

Christmas Issue 1962

WRIGHT AHEAD



THE HEAD WRIGHTSON HOUSE MAGAZINE



CHAIRMAN'S LETTER

As you know, we are coming to the end of a year of mixed fortunes, mainly due to circumstances outside our control.

I believe, however, that the trend is turning gradually upward and I am confident that Head Wrightson is fit and ready to play a major part in the expansion that should emerge.

With this thought, I wish each and every one of you and your families a Merry Christmas and a Happy 1963 — our Ninety-Ninth year as a company.

John Wrightson

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Minerals: Mr. J. J. Gibson.
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Mr. G. D. Youngson.
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Stockton: Mr. R. Mayhew, Mr. E.
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Teesdale: Mr. M. Wilson, Mr. C.
Banner, Mr. G. Burton, Mr. D.
Crisp, Mr. J. Hunter and Mr.
J. McRoyal.

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A SHIP OFF THE PEG — STILL GOING STRONG NEARLY 100 YEARS LATER

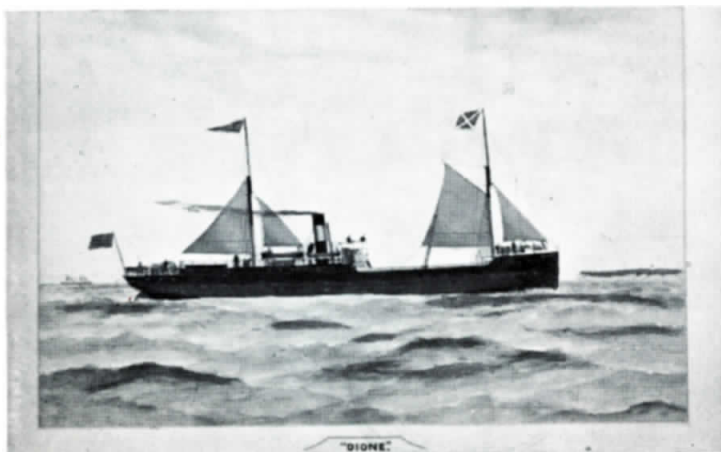
On the 10th March, 1868, a steam ship named "North Eastern" was launched by Richardson, Duck & Co. Ltd., the ceremony was performed by a Miss Dodds. Even in those days it was difficult to obtain orders, and this ship was built without a customer in mind. Shortly afterwards it was bought by Richardson & Co., and re-named "Dione". The tonnage was 772 tons. She was schooner rigged but carried engines of the inverted cylinder surface condensing type, built by the North Eastern Eng. Co. Cylinder dia. was 38" with a stroke of 33" giving a nominal 90 H.P. One cylindrical tubular boiler was used with a working pressure of 25 lbs. She carried 118 tons of coal but used 12 tons per day, which did not take her very far under power.

In 1874 J. Johnasson of London became her owner, but in 1879 she was sent back to Richardson, Duck for alteration. She was re-engined by Blairs and given two boilers to give 110 H.P. and 75 lbs. of steam. This



reduced fuel consumption to 10 tons per day and the engine revolutions from 80 to 65.

In 1880 the ship was bought by the Tees Union Shipping Co. Ltd., of Middlesbrough, but in 1884 she sank in the Thames after a collision. However, she was salvaged and returned into commission. In 1903 her owners became the Tyne Tees Shipping Co. Ltd. In 1908 her name was changed from "Dione" to "Parayas" following her sale to L. Liano of Monte Video, and in 1909 she again changed hands going to the Cia. Nav. Vapor "Aurora", Bilbao, and was renamed "Aurora". This vessel is still afloat to this very day, and is trading as a collier to North African ports from Spain. It is apparently one of the oldest merchant ships still in service. It is not known if this is the oldest merchant ship in the world but it is almost certain that it carries the prestige of fine craftsmanship of this district almost beyond belief. We can only hope that some of our present day work will still be giving useful service a 100 years from now, and carry on the honest traditions of craftsmanship and value.



A Day in the Norrongorra Crater

by ANDREW MAIR,

Proposals Dept., H.W. Iron & Steel Eng. Ltd.

Early in the morning, whilst the chill was still in the air and a grey mist shrouded the surrounding country, the party assembled at the entrance to our hotel, the famous Lake Kanyana Hotel. When the Land Rover arrived all the equipment was stowed inside, and during this operation one of the party noticed a curious tear in the near corner of the body. This was nonchalantly explained by the grinning driver as a near miss by an enraged Rhinoceros, which reassured no one.

After a two hour journey over rough mooram roads we arrived at the game warden's check post on the rim of the crater. This natural phenomenon is a volcanic crater approximately twenty miles in diameter and upwards of 1,000 feet deep, accessible by vehicle at only one point by a steeply graded single dirt track road. The crater has become the home for almost every type of game which share the excellent grazing with herds of thin cattle belonging to Kasai tribesmen who wander around on foot equipped with long spears.

In low gear we wound down to the floor of the crater which was below the mist and began to bump over the grassland in hopeful search of big game.

Our interest was maintained by a large variety of small game, bucks, jackals, hyenas, and numerous birds, but our first great thrill came when the driver turned the corner of a seemingly innocent thorn bush and parked

less than four feet from a sleeping lioness. The dangers of the country were made immediately apparent when the vehicle was driven round to the other side of the bush where we found no less than six large lions dozing in the shade. None of these had been seen by anyone except the driver so it was indeed fortunate that we had stayed inside.

During an alfresco lunch we were entertained by a troop of baboons who gave everyone, except the driver, a horrid shock. Before they actually appeared we heard animal noises coming from some trees and quicker than the eye could tell everyone was inside the Land Rover with palpitating hearts, feeling rather foolish at the same time.

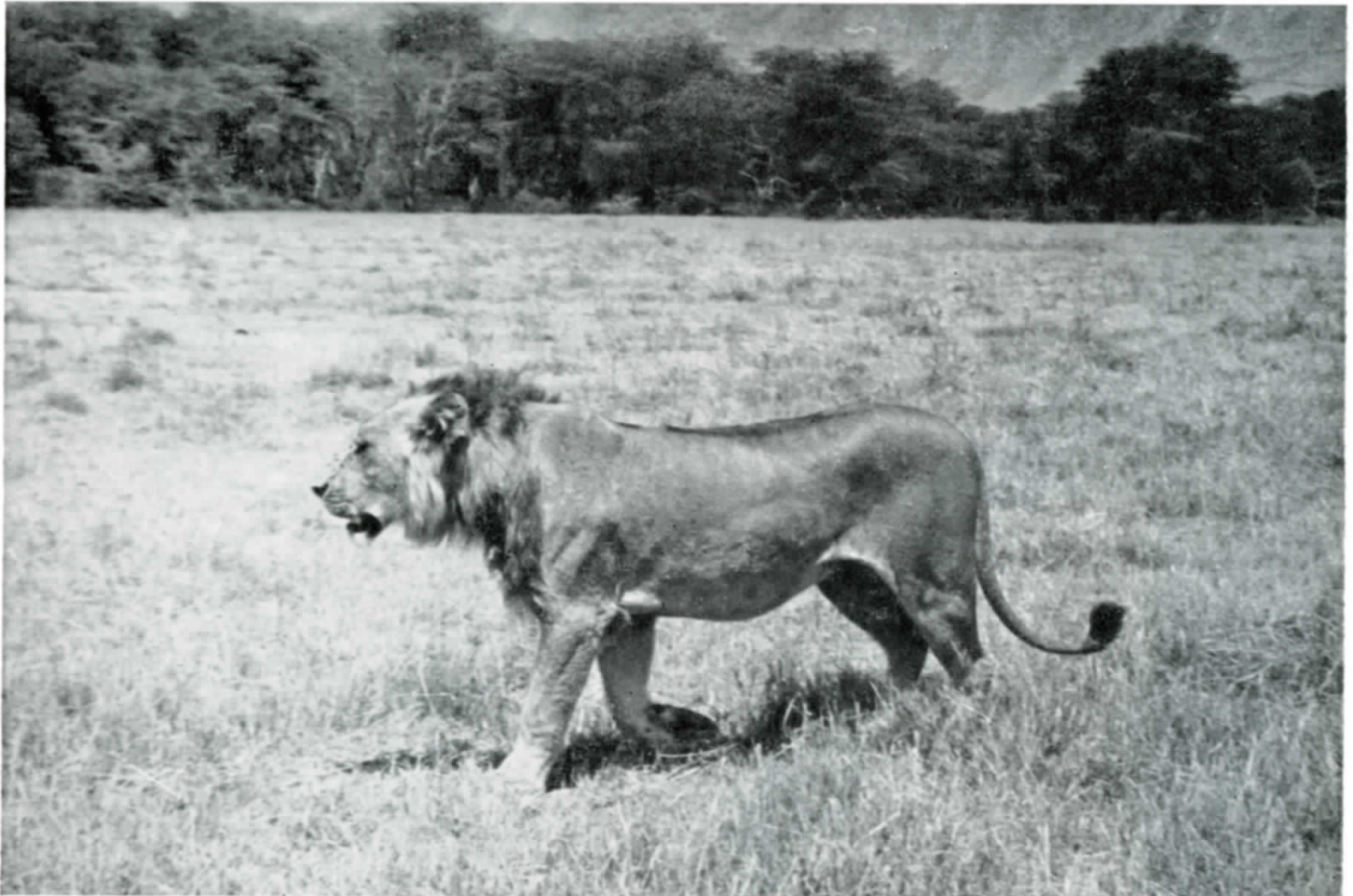
After lunch we found the lions on the move and a magnificent sight they made, moving gracefully across the country. They took absolutely no notice of the vehicle and one very large male walked past less than six feet away. This of course was the highlight of the day and everything else seemed an anticlimax.

Shortly afterwards we met another party who had been looking for rhinos without success, but our driver found two for us within ten minutes. One of these was accompanied by a baby and an awe inspiring sight it is to see these huge creatures rushing along with a most unlikely grace and agility for their size and build.

At the end of the day we made our way back across the crater to the track in order that we may catch the up going traffic since definite times are laid down for vehicles to ascend and descend the crater wall.

Here we were rewarded finally by seeing two large elephants browsing by the trees above the path.

On the whole we had a most rewarding day having seen more game in one day than most people see in a month. This was due, of course to our driver, who certainly earned the tips received.



Photographed only 6 feet away by Andrew Mair of H.W.I.S.E.L. in the Norrongorra Crater

Company Round-up

FROM LONDON

Publicity Department

Mr. Harry Still takes over the Publicity Department in London from Mr. W. C. Paterson and Mr. Sandy Catanach joined the Department at the beginning of the month.

Bill Paterson is taking up an appointment with the Tube Investment Group in London and would like to record here his thanks to the many people in the Group who have helped to make his ten years with H.W. a happy and memorable experience.

Export Company

We welcome the return of Mrs. Jean Powell after five years' absence, spent raising a family.

Another newcomer is Miss Paula Gray as trainee secretary.



FROM YARM

Staff Changes

Welcome to Mr. J. Hill who recently joined Cost Control — he was formerly employed at the Forge.

Canteen

We send our good wishes to Mrs. Hildon who recently left the canteen and welcome Mrs. Willis who has taken her place.

Sickness

Miss Valerie Eden (Purchase Typists) recently underwent an operation — we wish her a speedy recovery.

We are glad to welcome back Miss Barbara Markham after a prolonged absence.

Condolences

We would like to extend our deepest sympathy to Mr. D. Gamble (Drawing Office) on the death of his mother.

Social Committee Functions

Kirklevington Country Club Dance

On Friday, 12th October, an informal and most successful dance was held at Kirklevington Country Club. Our thanks to the Social Committee who organised this event, and also to Mr. Alec Danby (Purchase) who played the piano during the interval, and to Mr. Ben Cooper (Committee Chairman) who rivalled the band's vocalist to the delight of those who heard him.

Annual Dinner and Dance

This annual and popular event is scheduled to take place at The Ladle, Marton, on the 18th January, which, incidentally, is a Friday evening. Arrangements are well in hand and with tickets at only 17/6d per head we are sure that they will again be in great demand. We would therefore advise you to put your orders in early. This event is not exclusively for H.W.P. personnel and their partners — staff from other Companies would be most welcome.

Children's Xmas Party

Held on Saturday, 15th December, the Children's Xmas Party again proved very popular with the children of H.W.P. staff.

There was a slight change from routine this year and the H.W.P. canteen was used for the tea only, and the nearby Catholic Hall hired for games, etc. Such is the popularity of this party that we have found our own facilities to be inadequate for the increased number of children of staff attending.

Photographic Competition

In the last issue we announced the closing date for the Annual Photographic Competition as the end of October. Owing to various circumstances this had to be extended to the middle of November. The 250 entries have now been judged, and an evening showing of the slides and prints, was held on Wednesday, 28th November, in H.W.P. canteen. Mr. Austin kindly agreed to present the prizes to the lucky winners. Refreshments were served.

Although many competitors will undoubtedly be a little disappointed not to have been successful, the Committee would say that the standard of entries was surprisingly high, even compared with other years, and the judges had no light task in coming to their eventual decisions. We should like to thank both judges for their efforts in this connection, and also to thank H.W.P. London for giving us their support which in no small way ensured the success of this function. May we congratulate both London and Yarm winners.

International Exhibition

Our congratulations to Mr. John K. Taylor who had two acceptances in the Stockton Photo-Colour Society Annual International Exhibition, and also to Mr. Ron Hartley, who not only had two slides accepted for this same competition, but in addition won a Certificate of Merit.

Incidentally, the above two persons judged our H.W.P. Photographic Competition, and in view of their recent successes, are surely well qualified to do so.

Last year, Mr. Hartley very kindly projected the slide entries to taped music, and this time we must acknowledge our appreciation to Mr. Taylor for having undertaken this task for our express benefit. We also thank him for loaning us his projector and screen for this purpose.



FROM SEATON CAREW

We are pleased to report the return to work after his recent illness, of our Managing Director, Mr. George Jones. Also Mr. Douglas Addison — Erector and Mr. Frank Stafford — Sales Representative.

We wish a speedy recovery to Mr. Thomas Miller — Oilman and Mr. James Landruth — Despatch Charge-hand who is waiting to enter hospital for a second operation.

We understand Mr. L. J. Mogrige injured his shoulder during a recent visit to Sweden and hope it will not be long before he is able to resume his duties again.

Mr. A. Muir, Assistant General Manager, presented Mr. R. Bennison — Works Office, with a coffee-table, Norwegian silver dish and a set of table mats, on behalf of the Officials and Staff, to mark the occasion of his Silver Wedding. A letter of appreciation was received from Mrs. Bennison, thanking all for their good wishes.

A presentation was also made by Mr. Muir to Miss Jeanne Addison — Machine Operator, who left us on the 26th October to take up other employment. We wish her every success in her new post.

Our best wishes for a happy future go also to Mr. J. Mitchell — Inspection and Mr. D. Taylor — Die-shop, who have left the area.

Congratulations to

Mr. Thomas Allen — Stamper, who celebrates his Silver Wedding on the 24th December. May your "Silver" turn to "Gold", Tommy.

What is a Stamper?

A Stamper is a human being of the male species. There are two types — the 'Hammer-dropper' and the 'Billet-slinger'.

The former likes to make his presence known, can be docile but when aroused, gives vent to his feelings by giving four or more bashes to the billet in process. The night-shift species are the more deadly of the two. He can't sleep, so why should anyone else? In other words, he's the Big Noise of the Organisation.

The billet-slinger will usually face the fury of Dante's Inferno to achieve his rights. Is graceful in movement and always acts with great precision. His type is easily identified as he is fond of throwing his weight about. Most are fond of music and makes a good siffleur as passing females have discovered.

Both types assert authority in their own homes, but when difficulties arise, who then does the shouting?

**BUT WHERE WOULD WE BE WITHOUT THEM?
UP THE HAMMERS AND IN THE SLINGERS !**

We at "Stampings" wish to extend to all departments at home and overseas and to members in H.M. Forces, a very Happy Christmas and a Bright and Prosperous New Year. May I also take this opportunity to wish all connected with our News Letter, "Seasons Greetings" and especially to all Magazine Reporters — "Happy Writing" for 1963.



FROM INDIA

Mr. Adams and Mr. Wilson of the Iron and Steel Works Company recently spent a fortnight in our Calcutta Office discussing tenders for Hindustan Steel Limited's Durgapur Steelworks Extensions. Much mid-night oil was burnt during this expedition. Mr. Pendred followed up their visit, and himself spent a fortnight in India on the same work. At the time of writing, we are awaiting the results of earlier efforts in the same direction, and considerable confidence is felt that Head Wrightson India, as subcontractors to the Iron and Steel Works Company will receive their first really big order within the next week or so.

Mr. O'Connor, the General Manager, Messrs. Pulimood and Singhal, as well as Mr. M. M. Lall, our Accountant, together with all the staff in Calcutta office have made a tremendous effort in respect of these tenders.



FROM RESEARCH & DEVELOPMENT

All personnel of R. & D. offer their heartest congratulations to Dr. P. A. Young on his recent marriage to Miss Margaret Gallashan. May we take this opportunity to wish them every happiness in the future.

We also take this opportunity of saying farewell to Mr. K. H. Pearson, Section Leader of the Gas Cleaning Section, who is leaving us to take up the position of Project Engineer with Sturtevant Engineering.

All at R. & D. wish him every success in his new employment and we know that many people will miss his willingness to give them a lift down that long dreary road, especially in bad weather, to R. & D. Offices. Good luck Ken from us all.



FROM STEEL FOUNDRY

On November 9th we had the annual Institute of British Foundrymen's dinner and dance, in Teesdale Hall. Guest of honour was the National President and our own Mr. G. Taylor took the chair as Tees-side President.

Recently Mr. Shepherd and Mr. Taylor visited Scandinavia, to assess the market conditions for Steel Castings. They were successful in obtaining many enquiries and it is hoped to build up a reasonable export market to this area. We do already have several customers in Sweden.

Our new Maintenance shop has now been completed and the machines from the old shop have been moved in and are now working. This new building gives far better working conditions for our heavy maintenance crew who are now under the charge of Mr. Stan Lindsay.

We shall be saying good-bye to our junior, Arthur Blackwell, who has signed on for many years with the army. He has been replaced by Peter Vickers. Another of our young ladies, Maureen Fiddler, who is usually very quiet and unconcerned about the male species walked in the other day proudly wearing an engagement ring. He must be very special to have made her change her mind, and we wish them well.

It takes a lot to get a good man down, especially an Irish man; finally, and very quietly, our Michael got himself wed. We wish him many married years of bliss.

Another man to congratulate is Mike Parrish, who has just got himself engaged to a young lady, who is a nurse. We wonder at her reactions when she holds his hand and finds his pulse doing double time.

Our sympathies are extended to Frankie Ross on the death of his Mother.

Best wishes to two of our Old Pals. Old Bram and Ted Lay on their recent retirements.

We welcome back after illness our old friend Harry Flewker (Foundry).

Have you heard?

Who was it who said "If things don't improve we'll be lucky to get into Stockton Market, never mind the Common Market?"

Look before you leap

There is nothing like shutting ones eyes and jumping right in and taking a chance. One of our young ladies, Linda Berry, decided to buy herself a new winter outfit knowing that she could not afford it. Two days later she won the football tickets and recouped more than the cost of the outfit. Some people have all the luck.





FROM MIDDLESBROUGH

Our Ambassadors of Song, Emlyn Lewis, Bob Sowerby and Ernie Horton, members of the Apollo Male Voice Choir, returned home from their tour of Southern Norway, full of praise for the country and its people. They had been given a wonderful reception by the Norwegian people, especially at Mandal, where they were given an escort of Boy Scouts carrying torch-lights and headed by a magnificent town band in a march through the town. The choir was based in Kristiansand where many of the shops were displaying British goods in connection with the "Gateway to Britain" week. One shop had several photographs of Tees-side, showing the parks, main streets, council estates and the industrial skyline. Not the least important was a large photograph of a H.W. Roller Leveller, assembled complete in the Machine Co's. fitting shop!

When asked how the Choir's singing had been received, all three seemed too modest to comment. Still, they've been invited to another tour next year.

A film show was held on the evening of the 21st November in the Staff Canteen and included the following:—

- (1) Enterprise in Nigeria.
- (2) A Flourish of Tubes.
- (3) Grease.
- (4) The Wheelwright.
- (5) Electrolytic Tinning Line.
- (6) Coupe Des Alpes.

It was a most enjoyable evening and after seeing this last film, all car drivers present decided to walk home.

Next show:— January 9th, 1963.

Denis Rispin (Fitting shop) and Philip Veitch (App. Fitter) are both members of Billingham Synthonia A.C. (Both 20 years old). In the last two seasons Denis has been second in the 220 yards Northumberland and Durham Championships. He has also completed the double of winning the Richmond Open Handicap the last two years and ran for the County in two Triangular Matches, winning all three races. One against Lancashire and Yorkshire and the other against Cumberland and Westmorland. In one of these matches, he recorded 21.7 seconds for 220 yards which put him in the top ten British ranking. In 1962 he ran in his first Northern Counties Championship in which he was third. This brought him his greatest honour to date when he was selected to represent the Northern Counties in a Triangular Match against the South and Midland Counties, running against some of the country's leading 440 yard runners.

Phil won the Northumberland and Durham 440 & 880 yard Junior Championships in 1961. Represented Northumberland and Durham in Triangular Match at Carlisle and won the 880 yards. He was 3rd in the 880 yards in a Triangular Match at Newcastle against an American University and Tyne-side team. He was also 2nd in an 880 yards at the Blydon Centenary Meeting.

Both lads were in the Billingham Synthonia team which was 2nd in both the Northern Counties 4 x 110 yards relay at Blackburn and the Northumberland and Durham Medlay Relay Championships.

They have both also run for Head Wrightson in the Apprentice Relay Championships at Newcastle in which Head's have had great success over the past three years, winning two and coming second in the other.

We wish a speedy recovery to Mr. W. R. Gartry.

"THAT CHALLENGE"

WHO WILL PICK UP THE GAUNTLET ?

Congratulations to all members of the Teesdale Drawing Office team for completing the Lyke Wake Walk.

Dirger Rex Harrison mentioned in his report that part of the Lyke Wake Walk route is being restored by volunteer working parties and I feel that they are not doing this labourious work so that people can set up records over the Lyke Wake Walk.

The chief Dirger — Mr. W. Cowley (no relation to me), who started the walk in 1955, did not intend it to be a race track as Teesdale Drawing Office, by issuing the challenge, are trying to do.

If it is competition that Teesdale D.O. want, might I suggest a route in the Lake District, taking in the five highest peaks, or a route in Teesdale, taking in Middleton in Teesdale, Cauldron Snout, High Cup Nick, Tees-head, etc., as being suitable venues in preference to the Lyke Wake Walk.

(Signed) Dirger W. Cowley.



FROM IRON AND STEEL WORKS

More about that Walk !

We read with great interest the article on the Lyke Wake Walk by the party from H.W. Teesdale and noted in particular the challenge to beat their time of 18 hours.

The interest shown in this item was the greater since three parties from this division had travelled over the route in October and one party had in fact reached Ravenscar in 16½ hours, a most worthwhile effort.

At this time of the year there was a much longer period when the route was obscured by darkness with all the problems this entails in navigation and walking over the moors.

We extend a warm welcome to :

Mr. P. Norrish, Asst. Sales Manager and Mr. J. Rowlands, from H.W. Minerals Engineering Ltd.

Mr. J. Williams and Mr. J. C. B. Chambers from H.W. Stockton Ltd.

Mr. C. K. Stirland.

Mr. G. Nicholson — Apprentice.

We wish a speedy recovery to Mr. P. J. Randall and welcome back Mr. D. Carter who has now recovered from his illness.

We bid farewell and good luck to :

Mr. C. R. Oliver.

Mr. D. J. Powell.

Mr. K. Watts, who has left us to join the Merchant Navy.

Montecatini — Italy

We have bade farewell to Mr. G. Newell and Mr. N. Patterson, who have gone to Italy on this contract. Mr. Newell being the Project Manager. We wish them every success in their work.

A very successful dinner dance was held at the Billingham Arms on the 20th November, attended by nearly 200 people. The dance committee, Max Clarke, Bob Gowing and John Bradfield, are to be congratulated on their arrangements.

FROM NORTON ROAD

We at Stockton send heartiest seasonal greetings to every branch of the Head Wrightson Organisation.

We regret that there has been no significant contribution to this issue either from our Drawing Office or General Office and we would remind all concerned that in spite of the efforts of Mr. E. Atkinson a future lack of response could lead to these two Departments being ignored.

We would like to conclude on a note of seriousness by asking all who attend Office Parties, Work Socials and the like, to take extra care this Christmas when behind the wheel and please remember, 'If You Drive Do Not Drink' and 'If You Drink Do Not Drive'.

Our Book of the Month — A to Z

"Aneuren Bevan", by Michael Foot

A book worth reading no matter what your politics. The story of Bevan's life carries through its fabric a thread of warm compassion, and love of humanity, which is rarely captured in the usual prosaic prose of the biographer.

This book is worth missing Z-Cars for, and certainly carries as much human interest as any hundred Coronation Streets.

Mad Dogs

Foreman to Erector who is noted for having days off :
Well, what was the matter yesterday?

Erector :
I had to take the dog to be destroyed.

Foreman :
Why, was he mad?

Erector :
He certainly wasn't pleased.

In blinding snow and sub-zero temperatures our two intrepid Ambassadors to Italy arrived back from the sub-tropical warmth of the Gulf of Genoa. It was certainly unfortunate that Mr. D. Shinner and Mr. H. Pickering should choose the worst night of the year to return to England. Following a very successful four months at Carasco in Italy, they certainly thought the North East Coast did not provide a very pleasant welcome for them at 1-30 a.m. on Sunday morning, 18th November, 1962.

Here and There

One of the most alarming experiences that could befall anyone happened to Mr. D. Williams, Erection Superintendent during a recent trip, when he encountered a 13 stone "Great Dane".



Mr. W. Sowerby presenting gifts to retired members at Norton Road

We are told on good authority that it was only a timely intervention by Mr. G. B. Edwards that prevented our Don from being dragged out onto the landing. Whoof! Whoof!

Commiserations to Mr. K. S. Hudson whose one day trip turned out to be a "lost weekend".



The ball mill at Carasco under construction

Retirement Social Evening

It was indeed an encouraging illustration of the good Management — Men relations when both responded generously to a presentation appeal for eight of our retired members at Norton Road.

The retired employees, with a total service of 231 years, were Messrs. Jim McDonough (43 years), Jacky Luke (38 years), Harry Todd (35 years), Tommy Bainton (33 years), Bob Harbron (27 years), 'Tank' Richardson (26 years), Bill Webster (17 years), and Eddie Rollinson (12 years).

Each received a gift of £5 presented by Mr. W. Sowerby, Bridge Yard Manager.

A generous gift of a bottle of Port and a bottle of Sherry from Mr. Cliff Jarrett, was the subject of a free draw in which we also included the name of a chronically sick employee, Albert West. Mr. A. Snaith, Works Manager, made the draw, and providence here took a hand by awarding the bottle of Port to our sick member, Albert West. The Sherry went to Matty Pinder, who unfortunately could not attend, but will still receive his £5.

Ample refreshment was provided and enjoyed by the 150 people present along with some excellent vocal and musical entertainment which made it an evening to be remembered by all. Proof of this was, we understand, the fact that some guests, including Mr. Snaith and Mr. Sowerby were reluctant to leave at 11 p.m. (Was the beer too good to leave? or the company? or both?)

Many thanks to the Committee of the 'Buffs' Club for the use of their well equipped premises.

One of our confirmed bachelors is praying that Dr. Beeching doesn't close the Thornaby — Saltburn line until the same Alan Stainthorpe finishes his courtship. Admit they are the stronger sex Alan! when she drags you to Saltburn every night.

"Stand by for a Fall of Soot"

We understand our local Clean Air Committee is considering curtailing the number of 'Smokers' organised by our Social Section.

At the latest 'Smoker' even a 10/- note went up in smoke in the nimble fingers of magician, Joss Brown. Was Jimmy Parkin really serious when he grovelled among the ashes?

Fitting Shop Personnel gave generously to a presentation to Driller Billy Cook and Storekeeper Bob Harbron. Each received a wallet of notes presented by one of the remaining long service employees, Mr. Herbert Ayre.

After refereeing the Sheffield Wednesday versus Aston Villa match Harry Wilson states that cushions are preferable to bottles and he has **no** cushions for sale. He has decided to retire if he is ever offered the Celtic - Rangers match.

We have some hot stuff on our plate rolls in the shape of Bill Mustard who is now going for his 46th blood donation, at the age of 64. Well done Bill.

Our Bridge Yard Darts Team in the Spastics Knock-out Competition reached the semi-final by beating teams from Green Tree Hotel, Jack and Jill, and Rimswell Hotel, and are now eagerly awaiting the draw for their semi-final opponents.

Congratulations to Mr. and Mrs. S. Nugent on their Silver Wedding Anniversary, 18th December, 1962.

We wish them a happy and prosperous future.

Welcome to :

Mrs. D. Ferguson — Telephonist Receptionist.

Mrs. S. Fryer — Comptometer Operator.

We wish a speedy recovery to :—

Jock Docherty, Fitting Shop.

Fred McLaughlin, Bridge Yard.

Danny O'Keefe, Maintenance Dept.

Colin Finn, Bridge Yard.

Bill Hardy, Bridge Yard.

John Lawler, Bridge Yard.

Albert West, Bridge Yard.

Jimmy Jones, Bridge Yard.

J. Laing, Bridge Yard.

G. Lowe, Bridge Yard.

Sid Wilberforce, Bridge Yard.

Billy French, Bridge Yard.

Jack Suttill, Planning Dept.

Welcome back after serious illness :

C. Sharpe, Fitting Shop.

Dave Head, Bridge Yard.

Johnny Bartley, Bridge Yard.

Joe Shaw, Bridge Yard.

Ernie Norton, Bridge Yard.

Welcome back to Mel Richardson, Drawing Office after his midnight excursion into hospital. The "rush job" was on him for a change.

FROM HEADQUARTERS

We offer our congratulations to Robert Alexander and Ian Wigmore on being awarded the Diploma in Technology in Mechanical Engineering. These students are the first in the Company to obtain this qualification.

They commenced in the Apprentice School in 1955 and 1956, respectively, and after completing four years study at Constantine College of Technology they have been awarded this qualification.

We wish them every success in their new appointments in Head Wrightson Steel Foundries Ltd., and Head Wrightson Iron and Steel Works Engineering Ltd.

Since the last issue of "Wright Ahead" the Accounts Department has seen many changes, Mr. Douglas and Mr. J. Sharp have left the company, their places being taken by Mr. P. Spencer and Mr. B. Smith. We also welcome Mr. R. Tyreman and the return of Mr. H. R. Everett from London.

Mr. J. Salmon has been absent from his desk and we wish him a very speedy recovery. We are very sorry to hear that Mr. S. Walker is leaving the company, everyone will miss him and we hope he will be happy in his new position.



I. Wigmore



R. Alexander

NORTH EAST KNOW ALL

Don't forget folks it is time to start preparing for New Year, with all these beards and Christmas Cards it is very easy! Before you can be popular at this time of the year in this part of the country you have to fill several important requirements :

Firstly you must be tall, so all shrimps start stretching.

Secondly you must be dark, even you blond giants are cut out for once.

Thirdly, and very important, you must be a stranger, so it is necessary to take precautions against being recognised.

Once you can fulfill all these conditions you are now ready to go 'first footing'. This means calling, after midnight, on all friends, near-friends and ex-friends to wish them "Happy New Year".

For luck you take a lump of coal and receive in return a drink and a silver coin.

So remember all you Londoners, it is not necessary to go to Scotland to celebrate New Year, you will find our New Year Cake just as palatable as any short-bread, and our parties just as gay.



FROM IRON FOUNDRY

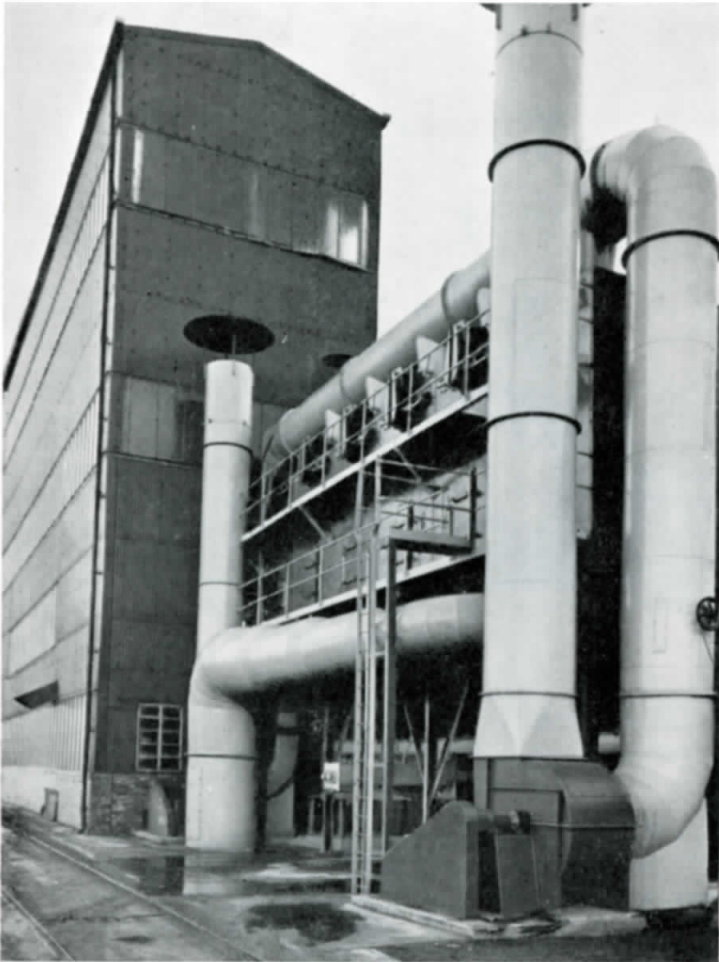
Retirement of Mr. G. E. Catchpole

The retirement of Mr. G. E. Catchpole was marked by the presentation, on September 28th, 1962, of a 400 day Clock from his colleagues.

The presentation was made by Sir John Wrightson, Bt., Chairman, who thanked Mr. Catchpole for his past services and commended him for the public spirit shown in his off duty hours.

Mr. Catchpole, in accepting the clock and a Bouquet for Mrs. Catchpole, replied suitably to bring a very pleasing ceremony to a close.

We hope that Mr. and Mrs. Catchpole will enjoy many happy years of retirement.



View from West side of the new sand plant showing the dust extraction unit

This team put up a really spirited display and were only beaten by one second for the premier position in the fire fighting section.

The exhibition of safety equipment which was held in the Canteen, attracted a good attendance and a great deal of interest in the articles displayed.

Coremakers in Holland

Whilst we are now in the grip of a very cold spell our thoughts are turned to the Summer vacation by the photograph of Mrs. E. Highfields and Mrs. W. Earp (who work on the Corefloor) taken in authentic national costume whilst on Summer holiday in Amsterdam this year.



Welcome back after long illness

Mr. J. Gillings (Ingot Dresser).

Best Wishes for a speedy return to Work

Mr. A. Richardson (Office Staff).
 Mr. J. T. Binks (App. Electrician).
 Mr. J. J. Swainson (Box Fitter).
 Mr. J. E. Brown (Machine Shop).
 Mr. H. Fennelow (Cupolas).
 Mr. A. York (Crane Driver).
 Mrs. W. Earp (Core Floor).
 Mrs. A. Head (Office Cleaner).

Congratulations to

Mr. D. Ingram on being appointed Chief Wages Clerk.

Second Annual Safety and Fire Prevention Week — 1962

The Foundry team were represented in the competition finals at Thornaby by:

P. Barnes (Mobile Crane).
 J. Notman (Apprentice Pattern Maker).
 K. Head (Machine Shop).



FROM SHEFFIELD

Motor Club

Lyndhurst Sports Club, a joint venture of H.W.M.E.L. and Aerex Ltd., was wound up earlier this year and H.W.M.E.L. staff reformed the Motor Section as "M.E.L. Motor Club". Five events have been organised and well attended by families—(Treasure Hunts and Tulip Rallies). The Club is affiliated to the Sheffield Works Motor Club and took part in several events inside this organisation. Gerald Gibson won one event and George Pickin was second in another — all against top class competition. It has been suggested (unkindly) that one or two members form a splinter group — "Vintage Car Owners". This, of course, emanates from the spit and polish brigade. Welcome to winter and a drop of real motoring.

Staff

Messrs. P. F. Norrish and T. Rowlands have been transferred to H.W.I.S.E.L. and have our good wishes as they settle down at Thornaby.

Welcome to Mr. R. Clews who has transferred from Newcastle Office to Sheffield.

Christmas Wishes

The Directors and Staff offer warmest wishes to all friends throughout the Group for a very Happy Christmas and a Very Prosperous New Year.

A SHEFFIELD CHRISTMAS

by the "Sympathetic Colleague", i.e., Dave Osborne

1. Another Christmas nearly here
A time for fun and games, and beer!
A time for Santas portrayed by the lads
Who've the doubtful honour of being dads,
To spend their cash on toys and games
Instead of on expensive dames
Like a lot of us and how!!
2. The time of year our cares are most
For supping ale to many a toast,
And even when no toasts remain
The pints still go down all the same
Until the point when illness nears
When all the fun goes from the "cheers"
But we are carefree now!!
3. Tracers, draughtsmen all alike
Help themselves to what they like
Hard saved cash can't last much time
For beer, or whisky or gin and lime
Soon soak it up and leave us broke
But to this we are accustomed folk
So let's enjoy it now.
4. And inevitably the time must come
For you and I and everyone
When fun and games are once more passed
And work looms upon us all too fast
Another year's festival has ended
And we wish our stomachs were quickly mended
Was it all worth it though??
5. We wander into work quite ill
Pockets crammed with Asprin pill
Our faces built around closed eyes
A mass of crumpled untied ties
We force a grin when asked to tell
The eager workmate of the Hell!!
We've had to suffer, And how!!

FROM TEESDALE

We regret to record the death of Mr. W. Kemp, Assistant Planning Manager, who will be sadly missed in the Planning Department for his ability and personality. During his long service with Head Wrightson, he has been held in very high esteem by all his colleagues.

Congratulations to Mr. and Mrs. H. Walker (Production Control Section) who will be celebrating their Silver Wedding on the 8th January, 1963.

Bridge Yard

The department at present is going through a lean spell, but let's hope that the New Year will bring us plenty of orders and work and all the old faces return to the yard.

We are sorry to see Kit Gray leave the yard to finish his working days with the machine shop. We believe the Gray family hold a record in the firm. Kit with 59 years service, Eddie 43, Fred 41, George 5 years, making a grand total of 148 years service and all are still in the best of health.

Our best wishes go to all the people who are on the sick list of the department.

Machine Shop

It had to happen, no sooner had the Machine Shop apprentices read about the Drawing Office taking eighteen hours to do the Lyke Wake Walk they accepted their challenge. Led by Dirger Tom Banks they intend, weather permitting, to make the attempt late in December. While admiring the spirit of the lads I just wonder if the time is the best for a record.

No doubt one member of the Machine Shop is entitled to think this "kid's stuff". We share the view that his attempt, with about three bob in his pocket, on the Shrewsbury to Thornaby walk puts the other in the shade. That'll teach him to miss the Football Bus.

All the best for a long and happy retirement to Tommy Collins. Tommy worked in the Blacksmith Shops before coming into the Machine Shops. Good health and a happy time is our wish.



FROM BALTIC STREET

Social Activities

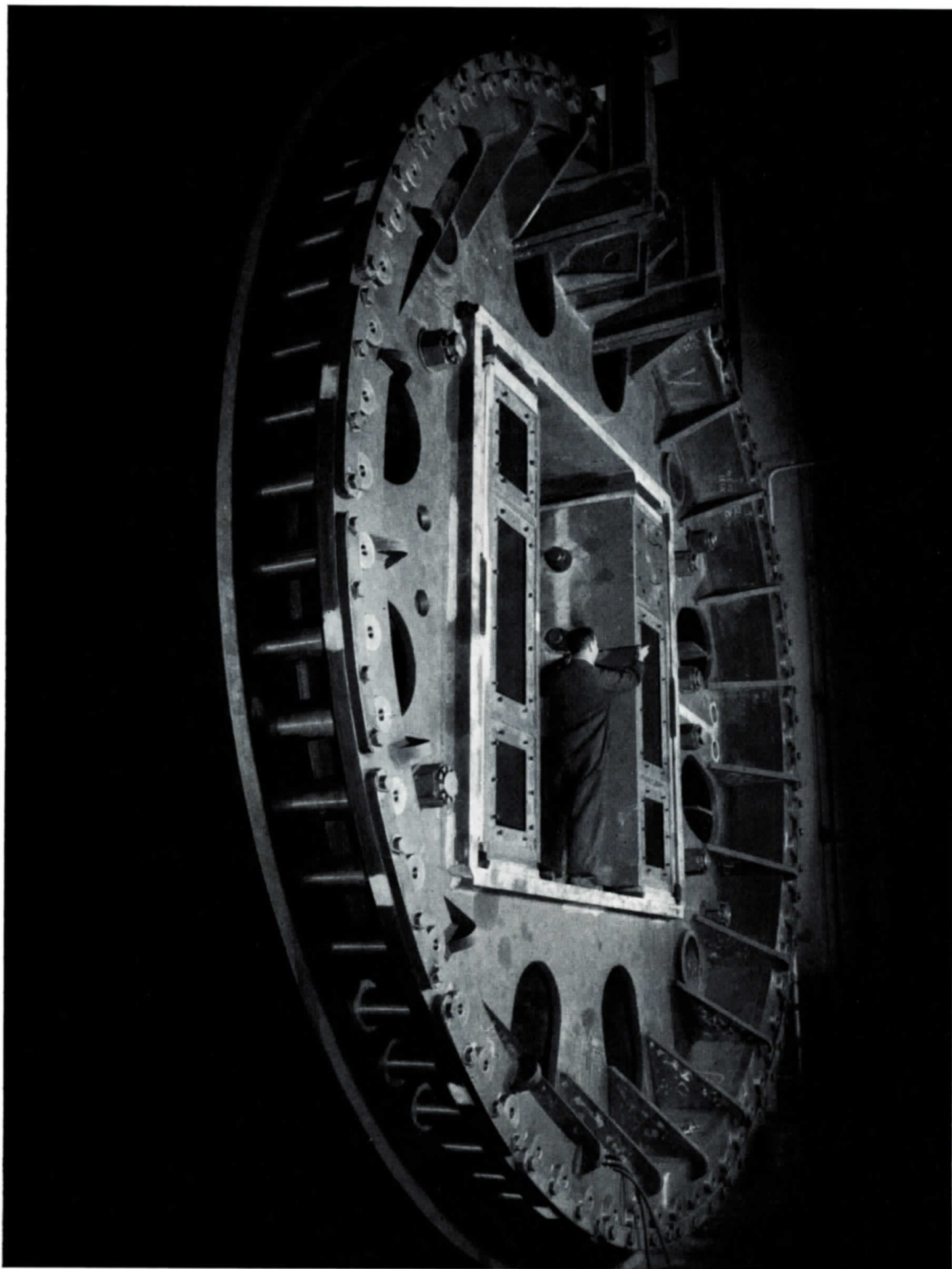
Thirty four members enjoyed a visit to Cinerama "How the West was Won" on the 15th November, and a further visit is anticipated in the near future.

Definite arrangements have now been made for the Annual Buffet Dance to be held at The Royal Overseas League on Friday, 21st December, 1962, and it is hoped that this function will be a good send off to the Christmas holiday.

The results of the Yarm/London Photographic Competition have arrived, and we are pleased to announce that London has done very well: one of the Water Treatment Department members netted eleven mentions.

Future activities: theatre visits and a childrens' party in the New Year.





A wonderful example of the massive structures made in the Teesdale Shops. This Kaldo converter ring is bound for the Oxygen Steelmaking Plant at The Consett Ironworks



Holiday in the Clouds

by JEAN NESS (Ship House)

We had been wondering what to do with our holidays, wanting to try something out of the normal run which, after all, is what a holiday is for; then we saw an advertisement for Gliding Courses and decided this was for us. So there we were, on a high ridge of the Cotswold Hills, the snaking loop of the Bristol Channel shining in the distance, and all ready for take-off. I was glad I had, during the past weeks, avidly read any books on the subject that I could lay my hands on. The tales of the pilots in their engineless machines battling with the elements had certainly whetted my enthusiasm and fortunately given me some idea of gliders as, until this moment, I had never even seen one before. The twin-seater training model weighs 400 lbs. and has a wing-span of about fifty feet. It is constructed of a wooden framework with nylon fabric stretched over and repeatedly painted with shrinking and colour dope until it is drum tight. There are metal struts supporting the wings and metal controls. The whole thing looked remarkably fragile to me, just like a gigantic balsa-and-tissue model. As I stepped into the low cockpit for the first time I was glad of the reassuring voice of the Instructor informing me that he would handle all controls for now, until I got the feel of things.

Due to strict safety discipline, a cockpit check is carried out before every take-off, regardless of how often the glider is used during the day. Stick and rudder controls, instruments, harness tightly fastened, tow hook attached, the field and sky clear and we were all ready to go. The V.8. engine of the winch at the other end of the long field leaped into life with a distant roar. Gradually the tow line tightened, then with a gentle surge we began to roll forward and, as we balanced on the single wheel, the speed rapidly increased. Suddenly the bumping ceased as we became airborne and the ground began to drop away as we were steadily pulled to 600 ft. A pull of the cable-release and we were free and floating in space, the only noise, the rush of wind, marking our progress. I took a deep breath from sheer exhilaration and looked about me as we gently turned to the right and floated out over the valley. Never having been off the ground before, I was most interested to see the patchwork map below me, the bright threads of water, the Cotswold stone manor house by the winding road, the many greens of the fields and the thousands of trees in the countryside. All too soon we were turning nose into wind and down, down to the landing; a short bumpy run along the turf and a gentle stop as the now almost lifeless glider lost its balance at last and slumped onto one wingtip.

Thereafter on my flights I found I didn't have much time to enjoy the scenery! It is necessary to make continual adjustments to the controls and to keep an eye on the instruments to check height, speed and rate of lift, also to note the level of the horizon ahead; the latter is most important as if the nose of the glider lifts too much at low speed there is danger of falling into a stall, which is uncomfortable and needs correcting by an expert, very dangerous too near the ground. At the top of the winch-tow and directly after the cable-release it is necessary to dip the nose slightly to gain speed and then to go in search of a thermal before losing too much height, at the same time making tracks for the end of the landing strip to save becoming highly unpopular

with the other seven Course members by landing halfway down the hill or high up in a tree — there are innumerable possibilities!

Thermals are columns of rising air, usually to be found coming off a sun-heated slate roof, ploughed field, copse, pond, anything which causes a change in the air temperature; or a factory chimney or side of a hill against which the wind buffets and is forced to rise. Fortunate to find a thermal and judging it strong enough you twist in steep spirals, up and up, until you find it has spent itself or you do not wish to rise any higher. To a novice the bank on turning seems so steep that I felt I must slip out of the cockpit were it not for the comforting feel of the restraining harness, but I soon learnt to "go with it" and enjoyed the sensation of freedom of movement as I became unaware of the body of the glider and began to feel the wings were indeed my own, surely the nearest man can come to the birds then about us. A parachute is not normally used in training as we kept to under 4,000 feet in a clear sky. Solo pilots on cross-country flights, fully-equipped, go many thousands of feet up and make journeys of many miles, although it is a doubtful way of reaching a pre-determined destination.

During the Course we must have tried the Instructor's patience. It must seem so simple to an expert and in time, I understand, reactions become almost automatic. But slowly we began to learn from his suggested corrections and to get the feel of the glider, to know when the wings were level and on a turn how much bank was required. By the end of the week we were able to make simple, short trips unaided, but of course with the ever-reassuring help of the Instructor available should an emergency suddenly occur. To find thermals, judge cloud formations and other weather signs takes many hours of practice, but simple solo flights on good days may be within one's reach, depending on aptitude, by the end of a full two-week Course.

We each made about four short trips up during a day on the field, but it was well worth the wait and there is plenty of groundwork to be done. Manually hauling the glider back to the start after each landing (at the end of a hot day those making short landings were highly popular); retrieving the cable from the winch and running it up the field by jeep for the next take-off; arranging signals to the winch operator; being on hand to help each pilot into the harness, ready to hook on the tow-line, holding the wings level for cockpit drill and take-off. But there were eight pairs of willing hands and a strong feeling of teamwork and enthusiasm. Sometimes there is a delay for cable repairs when the wire rope reaches its 1,000 lb. breaking strain and snaps, causing the pilot to make an unpremeditated return to earth. This can happen at any point during the tow, even before leaving the ground, caused by a sudden gust of wind, uneven turf or a jerk on the controls of the winch. One has always to be ready for it. The most dangerous point is at about 200 feet, when the glider is not high enough to make a turn for landing but has little field ahead to come down in — then the Instructor quickly takes over!

I am very glad I tried this sport of gliding. The week's Course was an excellent introduction and I will certainly try it again whenever the opportunity occurs.

Happy Motoring

From B. Mankin and K. Spence

Club News

With the weather as it is at the time of writing, snow, ice and fog, the happy side comes out of motoring and it's a case of necessity only, we look forward to the summer when we only have rain and fog to contend with.

Events in the club are running "Foot Hard Down" and it is hoped a varied enough programme to suit all tastes. There is the Midnight 100 car rally, a visit to Bakelite Limited, Aycliffe Works, for those lucky 20 names which were drawn out of the hat, by its organiser John Jeffles. A Film Show, in which we see some four films, including a "European Holiday" and a safety film which at this festive time may be especially useful; at the projector, Norman Harrison. Then we have a Dance and Social in Teesdale Hall, Master of Ceremonies Barry Curson, also in attendance are Stockton and Hartlepool Motor Club members in a one big get together night, when with discreet enquiries we may find the man with the "Funny Hat" is from Stockton Club.

A date to remember is January 31st, the Annual General Meeting, a time when every member (and there are some 400) should make an effort to attend. It is the time when the Officers of the Club, together with the Committee are elected and if things in the Club are not as you like them, then is the time to put them right.

Now just a reminder, subscriptions are due and please help out by giving your subscriptions to the treasurer, Stewart Waites without his having to run around after you. His job is hard enough without having to continually ask people for the odd 5/-. To those lucky members who may have bought a set of plugs, tyres, anti-freeze or "you name it someone has had it", 5/- is not a lot to ask.

Finally a word of thanks to all the marshals and friends who have stood out in the rain and cold for the good of the Club and the enjoyment of their fellow members.
B. Mankin.

Rally News (Autumn Rally)

This year's Autumn Rally again attracted a large entry from the Club, together with members from Stockton

and West Hartlepool Motor Club on this, the first co-promoted event. The start was from the lay-by near Kirklevington and the first 15 miles through Appleton Wiske, Deighton and Brompton proved to be quite easy. Many competitors lost their first points in missing the gated road leading to Scruton, and approaching the control at this point from the wrong direction. The rally continued through Bedale, Masham and eventually reached a rather nasty piece of white road through Barden where at least one car holed its sump. After leaving the moors competitors had an easy run back to Yarm although the navigators had some intricate bearings to plot to determine the correct route.

The Results

1st: R. Boardman, Driver; M. Isley, Navigator; Stockton Motor Club. Awarded the H.W. Motor Club Trophy.

2nd: G. Richardson, Driver; J. Barnes, Navigator; Stockton Motor Club. Engraved awards to Driver and Navigator.

3rd: P. Mallon, Driver; W. Kendrick, Navigator; H.W. Motor Club. Awarded F. Shepherd Trophy and engraved Tankards to Driver and Navigator.

4th: R. Gray, Driver; G. Brown, Navigator; H.W. Motor Club. Engraved Tankards to Driver and Navigator.

5th: K. Spence, Driver; J. Strong, Navigator; H.W. Motor Club. Engraved award to Driver and Navigator.

Story of the Month (VW Owners Note)

This year's R.A.C. Rally was very rough, but this did not stop Bill Feildhouse, the driver of car No. 74 (a VW) from Newcastle, in reaching the finish. After breaking a throttle cable over a special stage in Scotland, they travelled for 7 miles to complete the stage with the boot lid propped open, and the navigator standing on the rear bumper working the throttle. This car also travelled at least 1,000 miles with a couple of burnt-out valves after the carburettor had iced up on the first night.

The Motto of the story? — To my mind it would be: 'How Keen can you Get?'

K. Spence, Secretary.

"Is your car due for testing?"

The purpose of this series of articles, to be published, is to explain to the vehicle owner the statutory provisions and regulations dealing with the Government Vehicle Testing Scheme and also a guide to his obligations and rights under the scheme.

Note: These articles are issued by way of explanation only, they have no legal or binding effect.

1. General Scope of Test:

The purpose of the Test provided for by the Regulations is to find out whether the requirements relating to the Braking Systems, Steering Gear and Lighting equipment are complied with. The exact requirements will be shown in a later issue.

2. Classes of Vehicles which may be Tested by Examiners:

(i) **Light Motor Bicycles**, i.e., not exceeding 200 c.c. cylinder capacity, with or without sidecars.

(ii) **All Motor Bicycles**, including Class (i) with or without sidecars.

(iii) **Light Motor Vehicles**, i.e. vehicles with three or more wheels (excluding classes (i) and (ii) not exceeding 8 cwts. unladen weight.

(iv) **Heavy Motor Cars and Motor Cars**, (excluding class (iii), i.e., any vehicle of more than 8 cwts. unladen weight which is:

(a) a passenger vehicle (private car, bus or coach licensed as private, taxi or small public service vehicle with less than eight passenger seats);

(b) a dual purpose vehicle not exceeding 2 tons unladen weight, i.e., a vehicle constructed or adapted for the carriage of passengers and of goods;

(c) a goods vehicle not exceeding 30 cwts. unladen weight.

3. Application for Test, times during which they must be carried out :

Anyone who wishes to have his vehicle tested may apply to an authorised examiner or designated local authority for an appointment, or he may take the vehicle for test to a testing station during the normal working week of the examiner or authority. When an appointment is asked for, the appointment must be offered for the earliest practicable time.

When a vehicle is presented for test without prior appointment, the applicant for the test should either be told that the examination can be carried out at once, or if this is not practicable, be told the earliest possible time at which it can reasonably be carried out.

When an appointment for test is made and the vehicle is presented at the appointed time, the test must be carried out then, unless it is prevented by circumstances beyond the control of the examiner.

4. Documents Needed in certain cases when vehicles are submitted for test :

Generally speaking, it will not be necessary for an applicant for a test to submit documents when presenting his vehicle for test.

Certain requirements however, relative to braking systems, differ for veteran cars, i.e., motor cars first registered before 1st January, 1915 and motor cycles first registered before 1st January, 1927; from those applicable to vehicles first registered after those dates

and there are differences in requirements affecting the number of rear lamps and the positioning of rear lamps and reflectors on certain vehicles depending on whether they were registered before, on, or after the 1st October, 1954. Instances may therefore occur when an examiner cannot be certain whether a vehicle is one to which these differences apply therefore the Registration Book would be necessary.

5. Special Circumstances in which examiners may refuse to carry out tests :

Generally an examiner cannot refuse to test a vehicle of a class falling within his authorisation. He can, however, refuse if :—

- (a) The registration book is not produced if asked for.
- (b) A vehicle is presented for test in a dirty condition that the examination is unreasonable.
- (c) When presented for test with insufficient fuel or oil to carry out road tests.
- (d) If the vehicle is not licensed.
- (e) If the vehicle is presented for test loaded and the examiner considers the load is insecure.

When in these circumstances a test is not carried out, the examiner cannot give either a Test Certificate or Notification of Refusal of a Test Certificate and the test fee, if paid in advance, must be returned. These details should then be checked before the test commences.

The next article will deal with the conduct of the test.

People in the News

ENGAGEMENTS

H.W. Machine Co. Ltd.

Mr. T. Agar (Fitting Shop) to Miss Janet Weatherhead.

H.W. Teesdale Ltd.

Miss P. Iley (Prod. Eng.) to Mr. H. Rowell.

H.W. Iron & Steel Works Eng. Ltd.

Mr. G. K. Karton (D.O.) to Miss E. Griffin.

MARRIAGES

H.W. R. & D. Division

Dr. P. A. Young to Miss M. Gallashan.

H.W. Stampings Ltd.

Mr. George Manuel (Stockyard) to Miss Mary Gatenby.

H.W. Teesdale Ltd.

Mr. H. Chesworth (D.O.) to Miss J. Rafferty (H.Q. Transport Dept.).

H.W. Steel Foundry

Mr. Eric Hardy to Miss Sheila Platt.

Mr. Norman Conroy to Miss Jean Henderson (Sand Room).

H.W. & Co. Ltd.

Mr. T. Weston (H.Q. Costs) to Miss J. Billings (Accounts Typists).

Miss S. Mullarkey (Wages) to Mr. J. Clark.

Miss J. Rafferty (Transport Dept.) to Mr. H. Chesworth (Teesdale D.O.).

BIRTHS

Congratulations to :

H.W. R. & D. Division

Mr. and Mrs. R. L. Lappin—a daughter, Shirley Ann.

Mr. and Mrs. J. W. D. Pictor—a son, Martin Andrew.

Mr. and Mrs. F. Wright — a son.

H.W. Teesdale Ltd.

Mr. and Mrs. Ken Davies — a daughter, Lynne.

H.W. Stockton Ltd.

Mr. and Mrs. R. Barnes — a son.

Mr. and Mrs. D. Ridley — a daughter.

Mr. and Mrs. T. Briggs — a daughter.

H.W. Iron & Steel Works Eng. Ltd.

Mr. and Mrs. J. E. Johnson — a son, Craig.

H.W. Processes, London

Mr. and Mrs. L. E. Thomas — a son, Mark David.



Mr. and Mrs. H. Chesworth

RETIREMENTS

We extend our best wishes for a long and happy retirement to :

Mr. B. Ley (H.W. Steel Foundry).

Mr. E. Ley (H.W. Steel Foundry).

Mr. G. E. Catchpole (H.W. Iron Foundries).



WRIGHT AHEAD

Christmas 1962

Magazine Insert.

AURORA / NORTH EASTERN

On 10th. March 1868 was launched by Richardson Duck and Co., shipbuilders of Stockton, a vessel named the 'North Eastern'. According to Lloyds Register of Shipping, 1867 volume, it was registered as the 'DIONE', owned by Richardson, Duck and Co.

In 1874 her owner became J, Johnasson of London, but in 1879 she was apparently taken back by her builders, for their name appears as owners for that year.

In 1880 the ship was bought by the Tees Union Shipping Co. Ltd. of Middlesbrough and in August 1884 sank in the Thames after a collision. She was salved and returned to service.

In 1908 her name was changed from 'DIONE' to 'PARAYAS' following her sale to L. Liano of Montevideo, and in 1909 she again changed hands going to the Cia. Nav. Vapor 'aurora', Bilbao and was renamed 'AURORA'.

In 1962 the owners arranged with a Spanish shipyard to part exchange the old 'AURORA' for a new 'AURORA' and the old ship was scrapped. She was possibly the oldest and longest serving ship, another tribute to Stockton shipbuilders.