



# J C BAMFORD EXCAVATORS LTD



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Your Ref: PS/TSI/AS/Walker  
Our Ref: LM/D09b.hs  
Date: 9 December 1996

Irwin Mitchell, Solicitors  
St Peters House  
Hartshead  
Sheffield  
S1 2EL

Dear Sirs

**Re David Alan Walker**

Further to my letter dated 3 December I now enclose a copy of an internal memo from our engineer, Mr R W Allsop, responding to your letter dated 20 September.

Yours faithfully  
for and on behalf of  
J C BAMFORD EXCAVATORS LTD

  
L MITCHELL

**Pensions and Insurance Manager**

enc







To S E R Ovens  
L Mitchell

cc: D J Brown

Internal

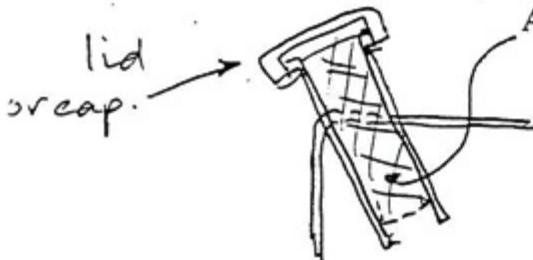
From R W Allsopp

Date 20/11/96

SUBJECT: YOUR CLIENT - DAVID WALKER

1. The enclosed drawing shows the type of filler neck (bolted to the diesel tank) which enabled the diesel fuel to enter the tank. This design principal we had from 1980 to 1988, when the elbow type design was dispensed with and we substituted a straight filler tube 75 diameter, thus:-

A strainer 175mm deep prevented a filler pipe from penetrating further.



2. Your question on whether fuel filling is a one or two man operation depends on several factors.
- 2.1 If you were filling from a powered source where the flow was controlled at the filler nozzle, such as a service station, then:
- (a) It is a one man operation and you would need to be stood adjacent to the nozzle controlling the flow speed.
  - (b) If you were on site, then the fuel filler would have a funnel inserted and a 5 gallon can would be tipped into the funnel at a rate that the filler neck could cope with without spillage or blow back. Again, the operator would be stood close to the filler point.
- 2.2 A second method of filling is to insert the nozzle on a pipe and stand the barrel containing the fuel on the ground. The fuel can then be either hand pumped or electrically pumped into the tank. In this instance the operator is not adjacent to the tank.

The comment however was that in 90% of cases the operator stood on the mainframe and steps in order to fill the tank. The main reason was to avoid spillage.

I hope this satisfies your questions.

**R W ALLSOPP**  
Principal Engineer  
Backhoe Loader Division

RWA/MJN  
(1301rwa)