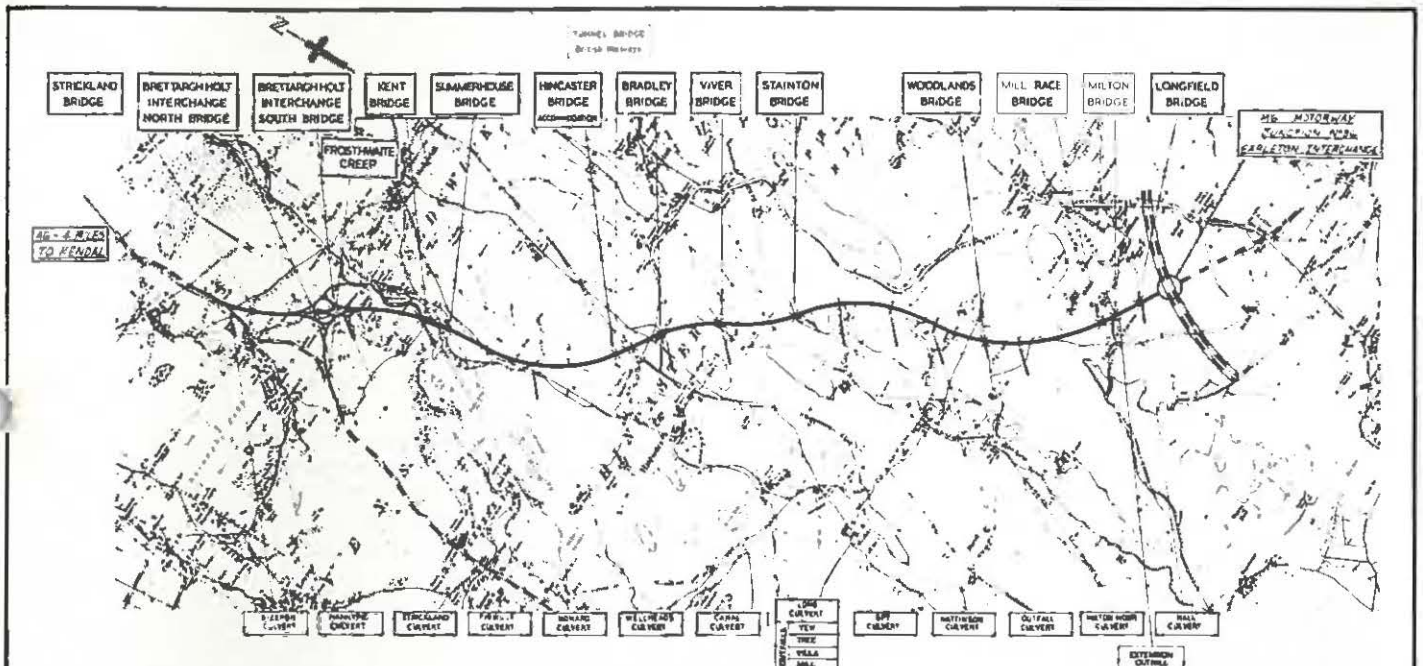


DECEMBER 1972



KENDAL LINK

The latest addition to the Major Contracts section of the Company's Civil Engineering Division is for the construction of the Kendal Link—a part of the London/Inverness Trunk Road. The client for this project is the North West Road Construction Unit, based at Preston and the Consulting Engineers are Scott, Wilson and Kirkpatrick. Value approx. £3m.

The roadworks start on the A6 near Levens about four miles south of Kendal and finish at Junction No.36 at Farleton on the M6 Motorway.

In the twenty-one month contract period starting in January 1973 we



SITE OF WOODLANDS BRIDGE ALONG B6385

shall construct four-and-a-half miles of dual, two-lane carriageway trunk road which includes the realignment and improvement of the existing A6 Trunk Road, two-and-a-half miles of side road, diversions, an interchange at the intersection with the A6 road, thirteen bridges, drainage and ancillary works.

Earthworks form a significant part of the contract and one feature of these will be the use of wet suitable

materials from cuttings with imported coarse grained non-cohesive material in a sandwich type embankment.

A flexible surfacing is to be adopted throughout.

Structural work forms an important part of this contract and the largest single structure is the skew bridge carrying the road over the River Kent. Each carriageway is supported by a post-stressed concrete box-section deck with spans of 165'0" and 90'0" and the soffit is 32'0" above normal water level. An unusual small feature is the gallery along one abutment to carry a fisherman's walk. Of the other twelve structures—three are under-bridges—(Brittigh, Holt North and South, Viver)—three are over-bridges—(Summerhouse, Hincaster, Woodlands) and six are Box Culverts at Strickland, Bradley, Stanton, Mill Race, Milton and Longfield.

D.I. Brennan



SITE OF TUNNEL BRIDGE

BRIMS FOLK



**J. K. HILL
IN DISCUSSION WITH
A.M. MARR**

A.M.M. The second interview in this series introduces the reader to another Company Director.—Ken Hill who joined Brims & Co. in 1965 as Chief Accountant, was promoted in 1969 to Company Secretary, which position he still holds, and appointed to the Board earlier this year.

As one of our more youthful Directors I asked him to what did he attribute his rise through the ranks to his present position.

J.K.H. I think this is attributable to a combination of factors.

I have a background of experience in the Industry having been connected with it since 1965 and also having previously worked for companies in the "Capital Project business". I have been involved with Industry now for some twelve years since leaving the profession.

Brims is a Company which gives opportunities to younger members of management.

A.M.M. You were born in 1933 and educated at Hexham G.S. which you left after sitting 'O' levels to become an Articled Clerk in a firm of professional accountants. Some of us have wondered from time to time what background and experience you had before joining this Company.

J.K.H. I completed my examinations to qualify as a Chartered Accountant in 1957 shortly before moving to Peat, Marwick and Mitchell & Co. where I remained for two years. In 1960 I joined a Company which specialised in the construction of tugs, trawlers, etc., as Chief Accountant/Assistant Secretary. Here I rubbed shoulders with many classes of owners ranging from those from small U.K.

based outfits to government potentates from Poland and Ghana. The "Golden Bedstead" incident which no doubt many of your readers will recall, occurred at about the time when we were building ships for Ghana; I hasten to add, however, that we were not in any way connected with this!

In early 1964 I left the world of shipping and joined Pegson Ltd. in Leicestershire as Chief Accountant. This Company should be well known to site staff for their pumps and rammers. The manufacture and erection of quarrying equipment forms the major sector of their business. I nearly wound up in Pakistan doing a short tour of duty "trouble-shooting" on a joint venture they were involved in which was connected with a government irrigation project; this special exercise, however, failed to materialise.

I left Pegson after about two years and moved North again to join Brims as Chief Accountant.

A.M.M. For a Chartered Accountant you seem to have led a fairly varied life and at least you got your hands dirty before joining us. I understand that you are a non-executive director of James Riley & Partners Ltd. who licence certain contractors, including Brims, to use their FrameForm system in the construction of houses. This interest in what appears to be a fairly ordinary company must be quite a contrast to the hectic world of construction.

J.K.H. This might appear so but I can assure you that to describe it as "fairly ordinary" is rather wide of the mark—it certainly has its share of problems which, in fact, are common in one way or another to most companies.

Although it is an obvious thing to say, working for Brims, or in fact any other construction company, is rewarding in that you can see the results of the team effort be it in a bridge, a block of flats or whatever.

A.M.M. Since moving north from Leicester in 1965 you have lived in Wylam with your wife Beryl, son Graeme who is nine and daughter Jacqueline who is two.

What do you get up to in your spare time?

J.K.H. I'm not quite sure what you mean by that question. I have, however, a number of "spare time" activities which include an occasional

game of golf at Hexham where I am a member. I also take part in the Brims' Golf outings.

A.M.M. We hear from time to time of the lavish prizes awarded on these festive occasions. Do you have a side-board large enough to accommodate these trophies?

J.K.H. A kitchen drawer is the most appropriate place in which to hide the only trophy which I have won on a Brims' outing. My wife remarked that she hoped that any wooden spoons I "won" in future would bear no inscription such as "For Endeavour & Fortitude—Brancepeth", it seems that ink is not a good additive when it comes to cooking!

Apart from this disaster my only other awards have been several golf balls which I have received on occasions for coming into a place behind the winner.

A.M.M. Rumour certainly has it that judging by your more recent performances you do not intend to further supplement your wife's wooden cooking utensils.

I understand that you nearly staged a comeback in the cricketing world in the match against Gretna but that the timing thereof was fixed (apart from the umpiring) whilst you were on holiday.

One activity you can share with your family is the groovy art of caravanning. How did this come about?

J.K.H. I bought my 'van, never having spent a night in one before, on the strength of my wife's recommendations as she had had previous experience of caravan holidays. The gamble paid off and the 'van has certainly come in very useful. Although members of the Caravan Club I must admit we have not, in fact, ever attended one of their weekend rallies; we prefer to go it alone and usually head for South-West Scotland when circumstances permit.

A.M.M. During your years with the Company you have spent a lot of time connected with the Cygnet Club General Committee, originally as Treasurer and more recently as Chairman, as a member of the Management Study Group and also of its team which reached the quarter-finals of the National Management Game in each of the last two years. What value do these societies play in the life of a company such as ours?

Continued page 9

CAR RALLYING

THE TOUR OF MULL RALLY HELD OCTOBER 14th/15th resulted in an unprecedented victory in British Rallying for Alan Conley, a garage proprietor from Wylam, Northumberland and Crawford Dunn, the part-time Q.S. at Stranraer and all points East.

Alan and Crawford gave the Clan Motor Company of Washington their first ever win in the diminutive Clan Crusader. This was the only the third outing for the little fibre-glass car, the other two times finishing second in the Isle of Man International and fifth on the Lindisfarne rally in Kielder Forest.

The shell of the Clan was specially built for Alan using a woven fibre-glass mat and is reckoned to be five times stronger than normal fibre-glass construction, the engine and gearbox being built by Alan himself at Wylam.

The Tour of Mull is an annual event on the picturesque Hebridean island of that name. In past years the rally has been a counter in the English *Motoring News* rally championship, but this year was also included in the Shell *Scotsman* Scottish rally championships also, thus bringing together all the top names in British rallying.

Run in two sections, the first part of the event was a ninety minute, five special stage affair round the north of the island and everything got underway from the Main Street in Tobermary at 3.30 p.m. as Provost Bobby Macleod flagged off the first cars.

Seeded at number one was the potent 2-litre aluminium engined Escort R.S. of Harold Morley/Peter Bryant. At two and three were Escort R.S. 1600's of Jimmy Rae/Malcolm and Bob Jeffs/Neil Wilson. The indecently fast Escort Twin Car of Donald Heggie/George Dean was at four, while the fifth spot was taken by the immaculate Alpine Renault 1600 of Welshmen John Price/Mervin Gerrish. Bob Watson failed to start at



six so next up were Alan Conley/Crawford Dunn in the bright red Clan Crusader.

Out of the 100 original entries, eighty-three cars started on the afternoon section. The special stages varied from fast, smooth baked clay to rough-strewn tracks. The carriage on the stages was fierce with cars either breaking up or going off the road. However, seventy-two cars still managed to make it back to Tobermary for a few hours rest before the gruelling nine hour night section.

After the afternoon section Donald Heggie held a tenuous lead of five seconds from the Clan of Alan Conley, who was a mere second in front of Harold Morley's 2-litre Escort. The next fastest Roger Collinson was over half a minute in arrears.

With crews and cars replenished, the major part of the event got underway at 10.30 on Saturday evening with a night long format of stages and selectives on the "tarmac" roads and in the forests of the north and central parts of the island.

The character and the rarity of the roads on Mull lend themselves to the use of pace-notes—a system whereby instead of using maps—the navigator has a book listing all the various bends and humps in the road, which he can read out to the driver prior to his arrival at each bend. Thus, the driver can set the car up as required knowing precisely what to expect. On Mull this is particularly useful on the hundreds of blind brows, although at times your heart is in your mouth when shouting "blind-brow straight on—flat out".

By the first petrol halt at Craignure, the pattern of the event had started to sort itself out, Harold Motley and Bob Jeffs in their respective Escorts and Alan Conley in the Clan Crusader had begun to pull away from the rest of the field. Alan and Crawford had already had one heart-stopping moment when the Clan became airborne after a blind brow and landed on its nose, tearing away the lower

spotlights. The pair continued rather ashen-faced.

The three leading crews continued to pull away from the rest of the field with the exception of Jimmy Rae and Donald Heggie who were now starting to adjust to the fast tarmac driving which they are not used to in Scottish Rallying. Then just before the second petrol halt everything changed. Bob Jeffs/Neil Wilson in the great effort to stay with the leaders, overdid it in the forest section and slid off into a ditch where they were to stay for over half an hour. Harold Morley's prototype engine then refused to start after Time Control Three. The distributor was charged and the car was got going again albeit very late—but all this was to no avail as the cylinder head gasket blew later in the night putting them out of the rally.

This left Alan Conley/Crawford Dunn two minutes in the lead from Jimmy Rae followed by Donald Heggie. Over the final section of the event the Clan continued to pull ahead and at the final control was some four minutes ahead of Jimmy Rae who in turn was four minutes ahead of Donald Heggie. Rosemary Smith, the Irish International driver drove very quickly and consistently to beat most of the men finishing fourth, two and a half minutes behind Heggie.

The win was well deserved for the tiny Clan, and with sufficient sponsorship for next year's R.A.C. Rally Championship many more wins should be forthcoming—how about "Team Brims FrameForm"?

Mention of course should be made of the faithful mechanic-cum-photographer Richard "Spanners" Harmer, who left his theodolite behind to make sure the Clan was always full of petrol, and to take the bonny photos, many of which are not fit for publication but can be obtained on request written on dirty five pound notes from.....

W.H.C. Dunn



TURNKEY PROJECT

EXTENSIONS TO TETLEY TEA BAG FACTORY EAGLESCLIFFE

Our latest industrial Turnkey Project was officially commenced on 27 September, 1972 although site works had been started some weeks previously. The sod-cutting ceremony was organised by Tetleys who invited the chairman of the Stockton R.D.C. to perform the actual cutting.

Apart from the Tetley management and guests invitations had also been extended to various guests including the Consulting Architect, Local Authority representatives, the press and a large contingent from Brims representing all aspects of the package deal. In fact the only notable absentees from this tea-party were the chimpanzees but rumour has it that a rival company had cornered the market in this commodity.

The ceremony commenced with a buffet lunch and liquid refreshment

followed by a conducted tour of the existing factory. As the gold plated shovel, ordered by Mr. Walters had not been delivered, a case 1150 was substituted for the actual cutting of the sod (hang the expense) and the chairman who had previously, reluctantly, confessed to some slight experience with mechanical shovels, was given a five minute refresher course (Plant Yard please note, name and address supplied on request) before going into action. Four attractive Tetley Tea ladies were then draped over the machine and, with all other spectators at a safe distance, the deed was done.

Contract particulars:
Value £335,000
Programme thirty-seven weeks



CUTTING THE SOD

Site staff:

Project Manager D. Thirlwall

Site Manager J. R. Bell

Site Engineer R. Eley

Q.S. D. R. Taylor

Architect (for Brims):

L. Rooker of Blackbell & Rooker

D. A. Thirlwell



CEREMONY RECEPTION

THE SWAN HUNTER GROUP - PART II

Walker yard, since joining the Swan Hunter shipbuilding consortium has built some of the largest container ships in the world. This yard also built a luxurious ferry for use in New Zealand waters between the north and south islands. Among the latest ships at Walker is a 105,000 ton deadweight bulk carrier.

Across the river Hebburn shipyard has constructed specialist gas carrying ships and products tankers. A specialist development section at Hebburn is responsible for designing and developing such vessels.

The Readhead yard at South Shields has concentrated on construction of a variety of cargo ships ranging from about 6,250 tons deadweight to 15,000 tons deadweight.

Readhead Repair Division, with two drydocks, and good frontage for repairs afloat has established a reputation for speedy efficient repairs including the lengthening of smaller type vessels.

On the Tees Haverton Hill yard has constructed a number of oil, bulk and ore carriers of 167,000 tons deadweight, a similar vessel of 100,000 tons and two smaller vessels of about 26,000 tons.

Haverton Hill also houses the group's Teesside Technical Division which is responsible for the design of ships built at Haverton Hill and at

another Swan Hunter yard, Smith's Dock Company Limited on the south bank of the Tees.

Smith's Dock Company, along with Manchester Liners, pioneered the development of container ships. The company joined the Swan Hunter Group in mid 1966 bringing with it a highly efficient repairing division concentrated at South Bank and North Shields.

Production at South Bank is divided between building and repairing and the yard has orders for a variety of vessels including cargo ships, refrigerated fruit carrying vessels and container ships.

The Swan Hunter Group's other main building interests are vested in the Small Ship Division which has its headquarters on the north bank of the Tyne a few miles away from the group's main offices.

The Small Ship Division incorporates Clelands Shipbuilding Company Limited, Wallsend which merged with the group in 1967, the Goole Shipbuilding and Repairing Company Limited, which was already under the control of Clelands, and Grangemouth Dockyard Company, Scotland, formerly part of Smith's Dock.

The division employs about 600 workers at Wallsend, 500 at Goole, and 300 at Grangemouth which is now mainly given over to repair work.

On the shipbuilding side the division concentrates on construction of smaller cargo vessels and tankers up to 6,000 tons deadweight, stern trawlers, and more recently torpedo recovery vessels for the Ministry of Defence.

The repairing activities of Swan Hunter Group in the UK (apart from those already mentioned at Readhead's and South Bank) are located on the River Tyne and in Scotland on the Clyde.

Swan Hunter Shiprepairers Tyne Limited has its headquarters at North Shields (formerly Smith's Dock Company Limited.) It also incorporates the former Swan Hunter-Wigham Richardson repair yard which is sandwiched between the Neptune and Wallsend building yards.

The repairing company has nine drydocks between the two yards ranging from 52 feet to 105 feet in width and 297 feet to 715 feet long.

The Tyne repairers have established a worldwide reputation through the whole range of shiprepairing activities with heavy, steelwork, 'ships surgery' and machinery repairs.

In little more than eighteen months the North Shields yard completed no less than six 'surgery' jobs, extending some ships by up to 70 ft. by inserting prefabricated mid-body sections built at the yard before the arrival of the ship.

Continued Page



HMS. BRISTOL Britain's most up-to-date guided missile destroyer built at Swan Hunter's Neptune Shipyard.

THE SWANHUNTER GROUP *(Continued)*

After docking the 'surgery' is performed by cutting the ship in half then floating out the fore part of the ship, floating in the prefabricated section along with the fore part after which the three sections are joined together.

At Wallsend the most sophisticated job in recent times is the contract for an extensive refit, over a three-year period, of two British built destroyers of the Chilean Navy.

Swan Hunter Shiprepairers Tyne Limited employs more than 2,000 workers between the two yards.

The Company recently took over the old Palmers Hebburn Yard—closed down by Vickers in September 1970.

This yard boasts the largest dry dock on the Tyne capable of taking ships up to 120,000 tons d.wt. The Company hopes eventually to lengthen and widen the main dock to take vessels up to 370,000 tons d.wt.

Other repairs on the Tyne are carried out at Readhead's (already mentioned) which has about 300 workers in the repair division, and at Wallsend Slipway and Engineering Company where 250 workers are employed on shiprepair.

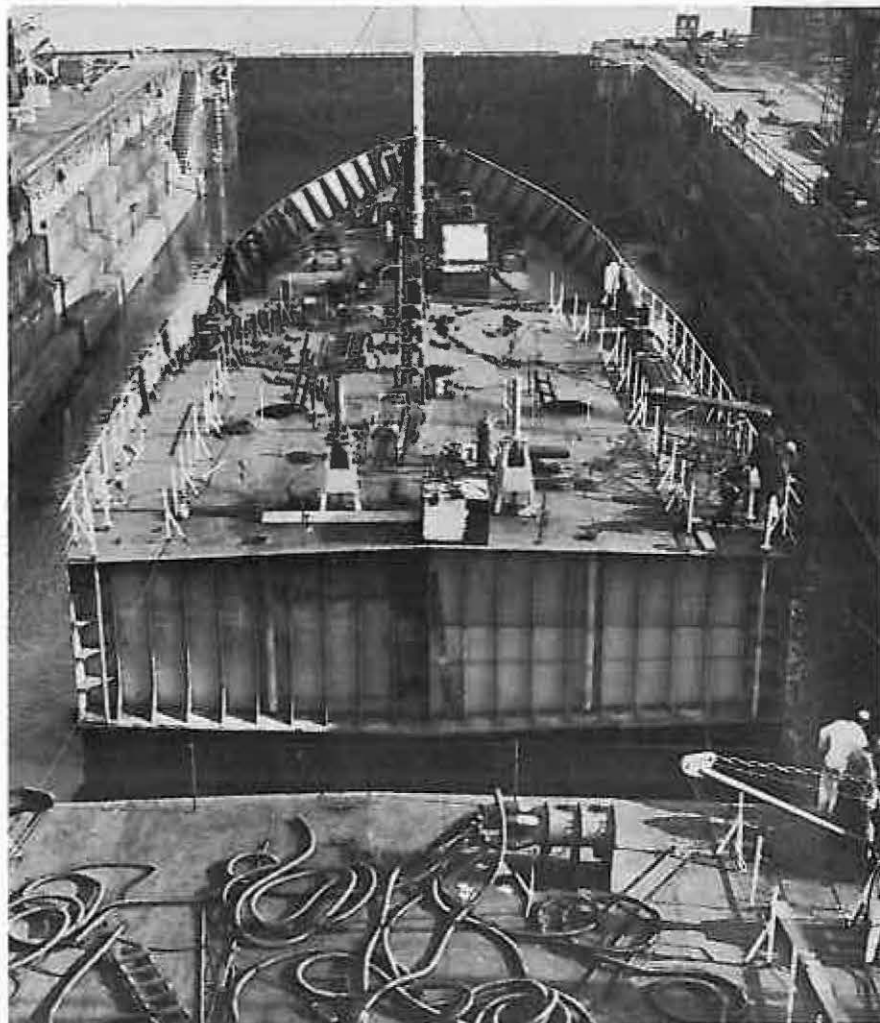
The remaining Tyne employees are at Wallsend Slipway—600 total—and are employed in engineering making ships boilers and compressors for heavy industry.

All the Tyne repair yards are supported by tank-cleaning facilities and by the Titan Crane.

In Scotland almost 1,000 workers are employed at Barclay Curle's Elderslie Dockyard on the Clyde which has three large docks ranging from 525 ft. to 680 ft. long and from 60 ft. to 95 ft. wide. The yard also has berthage for repairs afloat over 1,800 ft.

Barclay Curle also incorporates the North British Engine Works, also on the Clyde which has more than 600 employees and where some of the largest diesel engines ever built in the UK have been made.

At Grangemouth on the Forth (already mentioned as part of the group's Small Ship Division) more than 300 workers are engaged in repair work. Two dry docks are available, both 52 ft. wide, one of them 335 ft. in length and the other 350 ft. long. Berthage for repairs afloat covers a stretch of 250 ft. along the river bank.



The Bowstream, a sludge tanker converted to a dredger at Swan Hunter's North Shields repair yard. Picture shows the ship cut in half ready for a new mid-body section.

Grangemouth has a long history of shipbuilding and repairing and in 1801 the yard constructed the world's first practical steamship the *Charlotte Dundas* using an engine built by William Symington.

Both the other yards in the Small Ship Division offer repair facilities. At Goole on the River Humber three dry docks are available ranging from 185 ft. to 301 ft. long and from 40 ft. to 50 ft. wide.

The Goole yard also has a repair slipway with a maximum capacity of 150 tons. Berthage for repairs afloat is 340 ft. long.

Clelands—headquarters of the Small Ship Division has two repair slipways, 220 ft. long and 290 ft. long. Berthage of 330 ft. is also available.

On the River Tees Smith's Dock South Bank yard (also previously mentioned) employs 500 workers on repairs. This yard has berthage space along almost 3,000 ft. of river front and has four dry docks ranging from 273 ft. to 575 ft. in length and from 57 ft. to 73 ft. wide.

Other Swan Hunter enterprises include M.W. Swinburne and Sons Limited, Wallsend, brass founders, engineers, plumbers and coppersmiths and of course Brims and Company Limited.

G.H. Murray.

Editor—Swan Hunter News

Editor's note: Part III to follow in a future edition.

PEOPLE & PLACES (Pages 7-10)

GREटना CHAT

Well folks, it's now my turn to fill you in on the crack at our South Scotland H.Q.

To say that the crack is fierce must be the understatement of the year, over here nobody has any private life and people learn the real meaning of the word 'embarrassed'.

So, to start I'll just tell you exactly who is over here at the moment. Our latest recruits are David Maxwell, a local lad doing ONC at Carlisle; Paul Bennett, native of Whitley Bay, completed his Degree at Nottingham and is now at Ecclefechan; Stuart Mair, assume most of you know the lad; and another new lad, Ian Ward assisting E. Hall in Materials Laboratory.

As to what has been happening over here, well are you sitting comfortably.

Perhaps the biggest occasion of last month, there's always something going on over here, was the marriage of that self-declared bachelor, T. J. Dodd, Esq., to Miss Carol Steel, everything appeared to pass off unusually smoothly on the big day. Messrs. Black and Scott are to be thanked for their contribution to the build up to the big day. We just hope the words in the father-in-law's ear weren't taken too literally. The lad got a good send off down at the local hostelry and managed to collect some 'unusual' presents. Terry is now back to work and appears none the worse for the ordeal.

We managed to get a bus organized to bring us over for the 'Smoker', enjoyed by all. Except perhaps our A.P.M. who, sporting his new haircut and popular suede jacket declared, the next morning, that the whole affair was disgusting!!

Other social events have included darts, hockey and football matches with the women from the Social Security, Carlisle. All of which have been good fun and some partnerships have evolved from them, but quickly quashed because of over Socially Secure attitudes.

Mr. Ian Taylor, Penrith and Carlisle's No. 1 Playboy, arranged a Rugby Match, of all things, with Carlisle Rugby Club, after a not much publicised campaign fifteen volunteers(?) were arranged. On the

great day, however, only four could be mustered, our thanks must go to the Rugby Club for providing, at ten minutes notice, the other twenty-six players necessary for a game. The result was a seventeen all draw but, alas, none of our lads appeared on the scoresheet.

From the more general news, now down to personalities—Keith Brown returned from his Outward Bound Course feeling like Mr. Universe, only at his first swing of the fourteen pound hammer to nearly kill Austin Dobbie and cause Austin to emit a stream of abuse while clutching his hand.

Brian May achieved a life-long ambition in purchasing a motorised dwarf and now goes under the name of Midget, one snag however, the gentleman in question failed to satisfy the M.O.T. examiner and so prospective passengers must carry a current licence. This also follows his go it alone Chicken Soup recipe, which contained no chicken at all, the remainder of which was found in the dustbin. The Chef's comment was that it was rubbish anyway!!

Rockcliffe residence has seen the departure of Mr. Dodd plus Colour Television to his married quarters. Mr. Blacklock has exiled himself to Gilsland on his transfer to Spadeadam. New arrivals have been Paul Bennett, a black and white television and an outsider from Cumberland County Council.

Stuart Mair is leading hectic expeditions up hill and down streams and always promising to get back to the drawing board.

I, myself, have been accused of cradle-snatching but can only say that you can never tell nowadays.

Paul Bennett is settling in well and his own brand of humour is showing through. Ian Ward has shown he is adaptable to anything as long as it is darts and has delighted the kitchen staff with his delicate taste.

In conclusion, I can only say, believe what you like, it's all true, and there is still a lot more to tell. The 'atmosphere' at Greta should not be missed. D. Offord

A NEW GROUP TIE

A number of these ties are available from Alan Wigham in Head Office. The price is £1 and the tie, made of best quality Crimplene, is navy blue tipped with diagonals of light blue and gold.

SO WHY NOT A BRIMS TIE?

Why not indeed!

Brimnews announces the opening of a competition to produce the best design for such a tie.

The design should, in your own mind, best depict the Company, e.g. suggestions so far have been a TS-24 earthscraper, a crane or even a tankard of beer Brim-ming over.

Ideas for designs (with sketch, if possible) should be sent to Alan Wigham, the closing date for entry being Friday, 12th January, 1973.

Judging will be carried out by a panel chosen by the Editorial Board and the winner will receive a gift voucher to the value of £5 plus a free tie bearing his or her design.

Footnote

Bear in mind that the most popular backgrounds for company ties are dark blue, black, dark red/maroon or dark green.

DOG LOVERS CORNER

Brims pup— Progress Report No.1.

Whilst our pup has progressed in a very satisfactory manner and is developing on the right lines, there has been no sensational gate crashing to early success.

Her two shows to date gave her the initial experience she needed. At Wakefield she was most unfortunate to run up against a mammoth class of forty good class puppies, was 'green' and although not disgraced finished in the ruck of also rans.

Then coming out at Darlington a fortnight later she once again had tremendous opposition from seventeen puppies but was a different looking animal on this occasion. Her movement was vastly improved and her show manners likewise. She finished a creditable fourth.

As her next show will not be until late December or early January a much better performance is expected, although on breeding she will be slow to reach her peak, possibly by midsummer next year. *Brimnews* Lady Star of Syblamal should really be showing her true qualities by then and begin to gain her share of success.

Within the company network there are surely many dog owners who have 'doggy stories' to tell. Why not let us have them for publication in your magazine.

S. R. Gregg

PLANT DEPOT NEWS

I've done it! I've done it! Hi-up, while I lowp over the desk! At long last the Transport Sundance Kid has coughed up an article for *Brimsnews*. He was so carried away while he was writing the news that he occasionally forgot himself and answered the 'phone—'City Desk!' But enough of this frivolity (mind that's a canny word) prepare yourselves for the unexpurgated (mind that's another canny word) saga of the TRANSPORT NEWS, which is as follows:—

AT LAST FOLKS!— THE 1972 NEWS

FROM THE TRANSPORT DEPOT

After running out of more excuses than I care to remember, I've at last been cornered and threatened that unpleasanties could happen to me unless some items of interest were submitted by yours truly. It was mentioned and made quite clear that Jobson's body was the last to be gibbeted on Jarrow Slack, but I would be the first gibbeting under Byker Bridge if I failed to contribute to this issue of *Brimsnews*.

I could think of better things to do under Byker Bridge—like rolling old cars into Clasper Teasdale's newly cleaned up burn. While I'm on about the Ouseburn Site, let's say 'WELL DONE' Clasper, we now have the best looking car dump in the North East.

You know, nowadays, you speak to a driver through his Agent. Seriously, it is important to be on good terms with your staff, happy workers make good workers, good workers make good bonus, good bonus means the wagons are taking a b..... hiding and that is one thing we must avert, so give a little thought when you are setting bonus targets—don't let's have good targets at the expense of the vehicles.

Well, there is not much I can add to what's already been said about the Transport Dept., just the fact we are here to serve, although some people don't think so, but I'm certain they are very few.

I was hoping to publish a photograph of all the Transport Staff but doing a quick cost I found it would have cost a fortune.

I would like to introduce you to individual members of our Staff, first

of all—Norman Sutton who can be seen any time of the day cutting a path between the garage and the petrol pumps. Norman is the man from whom all employees draw petrol at the Depot, and is known by all and sundry. When he started with the Company he was 6'2" but now he's down to five foot nothing. He issues everything but Greenshield Stamps. I'm not quite sure but I think he has been asked for them on several occasions by hard-up Agents. It's Norman's job to make sure that all petrol and oils are booked out and materials from our stores are correctly entered in and out through our Kalamazoo system. It's of the prime importance that strict control is kept on materials, and Norman does just that.

Secondly, we would like you to meet Ian Allison—Mechanic from Bedlington. Ian is a keen car enthusiast. He sports a 1962 Anglia Deluxe, fitted with a 1650 cc balanced engine, 2000E gear-box, Capri differential, Ford Classic suspension legs, Corsair discs, Mk II Cortina callipers and Mk II Zodiac springs. The fuel is supplied by Spadeadam Rocket Site. Ian can be seen any time on the Tyne Tunnel road, if you're quick enough and have 20/20 vision. It takes him twelve minutes to come from Bedlington to the Transport Depot. As yet we haven't timed him when he has been hurrying. If proof is required, a ride can be arranged. (Girls—please take note). Another pastime for Ian is stock car racing at Brough Park.

Moving from the Fitting shop to come into the office you're met with the big smile of Dave Croucher or D.C. as he's known to his friends, and before you can utter a word, Dave's in with his punch line—'I'VE GOT NOWT'. You see he looks after the petty cash. One of his other hobbies is to captain the Brims boat on its many fishing expeditions into the frozen wastes off Tynemouth pier. For the amount of fish they've caught they'd be better off launching the boat in the Exhibition Park.

I stood on North Shields Fish Dock one Sunday afternoon taking in the panoramic view of the oil tankers opposite, when up they came—that flotilla of little ships. It just looked like a scene from Mrs. Miniver when they came back from Dunkirk. All their faces were down to their knees. They hadn't caught one fish. There

was £200 worth of fishing gear aboard the boat, and not one tiddler to show for it. Standing on the dock side was a little five-year old kid with his Woolworth's Rod in one shakey hand and an Embassy-tipped in the other. He was shouting to his mates, "Let wi chuck it noo or we'll niver be able to carry them all yem". He was either a very lucky little fisherman or he'd had his line cast down the hold of one of Irvine's fishing boats. Never mind Dave, you'll pull the big ones in one day. I hope to hell it's next week-end—the cat's starving.

And now last, but by no means least, meet Elsie our Typist/Telephonist. She does the typing for both Transport and me Dad's Non-Mechanical Department. Elsie is the one who can sweetheart our customers to take a wagon all day when there's only the sausage sandwiches to pick up, or if a van is required, suggests you use a flat wagon. Not only that, she can make a good cuppa, but her coffee's terrible.

A rather sad note now, it is with sincere regret we announce that one of our wagon drivers has had to leave the Company through illness. I refer to Joe Dougherty, and I'm sure I speak for all of us when I wish him a speedy return to good health.

As J.S.F. said in the November edition of *Brimsnews*, the Depot is in full swing again, the ever-mounting repair work to get through. This brought my good friend and colleague (Honey Bun Hall) to the 'phone—'Don't worry OS. I'll help you out'. You're a goodin J.H. But watch it, or you might get a call for a 2" pump and 2,000 ft. of delivery hose—then what?

Thanks very much for that build up in the last edition Mr. F., but I'm sorry, me hair stays as it is. Well, I must sign off now, so from the Transport Department—See you.

Ossie Lowery

Footnote:—

One of the joys of being a Manager is that you can usually have the last word, but for you Ossie I have two! 'Shut up!'—Only kidding kidda—I really meant. 'Well Done!' (and so you should be). Christmas Greetings to you all from Department 8, may you get your fair share of Christmas cake and nuts. May you also have a stinking bad head on 1st January, the sure sign of having a rare old New Year's Eve.

J. S. Fairbairn

HELLO THERE FROM THE SOUTH!

SOUTHERN NEWS

The Building Department, Southampton has set off to a good start during its first year, with four contracts running at present totalling approximately £1½ millions.

The first contract we tendered for successfully, was a high security Naval Defence Centre at Fort Southwick, which is now going at full swing and should be completed within the programmed date next May. Agent is Ted Andrews and David Iredale is Foreman.

On the 16th October we commenced work on the first stage of a new Transport Depot for the Southampton City Corporation, value £297,565 with completion in fifty-two weeks. Agent—Terry Irving, Jim Lyness General Foreman, Jim Scott Jnr. Engineer also Trainee Engineer Derek Coward.

The 30th October saw the start of another contract for Brims in the Southampton Docks, this time the G.P.O. Marine Cable Depot, value £425,000 with fluctuations. Agent Ron Green; General Foreman Ted Irving; Trainee Engineer Richard Carter; Planning Engineer Steve Dewhurst.

Not to be outdone we have got involved in the package deal business with a contract at Andover, Hants for Wilverley Securities Ltd. comprising three warehouses, value in excess of £½ million. We have to concede that we've had assistance from Head Office on this one by Richard Allen, Bill Morgan and Gerry Slater on design and negotiation. Many thanks. Agent, Terry Irving Engineer W. Ragan.

We would like to take this opportunity to welcome all the new staff in Department 4 Building and trust that we can have a long and happy relationship.

Department 4—Office News

Norman Marsh has been appointed Office Manager responsible for all Wages and G.R.S. and Site Clerks for all Dept. 4 sites. We offer our congratulations and the best of luck in your new position.

With Mrs. Higgins in charge of our able young ladies, Maureen Brown, Telephonist/Typist, and Eileen Coulson—who most of you know—we manage very well even if the filing goes haywire now and again!

Then of course, there is your very own David Coulson who, at times, wishes he was back with you—we work him too hard! (Mind you, he does appear to be getting thinner on top these days). Still you will see that for yourselves at the Christmas Dance in the north—he says he wouldn't miss it for the world.

Talking of Christmas, this would seem to be a suitable opportunity for Dept. 4 to extend seasonal greetings to all at Head Office and around the Sites.

P. R. Everson

SOUTHERN TIT BITS

We have pleasure in announcing our Christmas Dinner Dance, which is being held at the Skyway Hotel in Southampton on 14th December. Anyone wishing tickets from the north please contact C. A. Hullock. Tickets are £1.50 per head.

This is the first Dinner Dance of this size we have had in the Area due to our tremendous growth in the last twelve months, and we are expecting 150 people to attend, so you had better watch out up there before we take you over.

We bid a hearty welcome to Steve Evans, who has just joined our Civil Section and is working as Sub-Agent at the moment on Stelcon and is to take over as Agent on our new contract we have won in the Docks, which is a Container Clearance Depot worth approximately £400,000. We wish Steve all the best for the future.

Anyone wishing to meet Steve can see him in St. Mary's Market in Southampton any Saturday flogging all the pencils and pens that he acquires during the week.

It is with great pride I announce that we now have a 'Master Golfer' in the south, for a few weeks back a Golf Tournament was held by Ameys and Premix at Ham Manor in Sussex and a beautiful Silver Cup and Golf Putter was won by yours truly, C. A. Hullock, who returned a gross 81, giving a nett 66.

C. A. Hullock

*Robin Hood
Made Marian
and along came
Little John*

THE FACE BEHIND THE VOICE



I would like to introduce you to our Receptionist/Telephonist at our New Road office in Southampton—Miss Maureen Brown.

Maureen has worked for us for eight months commencing shortly after we moved into the new offices.

She resides in Eastleigh, which is about seven miles north of Southampton. She has lived there all of her life with her father, mother and brother.

She was recently engaged and hopes to marry Ian Martin, who is in marketing, next June.

Her main interests are camping and she often goes to the New Forest during the summer weekends, and she is a keen cinemagoer.

She is taking a post educational course at the moment on 'Geordie' and has already passed the first two stages of *Larn Yersel Geordie* and *Hadrian and the Geordie Waall* and it is said that she can now understand almost 20% of what David Coulson says to her.

BRIMS FOLK (Cont'd)

J.K.H. I think any activities which can further esprit de corps amongst members of the Company can only be in the best interests of all concerned. The functions and meetings which such bodies organise, as well as providing entertainment, education, mental stimulation, etc., also enable staff to meet together in an informal atmosphere and get to know each other better and hence maintain the spirit of team work which must prevail in a successful company.

HOLIDAY IN CALIFORNIA U.S.A.

It was quite an experience flying in a 747 Jumbo from London to New York, the flight taking just over seven hours. The time passes quite quickly due to having drinks before lunch, then watching a film show which lasted one and a half hours. There are three screens aboard this fantastic plane which accommodates four hundred and fifty passengers who are seated in rows of nine seats across the width in 3:4:2 formation.

We landed very smoothly at John F. Kennedy Airport in New York, when having passed through customs, followed by the police 'frisking' every individual, we proceeded to board a VC 10 which continued the journey to Los Angeles, taking five hours, but again a meal and drinks are served by delicious and oft beautified air-hostesses.

By the time of arrival at Los Angeles one has 'put back' one's watch by eight hours and witnessed the magnificent sight of the setting sun across the horizon.

Just prior to the landing at Los Angeles, which incidentally is a 'fairyl-land' of lights when viewed from the 'plane windows, the familiar sound is heard "This is the Captain speaking—we are on our descent into L.A. where the visibility is fifteen miles, it is a fine evening and the temperature is 71°F—this at 8 p.m. local time."

The holiday then started after being met at the airport and whisked away in my son's beautiful air-conditioned Pontiac and after a twenty-minute journey to his home in Redonda Beach.

The beaches are really very good indeed, but being October, it is their 'out of season' period, even though the temperature is in 75°-80° range, and my wife and I found we had a five-mile stretch of golden sands practically all to ourselves.

There are so many places of interest to see in S. California I will merely list a few which we had the privilege of seeing without being facetious in any way.

Disneyland—a place of fantasy which I believe every child in the world should be able to see. I wonder why the Disney organisation does not build one in England and every other country for that matter.

San Pedro—where our own Queen Mary is moored and has been converted into a tourist attraction costing over two million dollars and well worth a visit.

San Diego where the star attraction is Sea-World, where one sees the performing dolphins, a daredevil riding a whales back in a newly designed tank containing half-million gallons of seawater, and of course a host of other attractions including paying a Japanese girl three dollars to dive for an oyster, and the gamble is whether it contains a valuable pearl or not. My wife was lucky and got a 'black pearl' but I was the sucker who had to pay to have the darned thing mounted.

Then a visit to Knott's Berry Farm an area depicting the old days of the Pioneers.—Japanese Village another fantastic place, and so it goes on and on, and of course one must not forget the places of entertainment such as the 'Drive-in Movies'—Hollywood, Beverley Hills and the sporting activities—World Ice Hockey, Basketball, Baseball and American Football, all of which the Americans take very seriously indeed. There are also quite a number of English style soccer leagues in operation and I was pleasantly surprised to find that a great number of schools have also got soccer teams.

One of the exciting evenings was when a visit to a magnificent stadium was arranged for us and there we found it to be a race meeting with a different—Pony Trotting, ten horses in each race pulling a driver sitting on a two-wheeled trap and they cover the mile circuit in no time at all—needless to say, although I had a combination bet up three times I still lost on the night.

I have kept to the end of my short story the outstanding memory of all—a 4-day visit to the fantastic place called Las Vegas which was a three hundred mile drive through the Nevada desert to reach, but it certainly is like a gem, especially at night glittering in the middle of the desert.

Superlatives are just inadequate to describe the twenty-four hours per day activities that go on, but hasten to add it really has to be seen to be believed—absolutely breath-taking.

Well folks, the three weeks have just disappeared, and before the fact of realisation had registered, we were on our way back home and need I say it—back to earth with a Big Bump.

S. Sutton

PERSONNEL COLUMN

CONGRATULATIONS...

To Dorothy Dalton (Dep.3) on her wedding to Robin Black on Saturday 30th September at the Church of the Holy Spirit, Denton. Dorothy and Rob now live in Gosforth.

To Mary Macdonald on her impending motherhood. We were sorry to lose Mary after so many years but look forward to receiving news of her "new-arrival". Congratulations should also go to the proud daddy-to-be Philip, a Senior Engineer in Department One at present working on our Elvet Bridge contract in Durham.

To David McGee (Admin.) on his marriage to Rosemary Dunn on Saturday 30th September. David and Rosemary now live in Walker within walking distance of Head Office.

To Laurie Badcock (Design Office) on his marriage to Patricia Robinson on Saturday 21st October at St. Bartholomews, Benton. Laurie and Patricia are now living at Chapel House Estate, Newcastle.

WELCOME...

To Brian Rudland who rejoined the company on 1st October this year. Brian has taken charge of the newly-formed Speculative Housing Division. To Mrs. Jean Williamson who replaced Mary MacDonald as the Managing Director's Secretary as from 19th September this year. We would wish them both well in their careers with the Company.

We are sorry to hear that, as a result of an accident involving a van carrying Brims employees, two of the van's occupants are still in the Ingham Infirmary, South Shields.

The thoughts and wishes of friends and colleagues for a speedy recovery go to; Alf Winters (Snr.) Foreman steel fixer, and Alf Mahoney, crane driver.

SAFETY CHATTER

THE INTRODUCTION AND THE USES OF 'HEPTAPE'

We talk about the human race but really life today is more of a rat race. We seem to be losing that humane quality that makes us rise above our lower nature. The country and the world are speeding up, it would seem, with no clear sense of direction for the preservation of the people who have to live in it.

Inside each of us there is a subtle energy for self-preservation, yet we still, through accidents, go on killing and injuring each other day after day, year after year, in the home, at work and on the roads. Our trust of one another to do the correct thing has diminished considerably, and with the advance of technology, we appear to have forgotten the simple things, and in so doing, we have created for ourselves the means and habits for reducing our life span.

If we remember and understand that every accident is caused somewhere along the line through the fault of some person or persons, then we begin to appreciate the efforts of those who through thought and often simple ideas, try to prevent accidents being caused, which in effect could kill or injure others.

It is with these thoughts in mind that I sincerely thank Mr. John Dean

our Projects Manager at our Gretna Contract for bringing to my attention a completely new, simple and inexpensive product which has been thought of, again in an effort to combat accidents.

This product namely 'HEPTAPE' has in my opinion potentials for being the means of preventing accidents, which to us in the Building and Construction Industry, have so often proved very serious, even at times fatal, and without doubt have been excessively costly.

'HEPTAPE' is simply a colour coded polythene tape worded by appropriate over printing, giving warning of the presence of electrical cables, water mains, foul sewers, gas mains, telephone cables and road ducts etc., which are buried underground. It is manufactured in rolls of 365 metres in length and is 150 mm in width. With a specific strength and durability the tape will last indefinitely. This colour coded tape is intended to be laid when back-filling service trenches between 150 mm and 225 mm below the surface of ground level and act as an immediate identification of an underground service if subsequently disturbed by mechanical excavation or hand digging.

Imagine if this product had been in existence for the past twenty years and if it had been a compulsory requirement for its use over underground services, then I am certain thousands of accidents which caused death, pain and suffering, would have

been prevented. Financial loss would also have been considerably reduced. When the use of 'HEPTAPE' has been brought to the attention of H.M. Factory Inspectorate and certain large Safety Organisations and the potentials of its constant use are appreciated, I am certain some form of Legislation will in effect bring about a compulsory requirement for 'HEPTAPE' to be used, in the manner described, by all people who are responsible for the laying of these very costly services and who will want to prevent accidents and damage being caused through any work that may have to be undertaken in the future.

'HEPTAPE' is produced at present in five colours

Yellow for Electrical Services

Blue for Water Services

Red for Sewer Services

Orange for Gas Services

Green for Telephone Cable Services

and I can envisage more colours will follow for buried pipelines etc.

'HEPTAPE' is manufactured by The Hepworth Iron Company Ltd. with its Head Sales Office at HAZLEHEAD STOCKBRIDGE, SHEFFIELD, S30 5HG. Any firm or organisation contemplating the use of 'HEPTAPE' can have lettering of their choice.

Again I say it's a wonderful and simple idea which can and will prevent accidents if used. Agents should contact H.O. Buying Dept.

QUI COLLABORANT

M. Curran

LIST OF CONTRACTS

FURTHER CONTRACTS RECEIVED

(A summary of those not mentioned in other articles)

Major Civil Engineering—Contracts Manager—D. W. Weatherly

British Rail Bridge—Norwood Junction Approx. Value. £150,000

Tyneside Civils—Contracts Manager—L. M. Pascoe

Sludge Loading Jetty, Howdon Approx. Value. £160,000
(for T.J.S.B.)

Hebburn Yard Access Roads £18,500

Teesside—Regional Manager—J. R. Whitfield

Pedestrian's Subway Approx. Value.
(A19 Billingham) £76,000
Extension for Eton Axles at Aycliffe £138,000

Tyneside Building—Contracts Manager—J. S. Scott

Aged Person's Home—Shieldfield, Newcastle Approx. Value. £156,000

GUESS WHO ?

Response to the name-the-face article we ran in the August edition of the magazine seemed to indicate an interest in old photographs of present Company members.

Since the pictures were all from Dept.8, how about a series from each Department commencing with Dept.1?

All photographs with name of person to be forwarded to A. Wigham at Head Office.

DEFINITION

Chief Accountant—Head Number Juggler.

CYGNET CLUB

GOLF

This year saw an additional fixture to our calendar when the Gretna contract suggested a match between the West and the East to be played on the west side of the country. On an excellent November day the match was played at Brampton when the Gretna team was strengthened by guest stars Mr. Whitaker and Mr. Goldson. The match, based on stableford returns, reflected the spirit of the outing—a nice friendly draw.

The winners of the outings were as follows:

	Points
Bamburgh—Roy Tateson	34
Hexham—Jack Hedley	31
Dunstanburgh—Jack Hedley	32
(Whitaker Autumn Tankard)	
Brampton—Roger Schofield	34

This was the second occasion upon which Jack Hedley has won the tankard—well done.

We were very pleased to have Austin Thompson of Acrow with us at Hexham and Alan Todd of Amasco at Brampton.

The match play competition was won by Garry Burton who defeated last years defending champion, Brian Youngs.

D. Gibson

DARTS COMPETITION...

Took place on Tuesday 14th November at the Millstone in South Gosforth. Thirteen teams of four plus spectators took part, the Champs (Q.S. Dept.) winning yet again with Jill Sobey's team from the Comps. in second place. Prizes were bottles of sherry.

The first battle to be overcome was the lack of heating in the premises. How this was overcome leaves a lot to the imagination. Heating was eventually supplied courtesy of Birney Hill site.

Food was laid on and a good time was had by all.

H. J. Hart

PONTELAND 5-A-SIDE FOOTBALL

Current league placings

	P	W	D	L	F	A	Pts
1 Disposal 5	4	3	0	1	56	29	6
2 Costains	4	3	0	1	43	27	6
4 McAlpine	4	3	0	1	33	44	6
5 Gretna	4	2	0	2	35	31	4
3 Asson Sites	4	3	0	1	30	27	6
7 Tarmac	5	2	0	3	39	52	4
6 Head Office	4	2	0	2	34	37	4
8 Accounts	4	1	0	3	32	32	2
9 Design	3	1	0	2	25	27	2
10 Blyth	4	0	0	4	21	40	0

VENTURE CLUB - CANOEING

The Club's thanks are recorded for the donation received from Mr. S. Welford as a result of the raffle held at the recent Smoker. This welcome support has enabled the Club to build an additional 2 fibre-glass canoes and fully equip all four canoes with life jackets, safety helmets, paddles and spray decks—all essential equipment.

Two one day expeditions during the Autumn have been organised and ably led by Stuart Mair who has good white water experience.

The first trip was attended by S. C. Mair, A. M. Marr, E. J. Bradley, J. Crawford, K. Shannon, D. M. Graham, A. R. Burrough and took place on the River Tweed above Kelso.

All problems were safely negotiated by everyone with the exception of Max Graham who carried on where he left off in Scotland with his life jacket wrapped around his ears and spray deck in his pocket. This enabled half the Tweed to find its way into his canoe. With this added ballast he duly hit a submerged boulder at full speed at which point Max took to the Tweed and the Tweed took the canoe. After a struggle the boat was dragged to the shore. At least we could empty out the contents through holes which had been formed in the hull. This did make life easier. Needless to say we abandoned Max and his canoe at the riverside.

The guidebook describes the rapid three miles or so above Kelso as the "most dangerous rapid on the Tweed" only to be attempted by a strong party in ideal conditions. As it was by then getting dark and we were anything but a strong party, we decided to let Stuart go first to ascertain his real leadership potential. He did not fail us and was soon at the foot of the falls looking as cool as ever. Next to go was Eddie Bradley. Eddie isn't really a bad canoeist and I'm sure there are many reasons (we heard most of them over a pint later on) why he decided to go a different way from Stuart and parted company with his canoe. Both were swept to safety. John Crawford, fresh from hospital in Inverness, decided to follow in Stuart's wake—unfortunately it was Eddie's which he followed and it was very damp and bedraggled canoeists who hauled themselves onto the bank.

Andrew Marr, who was just about to set off, made one of his big decisions thinking to himself if I go down they'll all feel they must follow—so to make it easier for the remainder of the party in true martyrdom he forewent the challenge and the acclaim which would follow and took to the banks, from whence all canoes were hauled to safety.

The second trip was just as eventful and was attended by S. C. Mair, A. R. Burroughs, L. A. Weatheritt, J. R. Sinclair down the North Tyne.

The highlight of the trip was when Tony Burroughs spurned the route the others had taken down a broken weir and went straight over the top of a large rock. The canoe stopped abruptly but Tony did not. What was a single canoe now was a cockpit large enough for a double. We cannot relate the extent of Tony's injuries here.

Despite or possibly because of the drama on these two trips, further expeditions are being planned. All we need now is some more canoes for as quick as they are built in Newcastle they are destroyed on some rock strewn rapid. Plans are in hand to take over some baths during the winter months to practice canoeing techniques. Who can say what will happen when winter weary canoeists armed with all the latest techniques take to the water next Spring?

A. M. Marr

STOP PRESS

STOP PRESS CHRISTMAS PARTY

The Cygnet Club Christmas Party will be held this year at the Newbiggin Hall Hotel on Newbiggin Hall Estate. The date has been fixed for Thursday 14th December and music will be supplied by either discotheque or group and food will be laid on.

Details are being circulated to all Cygnet Club members.

STAFF DANCE

The dance this year will be held at the Banqueting Hall, Gosforth Park from 8.00 p.m. to 2.00 a.m. on Thursday 21st December. Instead of the usual buffet a dinner has been arranged and both band and group have been changed. We feel sure this change in format will please the majority and would point out that the numbers are restricted to 240 so get your orders in NOW!

Footnote The dance is restricted to staff members plus one guest per member.

**A MERRY
CHRISTMAS
TO ALL OUR
READERS**