b) To the Banksmen simultaneously that the keps are either "UNDER" or "CLEAR".

These indicators must be fitted in addition to any other alarm device or slack rope device which may already be in use. The indicators must not be operated by the shaft signalling system, but by a separate electrical circuit.

Electrical circuit arrangements for the indicators above are available in Engineering Branch to suit varying conditions.

3. The requirements of paragraph 2 above do not preclude the use of the following additional safeguards:-
 - (a) An alarm initiated electrically which warns the Engineman and the Banksmen that the keps are "UNDER" after the winding engines have moved a short distance.
 - (b) A mechanical system governed by the winding engine movement which, instead of sounding an alarm, interlocks with the kep withdrawal mechanism, so as to prevent withdrawal whilst slack rope is present.
4. Those to whom this instruction is distributed must bring it to the notice of any members of their staff not included in the distribution list who are concerned with complying with it or taking action on it.

J. MILLIE

Production Director

1st September, 1958.