

# WRIGHT AHEAD

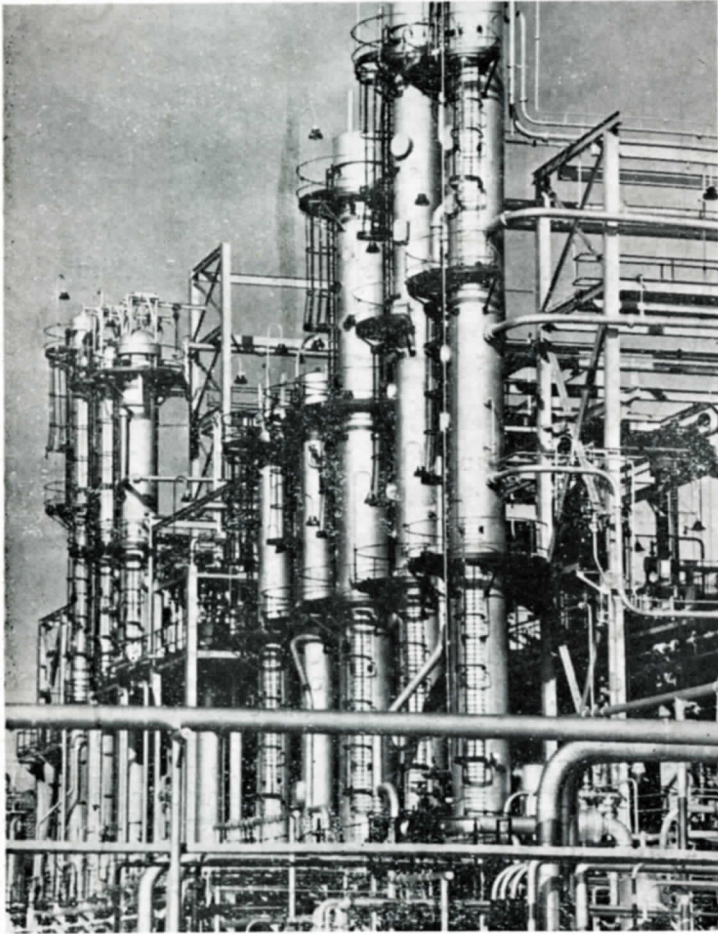
THE HEAD-WRIGHTSON NEWS LETTER

Vol. 1

DECEMBER, 1949

No. 5

A PARTIAL VIEW OF AN OIL REFINERY



## The Managing Director's Letter

My Friends,

During the War some of us used war materials and some of us made them. Most of us remember we built ships.

There was something very satisfying in seeing our little ships, the completed work of our brains and hands, go sailing down the River.

I often think it is a great pity that so much of our work leaves us in its unfinished state, or is piece-small; and that so few of us see our finished jobs turning out the commodities the Country needs. By works visits, photographs, cinema films, we are trying to help all to have some idea of the results of our work, and the picture on this page is an example.

Do those of us who drill holes in tube plates for heat exchangers, or in the steel plates for towers and columns, realise that we are contributing to build this magnificent plant (designed by our own organisation) which makes lubricating oil, without which our bicycle and our bus could not work? Do we really and rightfully take any pride in such a job?

I often refer to economics, which happen to be of outstanding importance in the Country as a whole to-day. In its simplest form, for the individual, it means so much work for so much in the pay packet, and what you can buy with it. It is only common sense that operations have to be "economic" in the long run. In this letter I am suggesting something more. In all our works we make things just as interesting and important as the lub-oil plant shown in this picture. It only needs a bit of imagination.

Just think of the work that is going through each of the shops at the moment. Just think of the actual job you are on. Is it of any service to the community or not? Of course it is of service to the community, and it is worth doing well.

I said that this suggestion to get satisfaction by taking an interest in doing a good job is something beyond economics, and the pay packet. Yet the pay packet may depend on it. A customer will continue to give us orders if he can rely on us for doing a good job; if we can turn out work of good quality.

Conversely, slackness or unskilfulness will drive the customer to seek better sources of supply. The tradition for craftsmanship in our area is as sound as any in the world. It only needs our continued keen interest in each of our actual jobs to maintain and improve our reputation.

What I should like to feel is that when they speak of Head Wrightson's products, our customers will say, as Hamlet said:—

*"Here's metal more attractive."*

Every single one of us has a responsibility which will become a pleasure and will in the long run be rewarded, in proportion to our keenness and interest in our work.

Yours sincerely,

*Richard Miles,*

A Merry Christmas and a Prosperous New Year to All

**BIRTHS**

Congratulations to Mr. and Mrs. Jack Martin on the birth of a daughter.

Mr. & Mrs. N. Addison, Egglecliffe Foundry—a daughter, Judith. Mrs. Addison before her marriage was Miss Myra Jobson, and was employed at Stockton Forge for many years.

Mr. & Mrs. H. Beddows, Machine Shop—a daughter.

Mr. & Mrs. Bertie Wellington, Stockton Forge—a son.

Mr. & Mrs. Jack Lonsdale, Stockton Forge—a son.

Mr. & Mrs. A. W. Walton, Maintenance Dept.—a son.

Mr. & Mrs. J. T. B. Broadbent, Maintenance Dept.—twin daughters.

Mr. & Mrs. W. Smith, Middlesbrough Machine Shop—a son.

Mr. & Mrs. J. L. Smith, Middlesbrough Machine Shop—a son.

Mr. & Mrs. J. Coppack, Middlesbrough Machine Shop—a son.

Mr. & Mrs. W. Featherstone, Middlesbrough Erecting Shop—a daughter.

Mr. & Mrs. C. Thornton, Grinder, Smiths' Shop—a son.

Mr. & Mrs. E. Dack, Stamper, Smiths' Shop—a son.

**MARRIAGES**

Mr. Norman Poad, Stockton Forge, to Miss Jean Longstaffe.

Mr. Cyril Hibbetson, Stockton Forge. This was on 9th July. Why keep it dark?

Miss F. Richardson, Alloy Shop, to Mr. J. Warton.

Mr. "Sammy" Edwards, Maintenance Dept., to Miss Winifred Sayers.

Best wishes to Edna Howells on her recent marriage to Robert Baston. Edna is one of the long service female workers.

Mr. James Skinner, Bridge Yard, to Miss M. F. Osborne.  
Miss Josie Colclough to Mr. Cyril Smith, both of Forgings Division.

**DEATHS**

Our condolence to the relatives of :—

Mr. M. W. Mockler, Stockton Steel Foundry, who died recently.

Mr. W. I. Bowen, Stockton Steel Foundry.

Mrs. Sylvia Jackson, of the Cost Office, on the loss of her father, Mr. Diddams, who, many will remember, looked after our Sports Ground at Teesdale Park.

Mr. W. Warner, Egglecliffe Foundry, who died on Nov. 28th

Mr. F. Lamb, aged 40, Driller in the Bridge Yard. Started here as a boy.

**ENGAGEMENTS**

Miss Terry McLone (Alloy) to Mr. Thomas McLone.  
Mr. Ken Pelmeare, Forgings Division, to Miss Norma Ellis.

Mr. J. H. Hornsey, Middlesbrough Machine Shop, to Miss K. Jenkinson.

Miss I. Rookwood, of London Office, has recently announced her engagement, and will be leaving us shortly to take up her new life in Nottinghamshire. All her colleagues wish her every happiness and the best of luck.

Mr. Derek Bielby, Die Shop to Miss Joy Hammond.

**SICK LIST**

Mr. E. Thomas, Plater's Helper, Bridge Yard, has been ill for over a year. We wish him a speedy recovery.

Robert Kirby, Maintenance Dept. is now back at work after illness.

**WEDDING PHOTO**

Too late for publication with announcement in the last issue :—



Mr. Oscar Rowntree and Miss Pat Allison  
both of Light Alloy Shop.

**WORKS BAND**

The Works Band held its 5th Annual Meeting on 9th November, when a full year's engagements was reported.

Shift work and overtime sometimes spoil some of the practices and parades, but we have decided to offer special training facilities to those who wish to improve their playing and also to beginners. Mr. Merfin (Bridge Yard) has agreed to act as coach, and we should be pleased to receive the names of any in our organisation who are interested in joining the class.

There are six months before the playing season commences. Come along and make this your hobby for the winter months, so that when summer comes again we shall be able to give performances which will be a credit to all.

Names of new applicants, either players or learners, to the Personnel Department.

**OBITUARY**

It was with sincere regret that we learned of the passing of Mr. Andrew Readman, our Sheffield representative.

Mr. Readman commenced with the Company in 1920 in the General Office. From there he went to work with Mr. J. G. Allen in the Steel Foundry Commercial Department, and was later transferred to the Iron Foundry Division, where he became Commercial Manager

With this background of training, he was chosen as the Representative for the then newly opened Sheffield Office in 1945.

He was a most kindly man, having a love for his work and for his fellowmen. His quiet friendly personality will long be remembered by his colleagues.

Mr. Readman was 44 when he died, following a painful illness. He leaves a widow and a son, Peter. At the funeral on 24th November the Company was represented by members of the senior Staff.

**SPORTING NEWS****TENNIS SECTION**

This section had its first season since the war. A well-organised Committee did very well indeed. Many tournaments were organised and great strides are being made towards the formation of a team strong enough to compete against local clubs.

After a lapse throughout the war years, play for the cup presented by our Managing Director, Mr. Richard Miles, again took place. It was won by Mr. Trevor Griffiths, of the Forgings Division, for the second time, the last time being ten years ago. Mr. Bert Robson of the same Division was the runner-up.

On the 13th August the Section ran a very successful Open-air Dance. Mr. Frank Shepherd was M.C., and in his usual manner made the whole affair run smoothly and well. The Section are very grateful to Mr. Shepherd for his kind efforts in this direction.

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**BADMINTON SECTION**

This section has commenced activities in the Canteen at Middlesbrough Works. There is quite a good attendance and new starters are beginning to find their feet. There is also accommodation for table tennis, which is much appreciated between sets.

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**COUNTY BOWLS MATCH ON TEESDALE GROUND**

On Saturday, 10th September, 1949, the Northumberland and Yorkshire Bowling Teams met on our ground, when the welcome was given by Mr. F. Marriott, of Stockton Steel Foundry.

After the match tea was provided for both teams and their friends, and in the series of speeches which followed a high tribute was paid to the condition of the ground and thanks were expressed for the use of the green.

Great credit reflects on our Groundsman, Mr. Monk, for the excellent state in which the green has been maintained

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**INTER-DEPARTMENTAL CRICKET COMPETITION**

"Is the pen mightier.....?"

At last! For the first time, it is believed, in the history of the competition, the Teesdale General Office Staff succeeded in capturing the trophy. First, their almost traditional adversaries, the Pattern Shop, succumbed, then Forge Fitting Shop fell before them.

In the semi-final they were opposed by Teesdale Machine Shop, who fought well but were defeated.

Then the final! Before an excited crowd seeming disaster rapidly chased apparent success for both teams. Wickets fell quickly at times, at other good robust "long-handle" work was seen. (Has that ball been found yet).

The final scores were not indicative of the keenness with which the game was played.

General Office, 80; Stockton Forge Bridge Yard, 40.

The Cup and replicas were presented by Mr. J. Gill, the Forge Works Manager, and afterwards the Cup was filled in traditional fashion.

Notable features from the records are:—

A. T. McAllister 5 for 21 (Final).

M. Noakes, 5 for 17 (Final).

E. Slack, 31 (Final).

T. H. Wood, 25 (Semi-final).

**LOCAL BOY MAKES GOOD.**

A young chap they call Harry Craster,  
(Who, as he can't run any faster),  
To soothe him—poor soul—  
They put him in goal  
Where he saved his side from disaster.

**DEPARTMENTAL BOWLS COMPETITION FINAL**

"These men of steel were too good for the Forge."

So read the headlines of a report in the "Evening Gazette" submitted by M.F.K., their bowls correspondent, following his visit to Teesdale Park on the occasion of the Departmental Bowls Final, which resulted in a win for Stockton Steel Foundry with a score of 75 over the Forge Machine Shop's 52 on Tuesday, 6th September. A very large crowd was present. In his detailed report M.F.K. praised the quality of the bowling, and when one looks back at the Steel Foundry's opponents in the previous rounds, i.e. Smiths' Shop, Teesdale Machine Shop, General Offices and Teesdale Bridge Yard, it cannot be said that they had a very easy run. Well done!

After the game a very pleasing ceremony took place in the Pavilion, Mr. A. Lackenby presiding, when Mr. J. E. Mercer, Director and General Manager of the Steel Foundry, in his own inimitable style presented the Wilfrid Wrightson Cup to the captain of the winning team, Mr. F. Wales, and replicas to the 12 winners. Mr. Wales, in reply, paid tribute to the fine team spirit shown by the players, and in complimenting the losers on reaching the final said he hoped that if the Steel Foundry did not win the Cup next year, the Forge Machine Shop would.

Many officials were present, including Mr. R. Ormston (President, Bowls Club), who thanked Mr. Mercer for his attendance and good wishes. Replying, Mr. Mercer said he was only too pleased to officiate at such functions, especially when the Steel Foundries were to the fore.

The players and friends then gathered in the Club House, where entertainment was provided by Mr. P. Harrison and Mr. J. Dixon and partner. Others gave assistance with the programme and the evening was voted "a real success."

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**FOOTBALL**

Another good start has been made in the Tees-side League by our first team. Although we have only played six matches, five of them away from home, we have had six wins.

Unfortunately we were beaten in the first round of the Tees-side League Challenge Cup, but are looking forward to more successes when the other Cup ties come along.

Our second team in the South Bank League are now coming into form and we know they will soon be recording more wins.

**WANTED**—Increased support for team and extra members for the Committee. Come on, you sportsmen. Any youths wishing to join should contact the Secretary, Mr. J. McGowan, of Stockton Forge. Trial matches will be arranged on Saturday mornings.

**PRESENTATION**

A pleasing ceremony took place in Sir Guy's office, when he presented a wallet of notes on behalf of the Directors and Staff to Mr. R. P. Hardwick.

Sir Guy referred to Mr. Hardwick's many years of service with the Company and his great services to the Athletic Association. In expressing his good wishes for continued happiness and good health, the Chairman said that he hoped Mr. Hardwick would still find time to come and visit his friends at the Works. Mr. Hardwick replied suitably.

Mrs. Hopper presented a bouquet of flowers to Mrs. Hardwick.

## HOLIDAY SNAPSHOT COMPETITION



"HEY! WAIT FOR ME"  
Steve Wilson, Stockton Forge, D.O.



"ANY LUCK?"  
J. Simpson, H.W. Machine Co. (Board No. 109)



"A CHIP  
AND THE  
OLD BLOCK"

W. Scott,  
Steel,  
Foundry Division  
(Stockton)  
(Board No. 85)

"MISS MISCHIEF"

A. J. Young,  
Secretarial Dept.,  
H.W. Processes  
London.



"TUGBOAT ANNIE"

J. A. Doherty, Die Shop, Forgings Division  
(Board No. 1487)

We were very pleased with the response to the notice in our August issue concerning the Holiday Snapshot competition

No less than 150 entries were received and the Committee had a most difficult task in making the final selection

There were some very good photographs which did not quite conform with the conditions laid down for the competition, and from the remainder, the six shown



"NOT SO WARM AS I THOUGHT"

W. H. Ryan, H.W. Aldeans

above were considered to be those which best expressed the holiday spirit.

We invited many judges to decide the order in which the prizes should be awarded, but as the opinions were so varied we have decided to divide the six guineas prize money equally amongst them.

We offer our congratulations and trust next year we shall have an even more difficult task in deciding the winners.

## KING'S LYNN DOCK GATES

It will, no doubt, be remembered that a report was given in the Local Press about the lifting of the Dock Gates for King's Lynn by the Tees Conservancy Commission's floating crane. The gates were placed in the river Tees near the mouth and then taken in tow by the tug, *S.S. King's Cross*, to King's Lynn via the North Sea. Unfortunately, the weather was not very good and a leak apparently occurred at one of the manholes and it was on the morning of Friday, 23rd September that an S.O.S. came to us. Immediately, Mr. R. Allison, who is in charge of Erection Department, chartered a plane and flew down to King's Lynn arriving there at 4.0 p.m.

We give here a copy of Mr. Allison's terse notes as to what followed:—

- 4.0 p.m. Arrived King's Lynn where I was met by several officials. *S.S. King's Cross* anchored and gate still afloat, one corner still above water.
- 4.15 p.m. Met Harbour Master and arrangements were made to take the tug, "Conservator" with burning gear, welding gear and pumps to take over damaged gate. Tug to leave dock at high water at 6.0 p.m.
- 4.30 p.m. Met Lloyds' Agent, who advised us to get an official request from *S.S. King's Cross* to take the gate. This was done by radio.
- 6.0 p.m. On board *Conservator* waiting for tide.
- 6.25 p.m. Left King's Lynn to meet *S.S. King's Cross*
- 7.40 p.m. Arrived at *S.S. King's Cross* just on dusk, one pennant from gate passed from *S.S. King's Cross* to *Conservator*.
- 7.50 p.m. Pennant made fast, "Conservator" proceeded to drive up the beach.
- 9.15 p.m. "Conservator" touched bottom and anchored in 9' 6" of water.
- 9.30 p.m. Dinghy put out and went to inspect gate. Gate lying in best position for grounding.
- 10.0 p.m. Put out in dinghy in 3' 0" of water and boarded gate, which was now lying flat. As water receded made detailed inspection. Found two vent pipes broken off at deck level and one temporary manhole cover with one small leak. On removing this manhole found a large amount of water in top chamber. Removed all manhole covers. Had man sent down access trunk and found approx. 1½" water in centre tank in buoyancy chamber. Owing to shallowness of water, pumps could not be used and it was too difficult to bail and syphoning with a rubber tube was too slow. Each compartment had to be emptied into its neighbour before finally emptying outside. This proved to be a difficult and arduous job, as men had to lie flat in the water. We then replaced all manhole covers and plugged the vent pipes. We found the other pennant and made both of these fast to the tug. All riding lights had been carried away, brackets were still intact but slightly bent at the top.
- 2.50 a.m. All work completed and waiting for tide to refloat. This was expected about 4.0 a.m., but the water did not actually reach us until approx. 4-30 a.m.
- 5.45 a.m. Gate drifting and floating forward of the tug. We had difficulty in keeping gate from damaging itself on the tug. Gate was now almost floating level as originally.
- 6.20 a.m. Tug afloat, but owing to running tide great difficulty in getting gate to float astern. Gate being drawn towards tug propellers.
- 6.35 a.m. Gate being slowly towed towards river.
- 8.35 a.m. Passed *S.S. King's Cross*, which had taken in other gate and was now returning to sea.
- 8.45 a.m. Entered King's Lynn Docks.

Mr. Allison is to be congratulated on averting what might have been a very serious disaster. The confidence and skill shown by him and those who worked with him resulted in the gates reaching their destination.

The work is all the more commendable when one realises that the action took place some three or four miles out to sea and the "grounding" mentioned above was actually on a sand bank, and all this through the night and in the early morning.

## MY VISIT TO U.S.A.

By Mr. H. Lamb

Together with fifteen other representatives of the Steel Foundry Industry, I was fortunate enough to be selected as a member of the first team to tour America under the Anglo-American Council on Productivity.

The team first met on 8th March when they assembled in London for briefing and here we got our first experience of the news sleuths. That evening the team and some of their wives were the guests of the British Steel Founders' Association at a dinner at the Holborn. Also present were Sir Frederick Bain, Sir Norman Kipping, Sir W. Lawther and General Hutton. At the same time we got acquainted with our leader and captain, Mr. F. A. Martin, who has since been awarded the O.B.E.

On Wednesday, 9th March, we left Waterloo at 10-30 a.m., the press still sticking close. After walking the gangway twice at their request, one of the sailors on the *Queen Mary* said, "Do you think this is the ruddy Noah's Ark?"

Only by being on board can the *Queen Mary* be fully appreciated. We noticed the number of Steel Castings used in the deck equipment and all felt proud when we learned one of the team had made the mould for the anchor.

Then came the first meal: white bread, the first in nine years. What a treat! At 5-30 p.m. after a lot of handshaking and goodbyes, we sailed down Southampton Water on the first stage to a land of plenty.

At 7 p.m. that night we met in the bar. What a treat Cigarettes, 20 for a shilling; beer at 1/- pint. The thought that we were to be five days on the ship was just too good to be true.

Next day after doing our boat drill we were invited to the Radio Room and the Engine Room. These are a tribute to British workmanship.

The Captain of the *Queen Mary* invited us to lunch with him next day and had a special menu for our benefit.

Then after five days on board (we were wishing it could be five weeks) we arrived in the Hudson River, and what a thrill to see New York on the skyline.

Next came the Customs. Nice kind gentlemen! They think nothing of opening your bags to see what's inside and then leave you to put back all your belongings.

We got into one of their streamline 'buses and the driver took us down Broadway and 5th Avenue—neon signs and lights, almost like a fairground.

Our destination was the "New Weston" on Madison Avenue, 50th Street. Hotels were to be our homes for the next six weeks, and judging by the food we looked like putting on a lot of weight.

Then, after three days' briefing and sightseeing, we visited the first foundry in New Jersey. There our troubles started. Certain jobs had different names over there, but this difficulty was soon overcome. Foundrymen are foundrymen the world over.



“Photograph of Mr. H Lamb taken on board S. S. “QUEEN MARY”

On 20th March we left New York for Milwaukee in the “Advance Commodore.” That night the fun began. Trying to undress in your bunk when the train is travelling at 70 miles per hour is quite something. Arriving at Chicago station to change trains for Milwaukee we saw a band in the station, but not for us, as we first thought. It was for the Basket Ball team which had just beaten the New York Giants.

After visiting six foundries in the Milwaukee area, and a Brewery that makes Milwaukee famous for its beer, it was move No. 5 by air to Detroit.

I arrived with a funny pain in my tummy (I would rather be a sailor than an airman) and we left the airport by Greyhound Coach again for our hotel, “The Deasborn Inn,” which was built by Henry Ford for guests visiting the River Rouge Plant.

One of our visits was to the Ford Factory in Detroit, which has a foundry employing 12,500 people.

We received a present of a car, but, alas! it was only a toy one. Then, after two more foundry visits, there was another treat, Canada. There we visited the Windsor Works of Fords. We also visited the Edison Memorial, built by Henry Ford in honour of his friend Edison.

We left Detroit by train for Chicago, where we stayed at the Stevens Hotel, the largest in the World, and the home of other Head Wrightson men visiting the city. Chicago—City of Gangsters! We never saw one, but we did pay a visit to Chinatown, where the “Cops” carry revolvers in their belts. While in this city we were privileged to visit, with several members of the Anglo-American Council on Productivity, the works of the Hot Point oven makers, the largest in the world. After one more foundry visit in East Chicago (where the train runs down the main street) we left there at 11-30 p.m. for Columbus, Ohio. This was another all night train journey. Again we were put to bed by a coloured man. One member asked him how he was to get undressed in the top bunk, and he replied, “Well, Boss, I sure can’t help you; you’ll find out for yourself.”

While staying at the Deshler Wallick Hotel in Columbus we had the good fortune to meet Eddie Cantor and, like all small boys, I got him to autograph a one dollar bill; but, alas, the dollar situation got critical and I had to spend it, and got no more for it because it bore Cantor’s name.

More foundry visits and then, on the night of 8th April, we were challenged to a game of skittles by the Bonny-Floyds foundry team. I am sorry to say we were defeated, but when it came to refreshments our opponents were left standing.

It was in this city that we had our first cup of tea. The Americans make tea by putting a small bag of tea into a cup of warm water, but on this occasion we were at lunch with the C.I.O. and instructions were sent to the kitchen how to make English tea, which we all enjoyed.

14th April brought us, after another night’s train journey in the “Spirit of St. Louis” to Philadelphia and Easter. I think the song “Easter Parade” was composed in Philadelphia. Several members and myself visited the Zoo on Easter Sunday, as did many girls, all of whom were wearing their Easter bonnets. It was a sight I won’t forget.

After further foundry visits in the Philadelphia area we passed on to Lebanon, as guests of the Lebanon Steel Foundry. Our hosts took us to the Hotel Hershey, in the Pennsylvanian Valley, which was the finest hotel we had ever seen. It is a credit to the gentleman who built it, Mr. Hershey, the Chocolate King. Not only did he build the hotel, but also a school for orphans, with accommodation to train six hundred at a time. They also get a suit of clothes and 100 dollars at the end of their training before they are sent out into the world.

All good things come to an end, however, and we reluctantly left Hershey on the night of 20th April for Washington, D.C. Arriving there we went to the Hotel La Fayette, which overlooks the White House. We were charged 6.75 dollars per night, which made the financial situation more critical. It is a wonderful city and we were now in the limelight again, meeting Mr. Paul Hoffman and the Vice-President, Senator Barkley, who took us on the smallest railway in the world which conveyed us underground into the Senate to hear Senator Tait’s speech on the Housing Bill. Next day we visited Mount Vernon, the home of George Washington, but the visit was marred by the first rain we had seen in America.

On 23rd April we left the city of stone and granite, built in memory of such great men as Washington, Lincoln and Jefferson, and boarded the train for our last journey in the States, this time back to New York.

It was in this city that our final troubles occurred: buying presents for the feminine sex back home, but I had the good fortune to have a relative in America to help me.

We all paid a visit to the largest theatre in the world, Radio City, and to the Empire State Building. After a farewell party given to our American friends, Carl Couchman and John Capece, who had been with us all through the tour, the time came for us to say farewell to ham and eggs for breakfast and chicken for dinner, and go aboard the *Queen Elizabeth* to set sail for home and austerity.

[ED’S. NOTE—We are indebted to Mr. Lamb for this graphic account of his travels in the U.S.A. The splendid work done by the team is reported in the official booklet issued by the British Steel Founders’ Association. This report has been the subject of much favourable comment throughout the country, and Mr Lamb is to be congratulated on being a contributor to what we hope will be of much value to the industry.]



**40th WEDDING ANNIVERSARY**

On Thursday, 7th October, 1909, the following notice appeared in "The Times" :—

"WRIGHTSON—NEAME.—On the 6th October, at Holy Trinity Church, Sloane Street, by the Rev. W. F. La Trobe Bateman, Rector of Ascot, assisted by the Rev. R. H. Gamble, Vicar of the Parish, Thomas Garmondsway (Guy), eldest son of Sir Thomas Wrightson, Bart., and Lady Wrightson of Neasham Hall, Darlington, to Gwendolin Cotterhill, third daughter of Mr. & Mrs. G. Harding Neame, of 21 Queensgate Gardens, S.W."

We reproduce above photographs of the bride and groom as they appeared then, and also a recent photograph, taken at Neasham Hall.

The whole family of the H.W. organisation will wish to join in the warmest congratulations to Lady Wrightson and Sir Guy on their 40th wedding anniversary.

Higher National Diploma in Electrical Engineering	1
Higher National Diploma in Mechanical Engineering	2
4th Year Natl. Certificate Course in Mechanical Eng.	8
3rd do. do. do.	17
2nd do. do. do.	17
1st do. do. do.	26
4th Year Foundry Technology and City & Guilds of London Inst. Course	1
3rd do. do. do.	5
2nd do. do. do.	5
1st do. do. do.	4
3rd Year Natl. Certificate Course in Electrical Eng.	2
1st do. do. do.	3
3rd do. do. Structural Eng.	5
2nd do. do. do.	4
1st do. do. do.	4
1st do. do. Metallurgy	2
2nd Year Junior Northern Counties Tech. Exam.	17
1st do. do. do.	10

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**APPRENTICE NEWS**

Seventy-one boys were successful in completing the school training year 1948/49. Of these fifty-two were able to obtain their first choice of trade, and eight others their second choice.

A further eight boys took our examination for entry into the Drawing Offices, and, though we allowed outside applicants to compete, all the eight were successful.

Three other boys chose to take up a commercial career, and they have been satisfactorily placed in the General Office.

The following apprentices have been granted a Head Wrightson Scholarship, which permits their full time attendance at Constantine Technical College whilst their wages continue to be paid :—

- A. L. Phipps, Forge,  
3rd year Higher National Diploma Course in Mechanical Engineering.
- C. Wilson, Teesdale, do. do.
- C. Percival, Teesdale,  
2nd year Ordinary Diploma Course in Foundry Technology.
- K. Waugh, Teesdale, do. do.
- J. McKinly, Forge,  
1st year Ordinary Diploma Course in Foundry Technology.
- J. McLaren, Middlesbro' Works, do. do.
- R. McRobert, Stockton Steel, do. do.

The Evening Class examination results have been varied, but, in the majority of cases, the Management are satisfied that privileges granted are amply repaid. The various courses, showing number of successful apprentices, are given herewith :—

Congratulations to Miss Josephine Addison, Draughtswoman of Teesdale D.O., who has made good use of her H.W. Scholarship, and has now obtained the Higher National Diploma in Mechanical Engineering and also the University of London Matriculation Examination. Josephine's father, of the Stockton Forge Shipping Department, has been with the Company for 47 years.

Best wishes also to two other H.W. Scholarship boys who obtained Higher National Certificates : K. Pelmeur, Mechanical (Forgings Division), and S. Currie, Electrical (Machine Co.).

The thirst for knowledge is increasing—a record number of employees are attending 1949—1950 Evening Classes and they are not all apprentices, judging by the increased number of students using the Training School's new Library they all mean to be successful.

Attention is drawn to the fact that any employee desiring any book or information relative to his trade or general education need only apply to the Training School stating the subject matter required. By arrangement with the local Public Libraries (and, if necessary, the National Libraries), we are able to obtain books and information covering the greatest possible scope.

The Management is interested to note the enthusiasm now being shown by many apprentice Moulders and Patternmakers in the technical and scientific side of their crafts. To help the apprentices, and further their interests, a series of informal talks have been arranged, which will be illustrated by films and practical demonstrations. Mr. Greenwell and Mr. Mercer are among the many speakers on the Panel and Mr. John Wrightson has promised his support.

## DIVISIONAL NEWS

### ENGINEERING DIVISION

#### Machine Shop.

Since the last issue great strides have been made in the extension of the Heavy Bay and the Tool Room. Machines are already in position in the Heavy Bay and production is in full swing. Next the Tool Room and then we are back to normal.

No doubt we all wonder what happens to the old boys when they decide to retire. We know that most cold, dark, winter afternoons, a school of ex-machine shop old boys will be found in the club on the Sports Field. Some of the regulars will ring a bell for most, past and present, "Jock" McCartney, Albert Bonner, Claude Riley and Harry Dawson. Their peace will be shattered when that other grand old servant "Cud Foster" walks in.

Shortly after the last Magazine, we received a letter from Haiphong in French Indo-China. It was from Norman Smailes and he says how much he enjoyed getting the magazine and thus keeping in touch with his old workmates. Ex Navy man, Norman couldn't resist the call of the sea and joined the Merchant Navy.

Visitors to Northern football grounds will have seen a popular member of the Heavy Bay running the line. Alex. Brown is also a referee in the North Eastern League. Before taking up the whistle Alex. played professional football for Nelson, Darlington, Hartlepool and Notts Forest.

\* \* \*

#### Light Alloy Shop.

"Ed" Grey is now back to top piecework form, having come off slops now that he has got his "Bevan" molars.

Doris Foxton has had to part with her appendix. We all wish her a speedy recovery.

"Bob" Metcalfe, after working for six months on the Bailey Bridge Transoms, now talks like a millionaire—in "Thous."

Nora Maddison has her arm encased in plaster due to a sprained tendon. This is the first time we've ever stopped her talking. Speedy recovery Nora.

Jack Burton, a member of the Works Band, can certainly blow his own trumpet; but you can expect that from a "Windy Driller."

There is a grand spirit in the Alloy Shop, ask Sheila Leith. She didn't go home on Friday very much short financially after losing her wages.

The girls are keeping our timekeeper (John Nichols) on his toes. "Trust a woman—phew—even down to the last farthing!"

Ike Randall, the gap rivetter, used to hold the championship for making the most noise. He's not even 6th man, for 6 women tie for first place.

\* \* \*

### IRON FOUNDRIES DIVISION (TEESDALE)

Greetings, gentle folk  
From our Foundry No. 2,  
Here comes "the Scribbler"  
Just to say how do you do.

About my mates I must tell you,  
They're characters, queer and quaint,  
Their language it is heavenly blue  
But not one of them's a saint.

Now the patter of Smoky Joe  
Is a treat you must not miss,  
The best example that I know  
Of where—"Ignorance is bliss".

Who is the gent mixing the loam  
In a manner so spry and slick,  
Who kids you its a home from home,  
Our old friend, Amie Whipitquick.

Football, and how the game to play  
Yatton Jack takes in his stride,  
But like Mannion on a Saturday  
His views are oft "Offside".

Of the Labourers it must be said  
We're faithful, tried and true,  
It was of us that Churchill said,  
"Never so much done by so few".

Gippy, Rowley, Freddie an' Les  
Crane drivers, as fly as foxes,  
It is the goods—it really is  
See 'em sling the moulders' boxes.

"Come! You cripples," yells Maine.  
"Bring up the Iron", Oh Lor',  
It nearly drives our Frank insane  
As Marlborough spills it on the floor

Some faces are just sour and grim  
Like winter's frosty weather,  
Whilst others try to whistle and grin  
But we pull our weight together

For the honour of Head Wrightson  
And a smile from Stafford Cripps,  
We'll wield the Sword of Freedom  
In a firm and steady grip.

"The Scribbler"

\* \* \*

### STEEL FOUNDRIES DIVISION

#### Teesdale.

Twenty-seven years. It seems but yesterday to many in the foundry, but the changes that have taken place denote, in no uncertain manner, the passage of time.

In 1922 the foundry covered a small area and employed seventy men and boys, and the 3-ton electric arc furnace easily produced the weekly output of eleven tons of steel.

With the laboratory near the furnace, a small core floor where Albert West's coffee pot (C furnace) is to-day and a little office in the middle of the shop overlooking all, things were compact; the pattern shop was just across an alley way, its nearness unappreciated until its removal to near Craigs in 1942.

In 1923 we started extending but no machines helped to speed up production, everything was done by hand; sand was mixed and barrowed to the moulders and waste material was wheeled to the river side to make new ground. Although the foundry was small its products were already going to far countries, about sixty tons of Piles a week were going for a jetty at Rangoon and Pile Screws were going to Bombay and Baroda in India.

And so the foundry grew, but lean years were to come, and 1931-1932 were the worst of all. Our Stockton Steel Foundry was shut down for nine months in this period. We were already producing Manganese steel, Nickel Chrome Molybdenum and Heat Resisting steels, and when trade turned for the better in 1935 our output was 254 tons of castings per month, among which were five ton trunnions for drums for the South African Goldfields.

Thus we progressed to the years preceding the war. Nineteen-thirty-eight. A strange year; as in the country so in the foundry; it seemed to mark the end of one era and the beginning of another. The year opened with excellent prospects, Midsummer brought a depression, and the back end of the year saw a period of working week and week about National events, however, led to the preparations for the inevitable war, and the foundry had to equip itself for the task.



The war years called for a tremendous effort on the part of our workmen. The production was centred on bombs and tank-links, castings for shipbuilding and repairing, and we made the drum ends for the famous "PLUTO."

Women started working in the foundry driving cranes, making cores and labouring for the moulders. The night shift did a good job of work under difficult black-out conditions, and it was not uncommon for them to finish a heat while bombs were falling in the vicinity. In 1943 a sand system was installed, making a vast difference to working conditions. The chaps from the foundry who were in the Home Guard had a shot at a Jerry raider during one of his visits.

The years passed, the war ended and we had to turn from weapons of war to Industrial requirements. We had now four electric arc furnaces and two Induction furnaces and melting 180 tons of steel a week. Women still worked in the foundry making cores.

The introduction of jolting machines has increased our output considerably, while the big shop turns out such castings as the slag ladles, requiring almost twenty tons of steel.

The production of all parts of valves for the oil fields has a prominent place in our programme and much work is being done for our Middlesbrough Machine Company

Over all this period Mr. Mercer has guided and directed events, cajoled and encouraged individuals (possibly scared some), and has seen the good times and bad times. The future at the moment seems rosy, plans are afoot for greater extensions and, we hope, with the co-operation of all to go from great to greater things.

T. ROBINSON.

#### Stockton.

##### STAFF OUTING

This took the form of a Motor Tour over the Whitby Moors on Sunday, 28th August, 1949.

The Party first ran dry at Lealholme, where we pulled up at the Local; after half an hour there we proceeded to Ugthorpe Lodge, Ugthorpe, where lunch was provided. The lunch was beautifully served and enjoyed by all.

A short time was spent in the grounds adjoining Ugthorpe Lodge, then the party proceeded to Whitby.

Here the party broke into sections, to meet later at the Pier Head for a trip on the Briny. Believe it or not, despite one or two turning a little pale, all proved good sailors.

At 7 p.m. we all met again at the Crown Hotel for dinner, and again a good meal was served. Everyone was satisfied. All too soon 9-15 p.m. arrived and home-time. We arrived at Stockton at 10-30 p.m. after a pleasant outing in really beautiful weather.

Again we must pay tribute to G. Featham for his untiring efforts in organising the trip, ably assisted by W. Bartaby. "Here's to the next time."

#### STOCKTON FORGE

**Presentation.**—On 2nd September a presentation was made by the Works Staff to Mr. A. Gallogly, who has been promoted to Egglecliffe Foundry after 20 years' service at the Forge.

The presentation was made by Mr. J. Gill in the presence of the Works Staff as a mark of their friendship and esteem. We all wish him the best of luck in his new venture at the 'Cliffe.

**Films.**—Anyone having a 9.5mm. sprocket fed Projector can have the loan of a 60 ft. film of Machine Shop shots showing Dryer, dewaxing filters, etc. Interested persons should apply to Mr. J. Fawell, Machine Shop, Forge Works. Make of projector should be stated.

#### Trip to Roker Illuminations.

On 27th September several of the Works Staff visited Roker Illuminations by private 'bus and spent an enjoyable evening.

#### Blackhall Colliery.

On 29th September two 'buses conveyed about sixty Stockton Forge employees to Blackhall Colliery. Everyone went underground and was taken by Diesel locomotive man-riding cars to the coal face. The surface plant was also inspected and refreshments were served in the Pit Canteen. The visit was enjoyed by all, and it is hoped to arrange another in the near future.

Congratulations to ex-employee Dick Spooner, Warwickshire County Cricketer, who is taking up teaching (Games and Maths. Master at Birmingham) Good luck, Dick.

Another employee, Alan Townsend, also a Warwickshire County Cricketer, is leaving us to take up residence in Birmingham. Good wishes, Alan.

We understand that ex-Guardsman, Tom Healey, is preparing for future hostilities. He musters his men outside the "Wild Ox" after closing time every Saturday night and puts them through their paces.

A rumour is circulating among the Template Makers that a certain ginger-haired member of the community is looking forward to commencing his parental duties early in the forthcoming year. Nice going, Ginger!

#### HEAD WRIGHTSON MACHINE COMPANY.

We are glad to receive better news of progress from invalids, Messrs. Louis Couchman, W. Collier, both of whom have been having a rough time and to include Messrs. Jackie Scaife & Alf Craster in our good wishes, the latter has been off over a year

Our go-ahead Football Section is to be commended for its efforts in arranging matches between the "IZZES" and the "WOZZES" on the Hustler Ground allocated to them by the Middlesbrough Education Committee, for Saturday mornings. To be an "IZZ" one has to be on the sunny side of 25 and up to now they have not had things all their own way.

#### August 1949.

Lines suggested by an incident during a visit by Councillor Fred Longstaff to H.W. Machine Shop, Middlesbrough.

Councillor Longstaff stood and gazed  
Upon the eight foot planer's might,  
Without a doubt he was amazed—  
To him it was a wondrous sight.

He saw each cutting curl and writhe  
With colours in their order;  
Saw steel cut steel just like a scythe  
Will cut a grassy border.

He watched one curl—a pretty thing  
A glorious blue and amber,  
He picked it up—it had a sting  
More deadly than a mamba.

A Zulu warrior's warlike dance,  
However rough and ready,  
Would seem to be a torpid trance  
To that performed by Freddie.

He threw his arms up in the air  
(Reaction was galvanic),

And made some terse remarks which were  
Well—scarcely aldermanic.

For now he knows tremendous heat  
Engender'd is by friction,  
A touch electrifies the feet  
And stimulates the diction.

The searing steel stuck to his flesh  
Just like a long-lost brother;  
No doubt he'll keep the mem'ry fresh  
And ne'er collect another.

A moral here, goes out to all,  
Which should not be forgotten,  
Or else that day you may recall  
When Fred picked up "a hot 'un."

G. HILLABY.



**H.W. PERSONALITY—No. 5**

**J. W. HANDLEY, Egglecliffe Foundry.**

I started for Head Wrightsons 52 years ago in No. 1 Shop slinging on ingots after labouring four weeks. I stayed in that shop till it was taken down to extend the offices. From there I was sent to No. 4 Shop on ingots. I worked there till the moulders' strike in 1926. Then I worked for Mr. Cook in the Bridge Yard, slinging on the wharf with Harry Gale. Strike settled, I came back to my old job in the shop, kept working there till I was transferred to Egglecliffe Foundry, retired for a short while and started watchman for a time and now I am a Modern Stove man. I have seen a lot of changes in that time from the extension of offices and new foundries. A moulder called R. Bell and myself cast the first brass casting in the old block shop—a hurry-up job for the works, and you see how it has advanced to-day.

I have a good record on a watchman's job—hope to do the same on the stoves—keeping well. You can't keep a good man down.

Those were the days—plenty good grub and a pint of good ale. It gave you something to work on. The time I have worked with the firm proves that both sides were satisfied.

“OLD JACK THE SLINGER.”

[In seeking information for our H.W. Personality No. 5, we asked Mr. J. W. Handley for some particulars of his service with the Company. Mr. Handley went to some trouble to write out his own autobiography and we feel that it is an innovation to print this just as he gave it to us.—Ed.]

**H.W. MACHINE Co. (continued)**

**Visit to Darlington Rolling Mills**

On Saturday, 22nd October, a party of about eighty visited the new rolling mills of the Darlington & Simpson Rolling Mills Ltd.

We spent about two hours in this plant and were able to see the production of window frame sections from 2" square billets. All concerned were most interested in what they saw.

It is hoped that we shall be able to arrange similar visits to other Works in the district where our equipment is in operation.

Since the last issue of the Magazine three of our number have been overseas in connection with the installation of machinery:—Mr G. Wagstaff has been to Belgium, and Mr. G. Henderson and Mr. S. Currie to Holland.

We have just despatched another drawbench to Sweden and shall be sending a Roller Leveller to India very shortly.

**NEWS BRIEFS**

We have received a congratulatory letter from “The Hull Association of Engineers” expressing gratitude to Mr. D. W. Atkinson (Steel Foundry Works Manager) for his paper “The Production of a Steel Casting,” which he presented on 28th September.

Mr. F. Shepherd has again given his paper, “Personnel Management,” to two institutes recently, but found it a little more difficult to speak on “Wage Administration” in a series of lectures at Constantine College. Question time proved how important this subject is in the life of the Industry.

The following interesting announcement has recently been made:—

“HEAD WRIGHTSON PROCESSES LTD.,  
London, England,

and

THE FLUOR CORPORATION LTD.,

Los Angeles, California,

announce the association of their design, engineering and construction facilities for plants in the petroleum and allied industries, and for the manufacture of specialty products, thus presenting a comprehensive and world-wide service permitting freer application of available currencies.”

This again proves the determination of our Directors to take every opportunity of ensuring full employment.

Mrs. Henderson, one of our employees, wishes to thank the two men from the Class 1 Welding Shop who took her little boy to the Ambulance Room when he had had his eye badly cut by a stone whilst playing in the street. The Ambulance Attendant dressed the child's eye and sent him to the hospital. She would like to thank Mr. Newton, who kindly called to see how he was.

John Dawson and Robert Fishburn, Traffic Department, had an exciting time trying to beat the clock when they had to bring a supply of Radon from Amersham (Bucks.). There was danger that the rays might penetrate the protective cover and affect the two men if they were in contact too long. Hence the speed. We trust that there will be no ill effects, but time will tell.

Another story comes from the Traffic Department of the bravery of George Farrel who, whilst driving the Green Van through Stockton, saw a runaway horse stopped his van and jumped out and, after grabbing the reins, managed to bring the horse to a standstill. Well done, George. ED.