

BRIMSNEWS

FEB 1971.



BRIMSNEWS

— the new "house magazine" is different! — at least we hope you find it different. There will be "standard" features each publication (every two months) such as "People and Places", "List of Contracts", so that you will all know what is happening in the company (we hope!).

Inside this first edition you will find our "Dear Marge" column in which we will try to help you with your problems, a feature on "Courtaulds" by the Dean/Porter partnership and a very interesting article contributed by Mr. Gibson on his visit to the States plus much, much more.

Needless to say "BRIMS NEWS" cannot exist without contributions from YOU! All contributions will be welcome, be they letters, jokes or anything which you think may be of interest to other members of staff. Please hand your contributions to any member of the Editorial board (see page 2).

I hope you find this edition both informative and interesting.

K. Park
Editor

EDITORIAL BOARD

Mrs. V. Balmer
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CURRENT CONTRACTS

Sunderland Incinerator –
 Refuse disposal works for Sunderland Corporation
 Multi-storey Car Park –
 Newcastle C.C.
 Seal Sands Link Road –
 2.94 miles carriageway for Teesside C.B.
 Hadrian Road –
 Roadworks end bridge for Wallsend
 South Shields Incinerator –
 Refuse disposal works for South Shields Corporation.
 Scotch Corner –
 Roadworks and interchange for North Riding C.C.
 C.J.B. Hythe –
 Southampton
 Holdenhurst Road –
 Southampton
 Several "Small-Works" contracts under the leadership of L. Pascoe.
 Pendower School –
 School for Newcastle E.A.

College of Art –
 Newcastle E.A.
 Dunlop Factory –
 Team Valley
 Exquisite Knitwear –
 Factory for Courtaulds Ltd. at Ashington
 Cash and Carry –
 Supermarket at Ashington
 Commercial Plastics –
 Factory at Cramlington
 Office Block for Inland Revenue at Washington
 Burrell and Maurice –
 Factory at Ryton.
 Courtaulds –
 Stage 3 at Spennymoor
 Northfield Comprehensive School –
 Billingham
 Kado Ltd –
 Factory on Teesside.

Corporate Plan!! – What's that?

A week's honeymoon in York (where one of the museum's principal relics is an ancient horn) has in no way deterred trainee site manager Chris Tinkler and his bride newly-married Sandra Lindsey (of Hartburn, Stockton) from working strenuously this past week on the new flat they have secured to start married life in Billingham. Chris, currently working at the Grange, Eston, has been on many Brims jobs in the Teesside area over the past few years as well as on work in the Newcastle region.

Ray Giles, popular quantity surveyor to several Teesside contracts and motor mechanic manqué, is being seen more of by his wife Beryl now that he has returned home after an emergency operation for appendicitis. After just over a week's hospitalisation he is now back at his Guisborough home where his convalescence (if he keeps off dumplings) should proceed apace. It is not believed that the surgeon was asked to do a 'measure' of the ailing part before its removal.



The "Team" pin-up

SCOTCH (Corner) MIST

The prolonged spell of dry weather we are experiencing at the moment can't last for ever (can it?) although it is rumoured that a number of the staff have now got ragged knees through spending so much time praying.

The job has been running for 3½ months now, everybody has had their holidays, and we confidently expect to finish painting the offices before the end of the contract. This of course is dependant on the fog for which the area is renowned. It has already caused some trouble when difficulty has been experienced in getting back from our canteen, the well known Scotch Corner landmark across the road from the offices.

We welcome back to the company C.R. Booth who will be remembered for his exploits at Sheffield and Beverley. His more recent exploits include a brand new baby girl who with young

Charles complete the set.

Also new to the company is G. Newsum (another ex Dowsett man!!) who has joined us as office manager. We also have to congratulate P.J. Leach who has successfully bribed his way to a pass in his recent exams.

Heard recently: I'm sorry I'm late back from lunch but my chimney was on fire. This compares well with, I'm sorry I'm late this morning but we had run out of cornflakes, and I had to set too and make porridge.

Please note: In spite of recent comments this site does not hold programming meetings in our gypsy caravan.

In closing we would record our appreciation of the Seal Sands Plant Depot which is able to supply most of the plant we need. It's not true that they have all the plant the company owns, just most of it.

Congratulations to George Barnfather who has now passed a First Aid course at the third attempt. The men now demand anesthetic before treatment!

Dear Marg

We young engineers think Brevity is the soul of wit — certainly as far as female clothing goes. It saves us buying a "Pig in a Poke". With the cost of living rising and the hems of skirts falling we are confused.

Do your readers think we should start at the bottom and work up?

I became half of a partnership six months ago, the marriage ceremony took place on 1.4.70. The first few days were very happy with plenty of companionship from my better half. I got on well with all the little ones he brought with him from a previous marriage (his partner had left him for Tony Toomey). Slowly as the days went by we started to see less and less of him. He said he was sorting things out from earlier partnerships and, what is worse, future ones. This state of affairs started to worry me, in fact we saw so little of him it was suggested that we get a framed photograph hung

in a prominent place so that we would not forget him.

Things have changed slightly for the better lately but I still feel he has some little things going on the side somewhere. He spends a lot of time near the docks on the Tyne and in little quiet country lanes north of Wideopen.

What do you think I should do? I could ask him for an explanation and maybe cause a row or I could go to his friend David or should I put on a brave face and ignore his absences.

Yours beseechingly

Pam

A Tearful sob-agent

You've got problems!!

There's no truth
in the other rumour



Ted Curry joined the Company last February as a Senior Building estimator, having worked for Greensitt & Barratt for the previous three years also as an estimator. Since leaving the Navy at the end of the war, Ted has worked in the Construction Industry. He lives at Rowlands Gill with his wife Margaret and their children John (15), an apprentice joiner and Jean (17) who is a civil servant. Ted, who is 44, spends his spare time at the local Cricket Club and is a regular inhabitant of the Townley Arms.

PEOPLE AND PLACES

NEW FACES

We welcome the following staff who have joined the Company since the beginning of August.

George Bessant from Mason Pittendrigh & Partners, working as a Site Engineer on the Multi-Storey Car Park. Charlie Booth, has re-joined the Company as Sub-Agent at Scotch Corner.

Alan Brownlee from Dowsetts, working as a Site Manager in the Building Department.

Tony Burrough from School, working as a Trainee Engineer at Sunderland Incinerator.

Colin Chambers from Wilson Lovatt working as Cost & Bonus Surveyor on Teesside.

Malcolm Donnelly from School, is a Student Apprentice and has joined the Swan Hunter Contract.

Miss Susan Drysdale, who has returned to the General Office.

Keith Godding from Balfour Beatty working as Cost & Bonus Surveyor at Pendower School.

Bill Harvey, from Gilbert Ash, working as a Site Manager in the Building Department.

Tony Hogg, has joined the Company as Senior Design Engineer.

Allistair Hunt, from School, has joined the Company as a Student Apprentice and is attending an H.N.D. Course at Teesside Polytechnic.

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There is no truth in the rumour that John Wood has been accused of stealing cars from the "Ramside Hall".



Welcome to Fred Fielding, one of our latest recruits. Fred is taking over our New Transport Department at Point Pleasant Terrace, Wallsend, and has promised a service that will astound us. (We're looking forward to being astounded as it hasn't happened to us for quite a while).

Workshop Fitter, Tommy Jubb will be joining Fred to take charge of the new motor mechanics and Plant Depot Clerk, David Croucher, will take over the new department's Clerical Duties.

The Marriage has taken place between Miss Pat Dunlevy and Mr. Colin McNeil on Friday, 30th October in Mussleburgh. Pat has worked for us during the past two years as a Comptometer Operator. The couple are to Honeymoon in Majorca.

Inscription on tombstone in Scottish Cemetery

Wherever you may be let your wind go free,
'Cos keeping it in was the death of me.

The drawing office recently bade farewell to Mrs. Lillian Spinks, who has left the company in anticipation of a happy event. During her time in the office Lillian performed very competently as a tracer, typist and filing clerk, earned considerable renown at table tennis, and also developed a formidable skill at three-card brag. She made herself very much part of the office and always seemed to prefer to pass her lunch breaks in the company of her exclusively male colleagues. It is not surprising then that she is keenly missed. All her former colleagues in the drawing office join in extending their very best future wishes to Lillian, her husband Derek and their little one (expected early December).

G.L.H.

FAREWELL "OLD-TIMER"

After 18 years of loyal and faithful service to the company we say farewell, with reluctance, to Bill Reynolds, one of the painters at the plant depot. Bill was presented with a wallet, complete with cash, by Mr. S. Sutton — Manager, Dept. 8 on Friday 16th October.

We all thank Bill for his loyalty and wish him a very happy retirement.

CHRISTMAS COUNTDOWN AT COURTAULDS



The phased handover of Stage II of Courtaulds' Factory at Spennymoor commenced at the end of September. Approx. 10,000 sq. yds. of the Worsted Spinning Mill was completed as the first step towards the completion of the £1.1m. contract by Christmas.

Machinery is being erected in this air conditioned, humidity controlled factory, which will soon be producing yarn for the clothing trade. The remainder of the factory is well up to programme.

The Building was designed by Courtaulds Engineering Limited and the success of the Project can be attributed to the close co-operation between Courtaulds and Brims during the design and planning stages. This co-operation has been translated into success by the combined efforts of the Courtaulds team led by L. Plant and Brims team on site, led by Messrs. Wightman and Hensser.

The contract commenced in January this year, with the exception of the earthworks which had been carried out during October 1969 and involved some 100,000 cu.yds.

The labour force involved in constructing this factory with its vast, seven acre roof has amounted to approx. 200 in direct employ and some 220 approx. in the employ of all sub-contractors. No doubt a fair proportion of the labour was bricklayers handling the 1.5 million brick content.

An external view of the 40 ft. high building enclosed with approx. two

acres of side sheeting does not provide any indication to the viewer of the construction problems within. For instance it is not apparent that during construction, work has proceeded on five different levels. This factor, coupled with the large area of the site, has posed a particular problem to site management with regard to the supervision and servicing of the works.

Similarly an external view does not reveal one of the most interesting features of the works - the suspended floor slab. This 10" thick slab is carried 20 ft. above ground level on 400 No. 18" square R.C. mushroom-headed columns. Approximately 6,000 cu.yds. of concrete was required in the 21,000 sq.yds. of floor together with 400 tons of bar reinforcement. To facilitate ease of handling, the reinforcement was fabricated into 5 cwt. mats.

In order to overcome the problems of placing such a volume of concrete in a confined location, coupled with difficult access, it was decided to invest in a concrete pump - a Schwing 24/30 all hydraulic concrete pump with a 5" dia. delivery line.

The concrete was a standard 3,750 lbs/ins² (28 days) mix supplied by off-site mix using crushed aggregate. The concrete was handled at a slump of 2" and the main design requirement for pumping was a 33% sand content. Output on floor pours was controlled at 18cu.yds. per hour into bay widths of 10 ft. The wearing surface of the slab was produced by topping off with a ½" thick granolithic finish.

The casting of support columns commenced in mid-March with the floor slab getting underway on 6th April and was completed on 1st September.

It is interesting to reflect that the Courtauld's Contract, possibly more so than any other, makes a nonsense of the "two industries" theory. In other words it is in the "fringe area" where building and civil engineering meet and is a classic example to consider when expounding the theory that we are "one construction industry". It would be difficult to define in real terms to which "industry" Courtaulds Contract belongs. Perhaps the only reason that the suspended floor slab was built under the R.I.B.A. Conditions of Contract rather than the I.C.E. is that it was constructed beneath a roof, rather than out in the open as would a motorway viaduct.

Stage I was carried out under a previous contract valued at £1.25m. which commenced in June 1968 and the Client commenced spinning yarn in February 1969.

Some basic facts of Stage 1 are that it involved some one million bricks, 18,000 cu.yds. of concrete, 1,000 tons of steel and a roofed area of eleven acres.

J.D./A.P.

It's all happening
at
"Spaghetti Junction"!

COMPANY DINNER DANCE

"God rest ye merry gentlemen
Let Nothing you dismay,
For Thursday after the Xmas Dance
Will be a holiday".

The day—

Wednesday, 23rd December, 1970

The time —

8.00 p.m. — 2.00 a.m.

The venue —

Brandling Hall, Banqueting Rooms,
Gosforth Park.

The occasion —

The annual orgy of music, ale and fare.

The palatial interiors of the Hall rang to the calls of aristocratic gentlemen, resplendent in "dickie-bows" and Moss Bros. suits, and the tittering of ladies resplendent. (Before I go any further, I would point out that this is not an extract from the William Hickey page, but a report on the Brims' Xmas Dance). The calls of the aristocratic gentlemen? — they were for "fower Ex plees" or "Mine's a Broon Jack". The tittering of the ladies? — that was in sympathy for the less fortunate (the rest) who "look terrible in that colour"; "it's not her style at all" etc. Yes, everyone was having a *splendid* time! Even if the dance floor resembled Northumberland Street, Newcastle, during Christmas week, no-one seemed to care, in fact it was fun taking to the dance floor with one partner and leaving with another and



NO COMMENT !

both bands performed with credit although the beat band, The Silver Dollars, appeared to be appreciated by a wider audience than the dance band.

The food, which was taken at three sittings, was the usual excellent standard although the seating and service arrangements at times resembled the Staff Cafeteria on a good day with bodies standing around, plates in hand

and cutlery in teeth, searching for a table and chair. Nevertheless, the food was consumed and stomachs filled with no real problems although the occasional Oliver Twist did appear on the scene.

The eating over, it was back to dancing and drinking or was it drinking and dancing or drinking and drinking? Perm any two from three and the answer is a pint of Ex! As the night wore on and the heat and alcohol levels rose jackets were tossed aside, cumberbunds removed and ties undone as bodies gyrated to the music. It was a pity it all had to end.

Yes everyone certainly had a good time they said as they slid under tables or slumped over chairs, a marvellous time "but I'll never eat and drink as much again" — till the next time.

"Thank goodness for that days holiday tomorrow".

A. Wigham



THE CLAN?

Footnote:—

I am aware of the problems caused this year by excessive numbers of guests at the Dance. Plans are in hand to reduce the total numbers attending next year's dance by approximately one quarter. This may mean restricting tickets to staff only, but will ensure that all of those attending have a tussle around the dance floor.

A. M. Marr



HAPPINESS



DO YOUR THING!



SMILE PLEASE!



THE TWO OF US!



WHO'S SELLING WHO?

U.S.A. '70

CONCRETE ROAD PAVING IN THE U.S.A.

On my return to work in September after one of my most enjoyable family holidays ever I sat down with no great enthusiasm to read through the papers which had been carefully laid aside for my attention. A surprise however, awaited me — I had been nominated to represent the company on a study tour of concrete road pavings and associated works in the United States of America. The tour had been arranged by the Cement and Concrete Association and the party was to be limited in size to a maximum of fifteen which in actuality turned out to be only ten. The prospect was most exciting and a number of questions immediately presented themselves — would everything be on the grand scale I had always imagined? Were the Americans as efficient as we are led to believe? Would I see something which could revolutionise contracting in the U.K.? Are the television reports and documentaries over dramatised? Many other questions also crossed my mind. Flight Times and hotel bookings were unfortunately not-finalised until a few days before leaving and smallpox vaccination, visa and passport formalities were only just completed in the limited time at my disposal. I managed to select correctly and approach one of the party in the departure lounge at Heathrow Airport and then we collected the rest of the party consisting of representatives from Contractors five, Consultants one, Ministry of Transport one, Stothert & Pitt one, and C and CA two. There was an air of excitement in the atmosphere — Hi-jack Hostages were expected from the Middle East at anytime, all bags were taken from us, we were frisked and checked electronically. It was the 13th September and we were leaving from Gate 13.

When I took my allotted seat on the aircraft a Boeing 707 I found I was sitting beside two young arabs — they were friendly however and were going to University in California to study electronics. The loudspeaker announced we would land at Los Angeles after a flight time of over eleven hours and that in addition to meals we would have an individual nine channel choice of recorded programmes including the sound track of a film which would be screened during the flight. The major excitement of the flight however was the sight of icebergs floating clear of the Greenland glaciers.

It was still daylight when we landed at

Los Angeles where we put our watches back eight hours and after thorough but courteous customs check we flew to San Francisco for supper and bed. To give some indication of what I observed I have given below some impressions which I formed and facts which I heard or noted.

1. The American economy is not afraid of imaginative creation and roadworks are in a position of high priority. A tax of up to 5 cents on every gallon of petrol goes to the development of roads in addition to the motor tax.
2. The high level of skill of individual operatives which may be due to the fact that they were being employed on a repetitive job which they had been doing for some time. Labour is recruited through the labour office of the Unions whose ability to bargain for high wages must rest in large measure on the quality of their members.
3. There is no guaranteed week as we know it and one site had arrangements made for phoning all workmen at about 5 a.m. to instruct them not to turn out for work if no work available due to inclement weather.
4. From the design and specification standpoint:
 - a) the use made of open ditches and the relatively simple sewer layout compared with U.K.
 - b) A standard specification and method of measurement is employed in each state resulting in bills containing less than 10% of the items for the equivalent job in U.K. In this connection consulting engineers are sometimes employed to design certain sections of the work but all is handed back to the State Highway Engineer for documentation and supervision.
- c) The state engineer decides concrete or black top before sending out tender documents.
5. From Contractors standpoint:
 - a) Their ability to obtain supplies of material of the quality and at the rate required to meet the grand conception of the work — outputs of 700 — 800 cu. yds. per hour leading in one instance to the laying of 11,238 ft. of 24 ft. wide carriageway in eleven hours. On this latter contract bottom dump lorries capable of carrying twelve cu. yds. of concrete were used to deliver concrete.
 - b) Setting out was carried out by the State Highway Engineers as also was the measure of the work for

payment purposes and in the words of one Resident Engineer "We do everything except the actual organisation of the men, plant and material supply and that is all the contractor has to do" — Its the same the world over!!!

- c) The contract duration is generally given as a specified number of working days rather than calendar period as stated in this country. Extensions of time are allowed for labour disputes and days when the critical operation cannot proceed.
- d) Contractors appear to work on a higher "mark up" than in the U.K. but information given by various contractors lacked a certain uniformity.
6. The willingness of both contractors and highway engineers to give up their time at only a few hours notice to discuss roads with our party. Fred Webber (contractor) of St. Louis laid on his helicopter to give us all a trip over his native roads from earthmoving to bridge construction.
8. As the concrete road decks of bridges are used as a running surface the standard of finish was very much higher than one normally sees in the U.K.
9. The market for slip form pavers in the States has been fairly well saturated some 500 CMI autograders, not all with slip form attachments, have been sold and a stock of about thirty machines is available for sale. In passing I would mention that we spent a most enjoyable Sunday afternoon at the ranch of the CMI president, Mr. Bill Swisher.

With regard to the American way of life things of note included the notable absence of arrogant police, the size of the steaks; 12 to 14 ozs., the magnificence of the bridges at San Francisco and the stainless steel arch 630 ft. high in St. Louis, the discipline of the traffic both in speed and lane discipline where cars overtake either side without driving in competition with each other, the high cost of food and anything which is labour intensive, the attractiveness of the shopping centres, the high quality of the works canteens, the use of dry walling in internal walls to buildings and many other facets.

You will no doubt have gathered that I had a most interesting and enjoyable trip which although at times tiring I am very grateful to have had the opportunity to attend.

D.G.

MANAGEMENT STUDY GROUP

The 1970/71 season of the Group got off to an extremely well attended session on the 2nd September. Twenty-eight prospective members turned up to partake in a film and discussion on "Management by Objectives". On the 7th October the good support continued when the session was devoted to "Case Studies in Building Management and Industrial Relations".

This season, meetings are being held at

Ramside Hall — a location more central to the companies activities. The programme for the whole season has been established and is available in a printed pamphlet. Speakers from other industries will form the focal point of the next two sessions on the 4th November and 2nd December. Membership of the Group is open to all Company employees — details available on request.

FOR SALE

An Ideal Marquiss Solid Fuel Central Heating Boiler 65,000 B.Th.U. output. Used 1 year only.

Price — Free for the taking.

J. Dean — Seal Sands

T'was pay day for staff in Head Office,
And they all stood around in glee,
Until they looked at their pay slips,
T'was a wonderous sight to see.

Except for Accountants and Heads of
Departments,
For their faces creased into a smile,
T'was the only time in the month, you
see,
They felt human and life was worth-
while.

They felt happy and laughed with

great feeling,
And their voices rang down the halls,
"Isn't it great to be alive",
And the other staff answered — "NO".
G.B.

LOST JACKET

COLOUR — Dirty Brown
AGE — Worn Out
HEIGHT — 2'9"
DISTINGUISHING MARKS —
Ragged.

Last seen travelling south on A1 at 50
m.p.h. after being leant against parked
lorry.

Great sentimental value to owner as
five bob in pocket.

Anybody having information leading
to its recovery will be substantially re-
warded and should contact B. May at
Scotch Corner.



(courtesy of J. Turnbull)

continued from page 3

David Ladkin has joined the Company from School as a Student Apprentice and is working on the Swan Hunter Contract.

John Lavers from Cubitts in Southampton, working as a Section Engineer on the C.J.B. (Hythe) contract at Fawley.

Stuart Mair, from School, working as a Trainee Engineer on the Swan Hunter Contract.

Jim Martin from Darlington Insulation, working as a Trainee in the Quantity Surveying Department.

Michael Quinn from Gleasons, working as a Site Engineer on the Swan Hunter Contract.

Kevin Reddington from Marples Ridgeway has joined the Company and is Agent at the new Bournemouth By-Pass Contract.

Gordon Shaw from Tennetts, working as a Trainee Quantity Surveyor at Courtaulds Factory, Spennymoor.

Bobby Sinclair, from School, working as a Trainee Engineer in the Drawing Office.

David Southern has joined the Company as an Architectural Technician in the Drawing Office.

David Swan, from School, working as a Trainee Engineer at South Shields Incinerator.

Ray Thompson, from School, working as a Trainee Engineer at the Multi-Storey Car Park.

Ron Waters, from School, working as a Trainee in the Buying Department.

Alan Wigham from Welwyn Electrics, who has joined the Company as Training Officer.

Stuart Wilkie who has joined the Company from School as a Student Apprentice and currently taking a Degree Course at Sunderland Polytechnic.

Graham Witherall from Peter Lind in Devon, working as a Trainee Engineer at the Swan Hunter Contract.

STOP PRESS

The company have recently been awarded the following contracts:—

Factory and offices for James Wilkes Ltd. at Killingworth.
Advance factory for English Industrial Estates at Simon-side.

PLANT DEPOT NEWS

The Plant Yard is looking very bare at the moment, most of the plant being out on hire and we are expecting this trend to continue well into winter. The new Transport Department at Point Pleasant Terrace, Wallsend, is progressing well under the personal supervision of Jimmy Adams, one of Alan Porter's senior "Red Ants." We hope to occupy and start business in earnest to-day.

Wedding bells last month, Saturday October 3rd for fourth year apprentice Alan Maitland. Congratulations and best wishes to Alan and Christine on their happy occasion.

Have you seen the hair cuts John Hall and Alan Hutchinson are sporting lately? A few more snips by the barber and we reckon they may have been banned from Newcastle's ground. Both firmly deny they went to sleep in the barber's chair.

Welcome to Derek Forster our new first-year apprentice fitter. Even after his trial period in the workshop, Derek still insists he doesn't mind getting "Aa'll black and mucky". Funny fellow!

Workshop scandal is very poor at the moment. Chief Cappo, Foreman Fitter and Finger man, Jack Thompson spends most of his lunch-break teasing out a length of sisal rope and it is rumoured that it will eventually be used upon the backs of the Fishing Boat Club passengers as they man the oars.

Welcome to new fitters Billy Elliot and Les Stamps, two strapping lads, to bolster up your favourite department's strength.

With regret we say cheerio to Terry Playford of our Plant Hire Office who leaves us for pastures greener.

Anyone requiring advice on how to complete an "S1" contact the sub-agent at Hadrian Road.

SAFETY CHATTER

On the Highways, Bye-ways and Motorways these days it is a common sight to see car-borne Safety Helmets. With their firm's badge or monogram boldly displayed, perhaps they are used for advertising purposes.

I wondered is the day far off when we will find Safety Helmets being worn in the car. After all motorists are way ahead of Construction workers when it comes to wearing Safety belts.

I take notice and think it a good thing that executives now regularly wear Safety Helmets when they visit Sites. Not only does this practice set a good example, it also provides the visitor with a convincing means of demonstrating that he is one of the boys. The only difference being that he is cleaner than the others and that the helmet will only be worn for an hour or so.

I take notice that many Site Managers only wear helmets when they have visitors from Head Office and in particular when they receive a visit from a Construction member of H.M. Factory Inspectorate. These same people are angered when they find that men on their respective sites won't wear Safety Helmets. People who have seen the light, and this I am sure includes many unfortunates who have seen many lights in scintillating colour by being struck by falling objects are still puzzled that co-workers don't share their enthusiasm for Head Protection.

I take notice that displaying posters and pleading don't help very much and find the most effective means of persuasion and the last to be adopted is to wait for a very nasty head injury to occur on Site.

Then notice is taken of the availability of Safety Helmets, discussions unlimited, all the whys and wherefors as soon as the unfortunate victim is on his way to hospital.

Unfortunately these effects do not last for long. What a pity the mind and memory of Industrial Workers exclude from their heads so quickly an apt and in some cases most horrifying experience of a fellow worker and yet do nothing to prevent a re-occurrence of an Accident which one day could be on their door step.

I take notice of and receive all kinds of excuses for the non-use of Safety Helmets:

- a) In summer they are hot and create sweating.
- b) In winter they are cold and draughty to the head.
- c) One can loose their hair through constant usage.
- d) They fall off at heights particularly when windy.
- e) The peak gets in the way of work or instruments.
- f) The wearer gets headaches.

Comments on the above excuses is with-held, the remedies are so obvious, but to keep a-head, get a hat.

Chatting on Safety I sometimes wonder whether I over emphasise the use of protection to the exclusion of prevention.

Most people struck on the head by falling objects would not have been injured if somebody had taken a little care in the first place to ensure safe working in a workplace which is after all a "Hard Hat" area, affecting Management and workers alike.

We are human or are we, can we do something positive to make sure that whatever else may happen, nobody will leave a Brims site with a cracked skull!

"OUI COLLABORANT"

M. CURRAN

CHRISTMAS STAFF DANCE

The Company Staff Dance will be held again this year in the Banqueting Rooms at Gosforth Park on Wednesday 23rd December from 8.00 p.m. to 2.00 a.m.

Tickets are 1 guinea and 12/6 for those aged 21 and under.

Two bars will operate and a dance band and group will provide the music. As usual a 3-course buffet meal is included.

Full details and application forms will be sent out in the near future.

A.M.M.

CYGNET CLUB

FISHING CLUB



Sunday September 27th saw the 2nd Boat Club fishing trip come and go. At 08.00 hours the assembled passengers (Sid Welford & Junior, Jimmy Renton & Junior, David Coulson, Derek Atkinson & Young Fairbairn) looking spic and span, complete with rosy cheeks, full coffee flasks, full sandwich bags and nautical language, waited at the T.I.C. jetty for the good ship "BRIMS" to come alongside with Skipper Jack Thompson at the helm. At approx. 14.00 hours they stepped back ashore complete with pale faces, full coffee flasks, full sandwich bags and not so much bravado. Yes! you've guessed right, the sea was running high both inside and outside the piers and took its toll of our merry fishermen.

The fish were not particularly interested in the extra groundbait that certain passengers offered over the side of the boat, let alone the superb rag worm that was supposed to be the official bait and consequently only about sixteen fish gave themselves up. Monday morning brought an unexpected 'phone call, thanking the crew for their efforts and an assurance that the Buying Dept. still wanted to partake in future trips when their turn came around again. Some people never learn!

Fishing trips are held every two weeks (weather permitting). All Cygnet Club members are welcome. For further information contact Jack Fairbairn at the Plant Depot.

J.S.F.

TABLE TENNIS

The organisers of the Tennis Tournament extend their congratulations to the winners of each contest of this year's tournament. In the men's singles Alan Richardson beat Eddie Bradley 6-4, 2-6, 6-4. That man Bradley was also in the men's doubles final. Partnered by Andrew Marr, they beat Richard Harrison and Keith Brown 3-6, 6-3, 6-3.

We hope to hold the competition again next year, but starting earlier in the year. We would like to see more of you competing, including the ladies. We play for fun not fortune.

T. Richards

VENTURE CLUB ANNUAL EXPEDITION

Making up the party for the recent canoeing expedition to the River Wye were G.I. Lawson, J. Crawford, B. May, L.A. Weatheritt and myself.

The first day went off surprisingly well but during the next, certain members were seen doing tricky underwater manoeuvres while still in their canoes. River traffic was warned to look out for floating debris (instant potato, beef curry and fourteen packets of crisps). The weather was very good for the first four days and all wet clothing, etc., soon dried out.

A certain Farmer on the outskirts of Monmouth wishes to thank J. Crawford and G.I. Lawson for allowing his forty cows and "Billy" the bull to sleep in their tent whilst they were at the pub.

The next day was partly spent cleaning schh! (you know what) from tent and clothing.

The expedition (described by G.I. Lawson as the longest and hardest pub crawl he has ever done) was a great success.

Next weekend meet

A climbing/fell walking expedition will be held in the Lake District in December. New-comers to the Company are especially welcome to join the Venture Club. Full details will be sent out in the near future.

E.J.B.

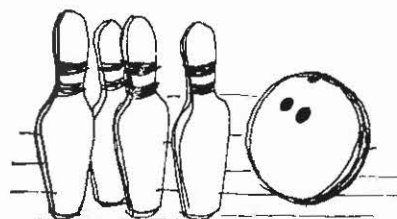
5-a-side

The 5-a-side league commenced play on Tuesday 22nd September and at the time of going to print 16 matches have been played. This year the league consists of 8 teams, 6 from within Brims. Two matches are played each Tuesday evening in the Sports Centre at Ponteland. Full use is made of all facilities especially those upstairs.

A.M.M.

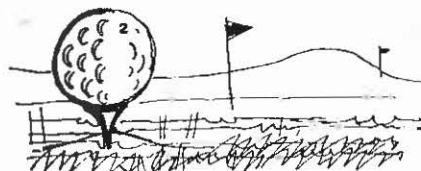
Cygnet Club Xmas Party

Once again the Cygnet Club Xmas Party is being held at Newbiggin Hall Hotel, Westerhope on Thursday, 17th December. Detailed arrangements are currently being made by a group of staff under the control of Vera Balmer at Head Office. Anyone wishing to assist, contribute, suggest etc. etc. in the arrangements can do so by contacting Vera. Don't Delay!



Ten-pin Bowling Challenge Cup

A bowling competition will be held on Thursday, 19th November at Newcastle "Bowl" - Westgate Road. Teams are to consist of four people. A separate competition will be held for wives and girlfriends. Application forms are available from Peter Martin-dale at Seal Sands Link Road.



GOLF SOCIETY

This year has seen a higher standard of golf than previously and it is now necessary to score in excess of 32 points in a Stableford competition to have a chance of winning. We had three outings this year and remarkably each of them was blessed with dry weather if a trifle windy on occasion. The winners of the outings were:

Bamburgh J.M. Whitaker
Hexham J.M. Whitaker
Brancepeth

(Whitaker Tankard) J.W. Hedley and there is little doubt that we have one or two dark horses waiting to strike at the opportune moment next year.

However whilst the competition has become keener we are in need of more golfers to replace those who have left the company over the past couple of years and look forward to seeing them next year. Anyone interested should contact J.W. Hedley.

D.G.