

KLE/1

18th March, 1957

MEMORANDUME1000 DIESEL POWERED MINDRILL DIAMOND
DRILLItems for Enquiry from Mindrill, Preston

The clutch and gear box are Bedford model "0" type with 3 forward gears and reverse which runs in reverse. What use is the reverse to a driller for any purpose?

The low gear is not slow enough

Why did they fit the Bedford model "0" type when the Chev. 4 Speed (crash) gear box modification as applied to the V4 cyl petrol driven Wisconsin motor on the E1000 drill is obviously better because of its fourth and lower forward gear?

At present the machine is too fast in low gear when pulling in tough or sedimentary ground.

It is very necessary for the drill to have proper skids and the pulley and roller set up reversed so that it pulls from Engine end of drill

Half Elliptic springs on pneumatic tyres need another leaf each.

Rope on drill drum (because of its particular make) flies out like a gramophone spring when brake tension is released. If no weight on rope - this is most unsatisfactory - Replace with proper left hand lay rope capable of full capacity load with sufficient length 20 foot pull of rods.

The brake assembly bull gear and hoist brake levers either come full on or off. If they were machined more circular on yoke end they could be made to exert a variety of grips on band without holding by hand. (Note) The Loneyear straight line is very adaptable in this respect.

(Extract of D. Hardman's Letter).

"I am not satisfied with Mindrill's explanation as to why the low gear is blanked off. Why do they not recommend its use? (Note: Their letter said they don't recommend its use.) The machine is too fast for pulling in bad ground, or drilling in same as you saw yourself. Another point I would like them to clear up is if you were towing the machine on the rope over difficult terrain you would need to run alongside it. This could cause a nasty or fatal accident. How do they overcome it? - This is presuming one could winch it along which one can't in its present form;

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Director of Mines

How do they recommend doing it, or must track roads be cut to each site?

I am curious about this as you yourself will note that the designer was not a driller."

K.L.E.

(K.L. Evans)
DRILLING SUPERINTENDENT.

The Director of Mines,
Department of Mines,
HOBART.