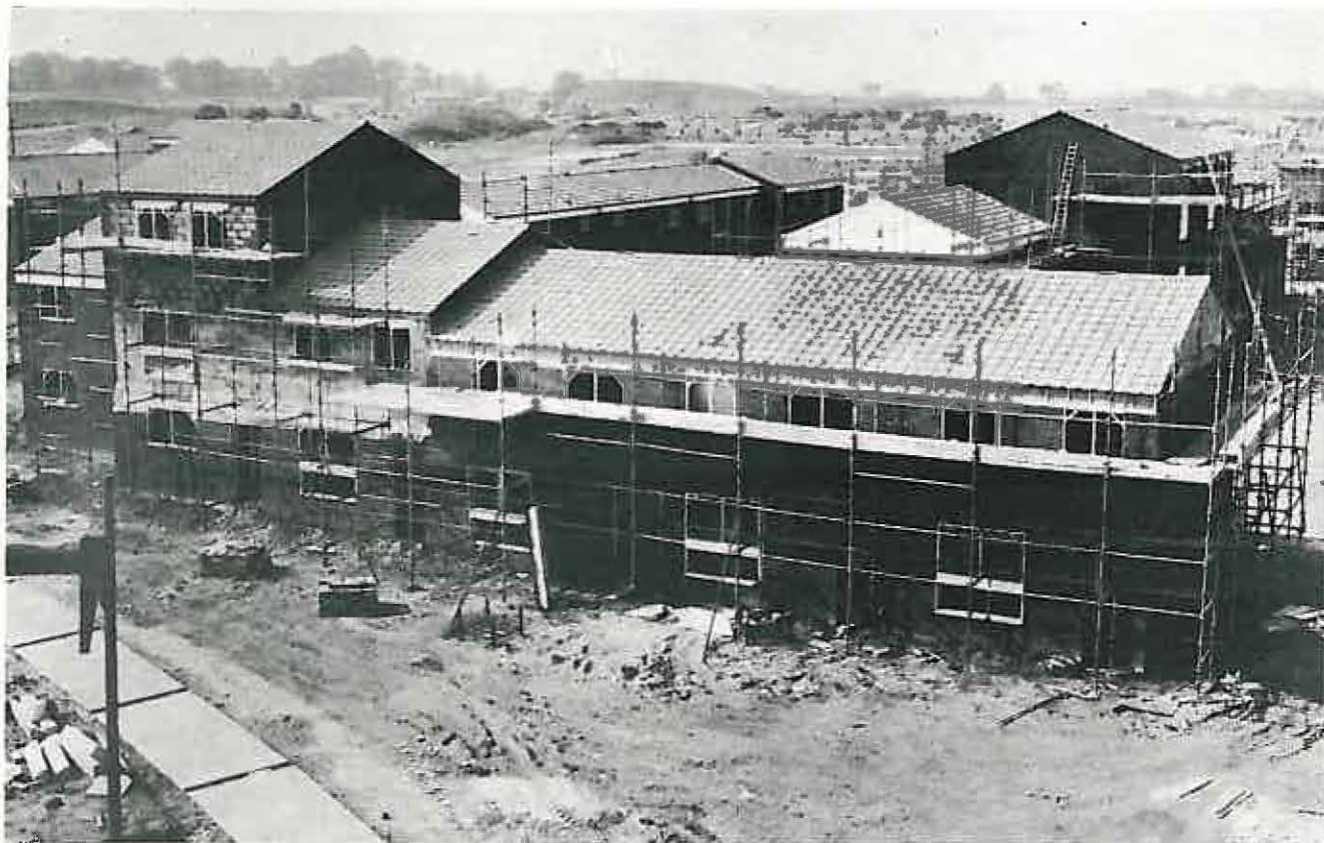


OCTOBER 1972

## A PROFILE ON HEMLINGTON



Two hundred and seventy dwellings for Teesside Borough Council. Value—Just over a million pounds.

This Contract is the first section of a development consisting of four thousand dwellings, schools, shopping centres and recreation areas. The development is divided into areas of private and local authority housing and will eventually become one of the main dormitory areas for the seething Teesside Industries.

Brims were among the first contractors to move into this area when we commenced the Roads and Sewers Contract for Area 1, which was successfully completed by the Teesside Civils under the watchful eye of John Whitfield who delegated the responsibility of the site to Howard Davison, Site Agent.

Brims Housing Division moved in to commence their contract on 6th

March 1972 when we really got down to the business of constructing these fully metricated dwellings designed by the National Building Agency.

The Contract is comprised of no less than twelve house types, ranging from bungalows to three-storey dwellings, including flats and a community centre. One section is set aside for Old Peoples' bungalows with warning systems linked back to a Warden's house.

The two-hundred and seventy dwellings are made up from forty-five blocks, each block comprising a different permutation of house types, with a number of steps, staggers, and alternative methods of cladding to break up any monotony. The bricks are fully metric 290 x 90 x 90 mm and colours are charcoal and buff, giving contrasting areas. The size of the brick caused some difficulty both in

mechanical handling and in getting bricklayers with wrists strong enough to lay them, the result being a large turnover of bricklayers early in the Contract.

Because of the large volume of materials handling required, the help of the Plant Department was sought to investigate the various machines available, which were adaptable enough to give a variety of services in the transporting, off-loading and lifting of materials. The result of this "mind merging" resulted in the purchase of a Sambron which, with its various attachments, gave us the ideal mechanical tool for the job. This rather strange looking beast is capable of off-loading almost any item of material in a fraction of the time taken by labour. Its vital statistics are a

*Continued page 2*



## A PROFILE ON HEMLINGTON cont'd



vertical lift of 21'5" and a forward movement of almost 7'0" on a safe working load of one ton.

With the Contract is its twenty-ninth week and after numerous setbacks due to several changes in specification the design being a prototype, shortage of labour and the "strike", the superstructures are one week behind programme and the Finishings are now making great progress. The first handovers will commence on the 10th October 1972.

With competition at a premium, Wimpey, Sir Lindsey Parkinson, Yuills and Shannons all now within the development area, it will obviously be a great struggle for commercial survival, but having gained ascendancy by providing our labour force with ideal working conditions, the Management and Technical team all feel confident of a successful completion to the contract and much more work to follow.

D. Lund

## JACKSON Says!

Jackson, the World famous Clairvoyant, in one of his more temperate moods, prophecies the go-ahead Senior Roadworks Engineer, on the A74/A75 Major Motorway Contract, Terence J. Dodd, quietly born under the influence of "GEMINI", will have his photograph in the *CONSTRUCTION NEWS* in the Year, 1973.

When Jackson the Baptist went to Lanark races he watched the Roman Catholic priest blessing a horse in the first race and it won. He blessed a horse in the second race and it won. He blessed a horse in the third race and it won. Jackson thought the next horse the priest blessed he would put a pound on it. Alas—the horse was last and at the finishing post dropped down dead. Jackson asked the priest "What went wrong?" and his reply was, "You being a Baptist don't know the difference between a blessing and the LAST RITES".

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# NEW CONTRACTS

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

|  | Approx. Value. |
|--|----------------|
| Bowesfield Interceptor Sewer .....                                   | £130.000       |
| Elvet Bridge<br>(for Durham C.C.) .....                              | £1/4 mill.     |
| Sheet Piling on Isle of Whithorn Harbour<br>(Wigtonshire C.C.) ..... | £10.000        |
| Strengthening of Band-end Bridge<br>(Dumfriesshire C.C.) .....       | £6.000         |
| A174 Improvement Greystones to Kirkleatham<br>(Teesside C.B.) .....  | £1/2 mill.     |
| D.O.E. Spadeadam Roadworks .....                                     | £1/4 mill.     |
| Ecclefechan Culvert<br>(Dumfriesshire C.C.) .....                    | £32.000        |
| Ramhill/Old Hermitage Improvement<br>(Kirkcudbrightshire C.C.) ..... | £205.000       |

### Tyneside Civils—Contracts Manager—L. M. Pascoe

|  | Approx. Value. |
|--|----------------|
| 2 Subways at Killingworth<br>(Killingworth Development Group) .....                      | £28.000        |
| Cramlington New Town Cycle Track<br>(Cramlington Developments Ltd) .....                 | £14.000        |
| Access Roads for Howdon Sewage<br>Treatment Works<br>(Tyneside Joint Sewage Board) ..... | £123.000       |

### Teesside—Regional Manager—J. R. Whitfield

|   | Approx. Value |
|---|---------------|
| Teesside Health Centre,<br>Lawson St/Webster St, Stockton<br>(Teesside C.B.) .....                                  | £160.000      |
| E.I.E.C. Houghton-le-Spring .....   | £140.000      |
| Factory for N.G. Bailey Ltd, Middlesbrough<br>Further extensions to Gas Board<br>(Assembly Block) at Thornaby ..... | £100.000      |
| B.S.C. Service Culvert .....  | £12.000       |

### Housing—Contracts Manager—A. Porter

|  | Approx. Value |
|--|---------------|
| Lakes Estate—Redcar<br>(Teesside C.B.) ..... | £1 mill.      |

### Tyneside Building

|   | Approx. Value |
|---|---------------|
| Office Block No.5<br>Washington Development Corporation ..... | £100.000      |
| Swimming Pool, Washington .....                               | £420.000      |
| Post Office, Sub-Structure,<br>Washington (D.O.E.) .....      | £10.000       |
| Post Office Super-Structure,<br>Jarrow (D.O.E.) .....         | £80.000       |
| Newbiggin Sports Complex .....                                | £330.000      |
| Help the Aged Assoc. Housing, Longbenton .....                | £170.000      |
| South Gosforth Motors .....                                   | £80.000       |

### Southampton Building—Contracts Manager—P. Everson

|                                       | Approx. Value |
|---------------------------------------|---------------|
| Phase 1 for City of Southampton ..... | £300,000      |

### CONGRATULATIONS ON OBTAINING THEIR RELEVANT CERTIFICATES, TO

#### O.N.C. Civil Engineering

Stuart Mair  
Ray Thompson\*  
David Dove  
David Musgrove  
Jos Brotherton  
\*Ray is now doing his degree

#### H.N.C. Building

Ross Emerson  
Max Graham—endorsements to H.N.C.  
Craft Certificates  
Joinery  
David Cassidy  
Mike Lynn—Advanced Certificate  
Drew McEwan  
Brickwork  
Gary Hemingway

# PEOPLE & PLACES



**DAVID GIBSON**  
(in discussion  
with A. M. Marr)

David Gibson, who was appointed to the Board of Directors on 1st July, 1972, has been with the Company since May 1962 when he took charge of the Civil Engineering Planning Department following this appointment he moved to the Tyne Tunnel Contract as Project Manager and subsequently took charge of major Civil Engineering contracts before moving to Head Office where he was responsible for Civil Engineering Estimating and Design.

Andrew Marr talked to him on his Scottish background, his army days, his sporting achievements and his work in the Construction Industry.

**A.M.M.** Everyone who meets you is aware of the strong nationalistic pride which you have for Scotland—why is this feeling for Scotland so strong despite the fact you have become “anglicised” at least as far as work is concerned?

**D.G.** The Scots have always taken pride in their history and the achievements of Scots throughout the world. You might say that we are international. This national pride is taught from a young age both in the home and at school and results in personal pride which I think is essential in the make up of all individuals. My meaning of pride is a proper sense of what is good and scorn for what is unworthy. This personal pride helps us to make our way outside Scotland. Whilst still at school I had more or less decided that because of the limited opportunities in Scotland I should join the large band of Scots outside Scotland.

**A.M.M.** You were educated at Glasgow High School and then at Glasgow University where you obtained a degree in Civil Engineering. As well as your academic achievements we hear from time to time snatches of your sporting prowess over the years. Can you tell us more about this?

**D.G.** I have been interested in competitive sport almost from the days I first learned to walk. Opportunities were given at school to take part in a wide range of sporting activities and I managed eventually to become School Athletics Champion to play rugby and to swim for the school. I was also sergeant in the school Cadet Force as well as being a prefect and House Captain. My golf was as erratic then as it is today.

After the fall of France I joined the LDV (Dad's Army) where I was involved in incidents every bit as amusing as those portrayed in the TV series. Rather than go to University in 1940, I volunteered for service with the Royal Engineers. When I returned in 1946 I went to Glasgow University to study for a degree in Civil Engineering. I captained the University rugby club and managed to get selected for a Scottish Trial where I helped the Rest of Scotland to hammer the Scotland team.

**A.M.M.** I understand that the fire of competition still burns fiercely and that until recently you took part in the Fathers' race at your son's school: with what results?

**D.G.** I was talked into taking part and on the first two occasions came second. I would probably have given up but a rival who had won the race on three occasions decided to retire and left the field wide open. I then won the race on two successive years.

**A.M.M.** With your wife Christine, son James, who also wants to be a Civil Engineer, and daughter Fiona, you live in Newcastle. What has been your involvement with the Construction Industry and how has this affected family life?

**D.G.** When I graduated from University, I eventually moved to London where I joined Holloway Bros.—Civil Engineering Contractors, now a subsidiary of John Laing. During the eleven years I spent with this Company, I worked initially as a Site Engineer and subsequently as Site Agent. I took charge of contracts involving power station work, jetty construction, compressed air caissons, and a paper mill. I was moved eleven times by the Company from South-east England to Scotland and from

there to South Wales and back again.

When the children were small, my wife came with me but once they started school I left them at home and travelled back periodically. Like all ambitious Contracts Engineers I accepted the inconvenience and disruption of social life to enable me to accept the challenge of new and interesting horizons and to gain a wide experience of the Industry—luckily I had an understanding wife as well.

**A.M.M.** What did you get up to during the 1939–45 world war? Rumour has it that you achieved the rank of Major and were twice mentioned in Dispatches.

**D.G.** Some people may have heard me mention some of my exploits in the war, for those who haven't suffice it to say that I spent the greater part of my time overseas from 1942 to 1946 with a Field Squadron of the Royal Engineers attached to an Armoured Division. I had my fair share of excitement from Alamein to the Alps and this was followed by a pleasant spell in Greece in 1946 where the unit which I commanded won the British Forces Northern Area Athletics Championships.

**A.M.M.** We have talked about the past now what about the present and the future? How do you see the opportunities developing in the Construction Industry, particularly in the light of Common Market Entry.

**D.G.** With regard to civil engineering construction, the immediate future indicates large capital expenditure on communications, sewage, water supply and oil. No doubt this will continue for the next decade at least. I would not like to guess what will happen thereafter but an expanding population must create new problems providing work for those engaged in construction work. With the growth in the size of construction companies they will require a wider market and no doubt the breaking down of frontiers should assist in the longer term.

## BRAIN-TEASER

Here is a Brain-Teaser for all potential mathematical geniuses.

All you have to do is to substitute the letters for numbers so that the answer corresponds in numbers to the word TWENTY, nothing could be easier—could it?

T H R E E  
T H R E E  
T H R E E  
E L E V E N  
T W E N T Y

Answer Page 6

# PEOPLE & PLACES

## GREтна BARBEQUE

The Central Ammunition Depot had not seen such activity since the events leading up to the Invasion of France. Brims and Co., were holding a barbeque in one of the old storage nissen huts. Land Rovers, vans, wagons, brewery trucks and Ford Capris were scurrying back and forth in gay abandon. Ian Taylor was the organizer and spent most of his free time for the two weeks previous getting things ready. He was regularly seen rushing back and forth with a hammer in one hand, a spanner in the other, pushing a beer crate with his feet and brushing the floor with the brush stuck in the only place left.

The old nissen slowly lost its original identity as the day grew closer. Banners hung from the roof, a stage erected, dance floor laid, tables (and tablecloths) and chairs spread out, the bar set up and the cooking facilities plugged in. The whole thing being lit from multi-coloured lights strung among the roof joists.

The affair started to swing promptly at 8.30 p.m. on Friday, 15th September, 1972. The fires were stoked up and a delicious aroma of sirloin, sausages, onions, baked potatoes and coke fumes filled the air. John Hall and his staff from the Chase Hotel started serving drinks with great speed and efficiency, filling glasses at almost the same rate as the sponges emptied them.

The old roof members took a real hammering from the combined beat of the Georgia Jazz Band, the Railroaders and Keef's Hotrod Disco. The three groups kept going turn and turn about for five hours giving non-stop dancing to those who didn't drink or eat. There weren't many.

The transport was all arranged for 1.30 a.m. and got away promptly between 1.45 and 2.30. The consensus of opinion being that it had been a "bloody good do".

I am sure everybody who was there would like to join me in thanking those responsible, namely:—

The Officers and staff of the C.A.D.  
The C.A.D. Fire Brigade, Police and Ambulance Services  
Brim's Plant Depot (Electrical Dept.)  
The Caterers  
The Groups  
John Hall and staff from the Chase Hotel  
and last but by no means least, Q.  
"M" S. Ian Taylor and helpers.

P. A. Martindale

"Seconded!"—J. Dean



SOME OF OUR GUESTS FROM DUMFRIES COUNTY COUNCIL



BEFORE



LATER



CRICKET MATCH  
BRIMFICA SCOTLAND

HEAD OFFICE

The above cricket match was held at the C.A.D.'s pitch at Longtown on Thursday, 24th August, 1972.

Head Office who won the toss elected to bat first.

Gretna then commenced the bowling with that well-known professional Terry Burns at the Hockey pitch end and "slimline" John Dean at the Pavilion end, who took the first head office wicket by bowling the first man middle stump much to the delight of the large crowd of spectators.

The match was restricted to twenty overs and head office scored a

formidable score of 107 for 6, Brimfica's bowling being completed by Eddie Hall, Er(at)ic Amis, Keith Brown, Larry McDonald and Terry Dodd.

Brimfica opened the batting with Terry Burns and John Dean making an excellent start. John was very unlucky being caught first in the boundary when hitting a certain four.

The batting was not up to the usual standard until Keith Brown came into bat scoring a magnificent 22 (this should have been 24 but head office argued with the umpire regarding a "six" which was counted as a "four").

The Gretna lads scored 95 all out which made Head Office the most lucky of winners (being hosts to a team who had journeyed so far, Gretna thought it the "decent thing" to concede).

The aftermath was held at the Gretna Chase Hotel with an excellent supper and refreshments as usual... when attempts were made to poison that most biased of umpires, Harry Hart.

Keith Brown



# PEOPLE & PLACES

CONTINUED

## WELCOME!

To the following personnel who have joined the company this year:

### Trainees

#### Technical Trainees

Chris Hodgson  
Peter King  
Mike Henderson (Soton)  
Richard Potts  
Mike Hughes  
Ian Ward  
John Roper  
Russell Jones  
Ron Gilbert

#### Quantity Surveyors

Ian Steele  
Paul Kemp

#### Commercial Trainees

David Finlay  
John McDonough  
Neville Connell

#### Craft Apprentices:

##### Joiners

Ken Lancaster  
Terry Fisk  
Kevin Ward  
Paul Pattinson  
Ken Cause (Teesside)

##### Bricklayers

Dave Allison  
Les Rookes  
Keith Walton  
Bob Scott  
Keith Kiney  
David Farrell (Teesside)  
Bill Howes (Teesside)

### Plant Depot

John Farnsworth  
Eddie Fenn  
Peter Bardgewell

### STAFF

Roy Kilbourn—Graduate Engineer at Birney Hill.  
Eddie Douthwaite—Senior Quantity Surveyor at  
Peter Haycox—Section Engineer at Havant.  
Brian Maitland—Estimator in the Southampton offices.  
Brian Appleby—Project Manager at Redcar Housing.  
John Harvey—Site Agent at Havant.  
John Reynolds—Senior Quantity Surveyor, Southampton.  
James Jackson—Site Manager at Fencehouses.  
Tim Mahoney—Senior Engineer in Civil Engineering Planning.  
Arthur Harris—Site Clerk at Bowesfield Sewers.  
David Purdie—Site Clerk at Twynholm.  
Brian Grange—Section Engineer at Cockerton.  
Bill Fulford—Site Clerk, Southampton.  
John Davies—Civil Engineering Estimator, Southampton.  
Colin Smith—Quantity Surveyor on Teesside.  
Roger Eley—Section Engineer at Tetby site.

## CLUES

### Across

- 1 Fights for pieces?
- 3 Master contraption inventor
- 9 Opposal by Argument
- 11 Saddlers foot rest
- 13 Car turns into a circular part
- 14 Island off the south coast
- 15 It takes a lot of it hot to fill This balloon
- 16 Patrick goes short
- 18 The night before
- 19 Short letter giving you permission
- 20 Apparatus for storing honey
- 22 A wooden group of men
- 24 Common to Russia and America
- 25 Southern city of importance to Brims
- 27 Clasp it (Anagram)
- 30 To or not to?
- 31 Where a stallion may be found
- 32 Therefore
- 33 Exposed
- 35 Scottish Loch
- 37 Short tuna turns for a machine part
- 38 Lace rib for the shot gun
- 39 Eros' back is painful
- 40 Someone near
- 42 Well drugged for illness
- 44 Famous cricket ground
- 45 Roger Moore
- 46 Depart
- 47 A preposition
- 48 Cores for a result
- 51 Markers mixed might cause comments
- 52 Age of majority
- 53 Ban

### Down

- 1 Injuries by thorns
- 2 Erect
- 3 Even your best friend wouldn't tell you if you had it
- 4 Retorts
- 5 Tool for propelling
- 6 Injury
- 7 Claret's Colour
- 8 Smoker's drug
- 10 Soothing
- 12 Fastened Ships
- 17 Place edges together
- 21 Toy for men and boys
- 23 Demote
- 26 Reader of a paper
- 27 Famous London theatre
- 28 White marble like mineral
- 29 A cigarette for a country's representative
- 34 Wrapper
- 36 Hawks
- 38 Follows a tot
- 40 Rodent
- 41 Nora's accused of fire raising
- 43 Not off!
- 49 21 down made of gold!
- 50 Organ

ANSWERS ON PAGE 6

Compiled by  
R. Grant,  
Plant Depot.



# PEOPLE & PLACES

## PLANT DEPOT NEWS

Having contributed articles to *Brimnews* for quite some time, I thought it would be nice to ask someone else in department eight to have a bash for this issue, the only problem being, who?

Ossie Lowery seemed to be a favourite, as most people acknowledge him as being about the best "patter" merchant in the department and most suitably equipped to carry out the task.

Amazingly he knocked my request back, offering the vaguest excuses such as "pressure of work" and "other commitments", although he did finish off by saying, and I quote "Although I am unable to contribute to this issue, look out!"

Well Os we'll take you at your kidding and will be looking out for your article next issue (December) as surely your literary talents outclass your Byker eloquence, good looks and charm, for which you are renowned. John Hall had better get his thinking cap on as well, as he's the next one I'm going to put the bite on.

Notification of newly awarded con-

tracts from all regions, continue to hit my desk, well done the estimating boys! (Stand up that man who said they should be well done!) There's nothing fresh to report in the way of new plant purchases at the moment, apart from some rather nifty portable loos.

All sections of the department are in full swing again now that our industrial dispute is over, although all yards have a rather bare look about them at the moment. Apart from a load of temporary works materials, shorload and trench sheets, the non-mechanical yard is almost empty. Transport is at a premium at the moment and we are having to turn to outside hirers. Down at the plant yard things are very similar. The larger items of plant, tower cranes, derricks etc., which have an irregular pattern of utilization, are lying around. There's still quite a few pumps standing idle, but as I've mentioned before, repeated requests from sites for pumps usually spells site trouble, therefore I'm not all that worried about the few we do have standing. We still have the odd mixer, roller, dumper, hoist etc. lying about waiting repair or under repair, but

these in the main, are booked to replace hired-in plant. Our pre-planned site plant service programme was knocked all to pot, due to the dispute, but we're hoping to get back onto schedule shortly.

Our General Manager Stan Sutton is away to Los Angeles soon to visit his son and daughter-in-law. Needless to say he is looking forward to his trip immensely and promises to write a short article on his impression of the U.S.A. for *Brimnews* on his return.

No doubt you're all dying to know about my sea fishing achievements of late and are expecting stories of monster fish, both landed and "got away". Suffice for me to say that my son gets more fish and is mentioned more often in the local paper than me. This state of affairs I will alter on our next fishing trip—I'll stand on his worms.

Keep on working folks, especially Contracts Managers and Site Agents when you read our Plant Return next month.

T a r a a

J. S. Fairbairn

## DOG LOVERS CORNER

Negotiations for the purchase of a prospective new starlet of the show ring were completed just too late for publication in the last edition of *Brimnews*.

Having arrived and settled down at my kennels in Darlington from my friend and top international breeder Tom Purvis of Hetton-le-Hole. You will no doubt be anxious to know the background breeding of the *Brimnews* adopted puppy.

She is exceptionally well bred from a long line of champions and she herself (luck prevailing) should, make her mark in "The Dog World".

"*Brimnews* Lady of Syblamal" the official kennel club name of our doggy was sired by Ch. Danvis Camanna Golden Sensation who was sired by Ch. Danvis Duffer out of Danvis Dear Lassie. In all eighteen champions appear in her five generation pedigree.

As you will note the background to a potential winner by her breeding but lady luck must also be with us in her developing stage. As this article is being written I would say that at seven and a half months she is very promising with a very good head and a well balanced frame and coat of good texture. Her basic training is due to

start immediately in preparation of her forthcoming debut to the show ring.

Her first show dates are as follows: 23 September, 1972

British Smooth and Rough Collie Club of Great Britain, to be held at Wakefield.

4 November, 1972

Northumberland and Durham Collie Club, to be held at Darlington.

Showing with *Brimnews* Lady of Syblamal will be my championship and open show winning bitch Duntiblae Delora (pictured on this page) who has also appeared at Crufts Dog Show on three occasions.



Photographs of our puppy should be available for publication in the next issue of *Brimnews* along with her performances in the above shows.

S. R. Gregg

## SOLUTION TO CROSSWORD

### Across

1 Scraps; 3 Heath Robinson; 9 Rebuttal; 11 Stirrup; 13 Arc; 14 I.O.W.; 15 Air; 16 Pat; 18 Eve; 19 Let; 20 Comb; 22 Board; 24 US; 25 Southampton; 27 Plastic; 30 Be; 31 Stall; 32 So; 33 Nude; 35 Ness; 37 Nut; 38 Calibre; 39 Sore; 40 Relative; 42 Dosed; 44 Oval; 45 Saint; 46 Leave; 47 To; 48 Score; 51 Remarks; 52 Eighteen; 53 Bar

### Down

1 Scratches; 2 Set up; 3 Halitosis; 4 Answers; 5 Oar; 6 Impairment; 7 Scarlet; 8 Nicotine; 10 Balm; 12 Riveted; 17 Abut; 21 Ball; 23 Downgrade; 26 Observer; 27 Palladium; 28 Alabaster; 29 Consulate; 34 Envelope; 36 Peddles; 38 Chaser; 40 Rat; 41 Arson; 43 On; 49 Orb; 50 Ear

### Answer:

7 3 5 4 4  
7 3 5 4 4  
7 3 5 4 4  
4 9 4 0 4 6  
7 1 4 6 7 8

By kind permission of C. R. Norris.



# PEOPLE & PLACES

## BRIMS (NORTHWEST AND SCOTLAND) LTD CHAT

Jack Fairbairn should be spending a lot of time over here picking up tips of the "Gretna" method of salmon and sea trout fishing. The equipment used is rather novel on NCK605 and a CAT951.

A dyke is built in a tidal estuary so that its top surface is just below water level at high tide using the NCK605. When the tide drops the 951 is put into the lagoon to chase and catch the fish. It may sound far fetched but it works!

Richard Harmer and the merry crew at Stranraer are still managing to keep the Brims flag flying in this far-flung corner of the empire. By now, Richard should have his guided missile on the road if he can manage the monthly payments on his insurance. They have now realized that the sea wall is to keep the sea out, not in.

Glyn Bramwell is living it up in the wild social life at Twynholm. He was very happy the other night when he actually found a second pub within fifty miles of the site.

We now come to the Ramhill contract. Terry Burns and David Offord were last seen trying to locate it somewhere between Castle Douglas and Dumfries. David Watt will have the problem of finding it when they have finished.

John Dean has a problem, what to do with 11,000 young conifer trees at Spadeadam. Any suggestions will be welcomed if they are sent in a plain sealed envelope.

Now that the water ski-ing season is virtually over Peter Martindale has finally got his boat going; he is having ice skates attached to the skis.

There have been a number of staff movements recently. Chris Norris has recently moved onto pastures new within the Company but nobody seems to know where these pastures are.

Frank Wilson, our ex-bridges Foreman, has just started back on the site after being "poached" by the client as an Inspector. We wish him well in his new position.

The following Trainee Engineers and vacation students have recently left to carry on their studies at college, Larry McDonald, Malcolm Donnelly, Mike Haymes, Andrew McCrone and last but not least, our executive chainboy, David Graham (the real Project Manager). We hope to see them again when (if) they return to site.

We would like to give a warm welcome to our new members of staff.

Jimmy Smith, our No. 1 charge-hand joiner, has taken over from Frank Wilson and is proving an excellent replacement. So much so, that Jimmy has now joined the staff—we wish him well.

A welcome to the return of Les Brown as General Foreman for Twynholm and Ramhill. He is coming back after a short period in Yorkshire (with one of the enemy). He says he couldn't stand the beer down there.

Dick Clark, a Scot from Cumnock, has joined our merry band of Surveyors.

Harry Tarn is finding his feet amongst the trees, deer, stoats and the "man-eating midgies" at Spadeadam. Richard Gledson and Bob Sinclair have also taken up the fresh air life alongside the rockets and heather.

## CAR BODY REPAIRS

Alterations to the design of cars is offered at Twynholm. Will anyone interested please contact Glyn Bramwell or Mick Harnesse on site? Equipment being adapted for the purpose being a T.S. 14 Motor Scraper—the prototype was "used" successfully on David Purdie's (Site Clerk) car.

Eddie Hall



## RAFT RACE

David Offord, Brian May, Larry MacDonald and Keith Brown (above) crewed the raft entered by the Company (Gretna and adjacent sites) in a Charity Raft Race on the River Annan. The event proved a huge success with some twenty or so rafts sponsored by various local organisations and an attendance in excess of 3,000. In line with the usual Gretna public relations policy established by the football team... the raft did not win.

## NORTH WEST SOCIAL EVENTS

Since the last issue of *Brimsnnews* events have included completion of the football fixture list, a "mixed sexes" football match against the Social Security and also a "mixed" hockey match against the same opponents (keeping well in with our future paymasters?!)

An organised evening visit to the State Management Brewery (finished up somewhat disorganised) brightened up the proceedings during the strike. The Cricket Match and Barbeque are reported elsewhere. The scene was completed with a series of "departure" P.U.'s.

Future events include a Darts Match with.....guess who—The Social Security, a Tiddlywinks Tournament with the C.A.D. Officers, possibly challenge golf and cricket matches with Head Office (if they have the nerve?!), golf and football with Kirkcudbright C.C. (at the same time?!), a rugby match, two bachelor parties and a 21st birthday. Not least of all charabang trip to the "Smoker" organised by Head Office for 17th October. It is hoped to fit in a few hours work as well.

## VISITS

A visit to the Weardale works of the Cement Marketing Co. was both a successful and educational trip for the trainee engineers during the strike period.

It is hoped to arrange a similar trip to two vast quarries in the S.W. of Scotland which produce dry and coated stone products from granite and whinstone. Both quarries have some of the latest rock handling and crushing plant, together with modern coating plants.

A rabbit, married for a number of years, suspected that his domestic bliss was not all that it had been. One night, saying that he was going out for a drink, he concealed himself near the burrow, and soon saw a hare lope up to his front door and disappear within. Confirmed in his suspicions, he went back to his rabbit hole and knocked angrily on the door. His wife's voice called coyly, "You can't come in now; I'm having a hare-do".

1. What do you do when your nose is on strike?—Pickit.

# PEOPLE & PLACES

CONTINUED

## THE HEMLINGTON COLUMN

Back again chaps with news and views from the Cleveland County, and what a time we've had since our last chat. The labour strength graph looks like a cross section of the Himalayas and the job had more stops and starts than a Stockton Corporation bus during our recent dispute. But all's well that ends well and all we can say is welcome back to all our lads.

Congratulations to Barbara and new husband Bob who got married on the 23rd September. We all wish them both a very happy future together. Some of the lads were a bit worried about "Bob" after Barbara did a "fill in" the site cafeteria, but it was explained that the gas only gets hot by lighting it first, thus cooked bacon sandwiches? Joking aside "Babs", your second attempt was a great success.

A reward has been offered to anyone who can give any information leading to the capture of Malcolm Crozier, who rumour has it, is taking up Quantity Surveying. He was last seen practising changing nappies down a manhole somewhere in Courtauld.

Welcome to the Company—Peter Oakley, Chargehand Joiner and Jimmy Alpine, Finishings Foreman.

The Sporting Event of the month was the cricket match between Head Office and Hemlington All Stars. The venue was the Sacriston Welfare Sports ground and some really astounding play was seen that evening. Head Office opened the batting, and after some early wickets fell, a stand was taken by David Clarke who scored fifty-two runs in beautiful style, but then the "crash", and a total score of eighty-four runs was achieved. Hemlington opened the batting with John Patterson and Eddie Bradley (imported) and after the first wickets fell, Gussie Britton and our secret weapon Jim Casey began the cruel assault. Jim pulled out some really original strokes, such as the forehand smash and others which have never been seen, even in the most elite of cricket circles, and as light faded the final onslaught came from John Gibbons and one masterful touch from D.L. to complete the defeat of Head Office by five wickets. The evening ended in the White Tun with the usual booze up. Alan Wigham was eventually consoled after being led whimpering out of the changing rooms by our diplomatic correspondent Brian Gill, with promises of Scampi in a basket and a double brandy.

## WEEK-END IN SPAIN

We intend to spend a weekend in Spain during February 1973, so if you haven't got your seat reserved, give your name to Brian Gill before 1st November. Cost will be approximately £25, including Hotel bill. Any guests would be welcome, provided names are received by the above date. The purpose of the trip is to give our lads some idea on construction methods used in continental bars and an opportunity to appreciate canteen food when they return.

There's no truth in the rumour that John Patterson is retiring from sporting activities, despite several well meaning advisors he aims to try to keep going—well done John!! We also have it from good authority that John alias Tab Hunter—bought a packet of cigs. last month. Brian Gill was revived in the First Aid Room after hearing the news. Compliments to our bricklayers came from Mr. J. V. Wall the Borough Architect after his visit to the site. He likes the quality lads, so let's keep up the good work. The chippies are getting their chance now to show their paces, so let's hope there's a pat on the back for them to come.

Well that's all for this edition so let's get these handovers cracking and watch out for more news in the next issue.

See you soon.

D. Lund

## AROUND THE SITES

### DEPARTMENT 1

John Wood is now well established at Bowesfield Sewer and A.167 contract on Teesside.

Philip MacDonald has moved to the Elvet Bridge contract in Durham.

John Dean is now looking after the roadwork contract at Ramhill, Twynholm and on the rocket launching site at Spadeadam in addition to the contract at Gretna.

Harry Tam is resident man in charge of the Spadeadam contract. A bleaker place it would be hard to find. Richard Gledson and Bob Sinclair and, more recently, Eric Amis will take charge of the engineering side. "Mac" McConnell is General Foreman in charge.

Ken Morrison is busy with Stranraer and Twynholm. Richard Harmer and Crawford Dunn are based at Stranraer. Gly Bramwell is now living incognito at Twynholm.

John Verrill has broken his neck. Apparently not as serious as it first sounds. He is wandering round at home with a large collar on.

Ken Rix, now a married man, is

back in harness at Birney Hill along with Paul Dryden.

David Liddell is engineer and foreman combined on the A.167 contract on Teesside.

Peter Brewis has moved to the College of Education where he is in charge of setting out.

Gerry Slater arrives back on the 1st October after a year with L. G. Mouchel & Partners, obtaining design experience for his I.C.E. finals. He is to take the position of Design Engineer in the Company Design Office.

We say goodbye to two Engineers, Doug Williamson, who has returned to Mason Pittendrigh, and to Martin Baker, who has gone back to Mouchels. Both have spent a year with Brims obtaining the necessary experience (we hope) for the I.C.E. finals.

Welcome back to Les Brown, who has now taken up his duties as General Foreman at Twynholm.

Chris Norris has now returned from his stint at Gretna and is safely tucked away in C.E. Planning.

Frank Wilson, Section Foreman at Gretna has now left the Company.

### DEPARTMENT 2

Bob Grant is Project Manager at the College of Education and the Airport Hotel and has Brian Hewitson and Derek Heron in charge of production. Norman Riches has left the Company. Peter Brewis is assisted by Tony Smith in setting out.

Doug Lund is Project Manager at Hemlington, Sid Heward at Thornaby, Norman Banks at Stockton and Brian Appelby, who has recently rejoined the Company, will take charge of the Redcar Frameform Contract.

Billy Mayes is in charge at Sacriston and Jock Bradley at Cheviot Housing.

Tony Cunningham and Graham White have recently left the Company—Tony moving into Local Authority work and Graham to a Muck Shifting Contractor.

Brian Gill is well organised with his comfortable home on wheels next door to the Hemlington site. It means he can have a lie in in the mornings, and boy—does he need one!

George Wightman is Project Manager at Cockerton Old Peoples' Home, John Bell at N.G.B. Thornaby, and Bob Kendrew at Ormesby School. Don Thirlwall still has a roving commission trying to keep a check on all of them.

Bruce Nicolson has recently left to become Assistant Area Supervisor with Northern Roadworks Ltd.

Chris Tinkler still at Sun Alliance. Ken Oldfield is at Houghton-le-Spring but soon to be heading for subterranean works.

Denis Wray is at Cockerton Old Folks' Home.

A. M. Marr



# AROUND THE SITES

## THE BY-PASSING OF TWYNHOLM

Brims obtained another new contract in the wilds of Scotland at Twynholm and we, "the kilted Brims" (Och aye!), engineers were sent to set the job out.

The team consisted of Austin Dobbie, now known as the wild rover after his travels to most of the new jobs, Alan Johnstone, a new native member of the Brims team, and myself, on "holiday" from university, spending the summer in glorious Gretna.

Well, on with the job, and first the good news—the whole job had co-ordinated traverse stations along the existing A75, followed by the bad news—these had been there since 1968 and were now under a nice new road surface.

At least the two IP's and the BT of curve two were given so it meant starting from scratch, curve one being half completed by the previous contractor.

Terry Dodd, one of the original "Persuaders" (How do you fancy a couple of quiet weeks in the country boys!), managed to obtain the Distomat from Sunderland for us and so all the inter-IP distances were measured and checked by taking smaller distances to pegs on line.

Once these were checked—found to tie in to 2 mm, then the real bread and butter stuff started—the comps. The sound of the bell on the hand calculating machine could be heard well into the night and in the romantic setting of matchlight over our ninth cup of coffee we managed to complete the last calculation and retired to get the rest we needed for the peg bashing the next day.

The main control points BT's, BC's, MC's, EC's and ET's were all established and the centreline run up hill, down dale and across the river and through the swamp, which consisted of 3' high grass in which we were sure a few wild haggis lurked, which for the English readers, are the most dangerous of the Scottish beasts.

The only other problem was in putting the centre line through the field containing two huge bulls, one of which had the biggest pair of . . . horns you ever saw. So, armed with grass to be sociable and running shoes in case it didn't feel sociable, we managed to get the pegs in.

The fence line was then run with Austin Dobbie standing in the middle of the river, trousers rolled up and lily-white legs bared to the elements, squaring off for one of the pegs. Our

Alan Johnstone, he would never throw for Scotland, failing to make the far bank with one of his shoes and sock and chasing downstream after it.

Once the centre line was tied in we referenced all the control points and then proceeded to write up all the setting-out information.

Mention must be made of Glyn Bramwell occasionally seen on site equipped with sunburn and dark glasses, and Ken Morrison who kept dropping in to see how we were getting on, arriving at precisely opening time as, being a Scot, he was the only man the barman could understand.

Larry McDonald

## SMALL WORKS

While up at Gretna I was given the opportunity to take charge of two Small Works Contracts.

The first contract involved Woodhouseless Bridge. This entailed excavation of the main A7 Carlisle to Edinburgh trunk road, and forming a concrete relieving slab over the existing structure. The slab was necessary as the existing structure was beginning to crack and was thought to be unsafe.

The contract began with setting up site and checking the reinforcement as it was being unloaded. A traffic diversion was set up and the excavation started. Half of the road was excavated, blinded, steel fixed and a hinge joint formed, then finally concreted.

Again the traffic had to be diverted to enable excavation on the second side to begin. This side did not go as smoothly as the first side in that a second existing road was uncovered about 450 mm below the surface, which meant extra works. Nevertheless, this problem was overcome and as before the road was eventually concreted.

The second contract was Blind Hill Bush Farm. Brims were carrying out the building work involved in an agricultural building.

This contract involved levelling and concreting the floor. Building an 8'0" high wall of precast concrete blocks between existing steel stanchions. The wall had to be reinforced and infilled with concrete and the inside rendered.

These two contracts were very good experience and gave me a lot of confidence. Given the chance of a small contract I would advise any young Engineer to take the initiative and have a go.

Malcolm Donnelly

## INITIAL PROBLEMS AT SPADEADAM

Returning to Gretna from one of our latest road projects at the Rocket Establishment of Spadeadam I am greeted by the notice board which informed me to write three sentences about the setting out of the job. One sentence complete. The usual Brims organization was under way because the moment I read the notice the man of the moment, minus hair, our Mr. T. J. Dodd, bellowed in his usual delicate manner "Where is your b--- story on Spadeadam."

Are you sitting comfortable? Now I will begin.

Spadeadam is a rocket testing site on the desolate moors of Cumberland about four miles North of Gilsland. To follow are some of the other problems we lonely pioneers of initial setting-out have to encounter, so if you are not sympathetic no need to read any further.

The area is so large that one needs an O.S. 1" to one mile map and a prismatic compass just to find our little gaily painted cabins—note no facilities for brewing up or heating.

We have now found where the site is but here is one of the biggest problems, you cannot see where the roads (there are two roads to build) go for trees, all you can see are trees, trees and more trees. A slight correction here, Mr. D. Burnett is doing his utmost to ravish a complete forest instead of two narrow strips. Give Dave a few machines and away he goes like a man possessed. The traverse stations which are in for our benefit are few and far between and sighting is difficult because of all those b--- trees. So we ran our own after a difficulty of no Distomat (T.J.D. will supply free information on a Distomat on request).

The curse of Spadeadam is undoubtedly the midgies and gnats. No matter where you go or how much repellent you apply, you are unceasingly bitten by the little fellows. Several of our staff have tried to claim compensation and sick time but to no avail, including myself. When things are going well we get locked out because of the missile tests so we think a free day off? . . . but alas no, Gretna shouts as usual, just cannot do without us. Of course, there is the permanent voice of Mr. T.J.D. gently persuading us to get a move on and get back to Gretna as he is lonely.

Austin Dobbie

# SAFETY CHATTER

## THE ROBEN'S REPORT ON SAFETY AND HEALTH AT WORK

Lord Robens in his long awaited report on Safety and Health at work has advocated the streamlining of laws on these matters and the introduction of more self regulation and involvement by workers.

The report appears to have been given a warm welcome in the House of Commons and it seems certain that the Government, Employers and Unions will have to follow these initiatives for reducing deaths and injuries at places of work. Legislation can be expected later in the year.

Lord Robens and his committee want the existing wide field of regulations placed under the umbrella of a single Act to cover virtually all the country's twenty-four million working population. With a greater emphasis on the personal side, far more use of voluntary standards and codes of practice is envisaged.

They have made it quite clear that action is needed from the men who control the purse strings and to quote their words "The cue will be taken from the top". The report points out that every year 1,000 people are killed at work and about 50,000 injured with construction and quarrying being by far the worst industries in this field. It adds that in spite of all efforts to make industry safer, there has been no great change in accident trends over the last decade. Apathy and lack of interest are quite rightly blamed.

The improvement of Safety and Health standards the report suggests depends mainly upon more positive attitudes and better organisation for Safety at the work-place involving the joint efforts of both employers and workpeople. The report discusses the roles of Managers, Safety Officers, Supervisors and workpeople and stresses the great importance of positive Company policies and clear allocation of responsibilities. Legislation can help by creating pressures to combat apathy. Employers should be under a statutory obligation to consult with their employees on measures for promoting Safety and Health standards at all places of work.

It suggests the C.B.I. and T.U.C. should devote more resources to the promotion of positive Safety and Health activity by Employer Associations and Trade Unions. Existing Safety and Health regulations dealing with all places of work should be

revised and streamlined under any new Act. The report suggests that non-statutory standards and codes of practice would be the most flexible and practical would involve both employers and workpeople.

Regarding Inspectorates, sanctions, and law enforcement the report advises the present separate inspectorates should be merged into a unified service.

A single centre of initiative is needed to replace the present fragmented arrangements and a National Authority for Safety and Health at work should be established as an independent agency responsible for administering the statutory provisions and keeping them under review and for managing the advisory services and inspection services and for promoting and co-ordinating all training and research.

The main provision of the unified inspectorate would be the provision of expert advice to industry. The report alleges present inspection activities are too widely dispersed and depend too much on routine visits. The resources of the inspectorate should be used more selectively. The traditional sanction of prosecution and fine has only a limited role to play according to the report and that inspectors should be able to issue improvement notices and prohibition notices requiring employers to take immediate and positive remedial action, but where it is appropriate it should be made more effective through the imposition of much higher fines.

New legislation is demanded to enable full account to be taken of industrial hazards to the general public, a matter of great concern to us all in this industry.

The report asks for better training, research and more effective methods for compiling statistics and costs of accidents.

The report discusses the effects of insurance and compensation arrangements and suggests possible ways of amending the Industrial Injuries Scheme to provide for differential rates of contribution from employers according to their Safety performance and record and also asks for a major inquiry into the system of actions at Common Law for damages for injuries received at work with particular reference to its effect on accident prevention.

Discussing works of building and civil engineering the committee adds

that a team of factory inspectors kept one hundred and forty sites under surveillance for six months. Of the two hundred and seventy notifiable accidents reported during the survey only fifty-nineteen per cent could be regarded as due to clear breaches of regulations. Furthermore it was considered that additional regulations would not have helped because most of the accidents were associated with habits of work, general site tidiness and human error.

Like all reports of the past on matters of industrial accident prevention there is bound to be opposing opinions but there is bound to be an unanimous welcome by all who work in the field of accident prevention at the simplicity of meaning of this most comprehensive report.

The Roben's committee is asking for simpler Safety laws, more voluntary participation by all concerned with industry to make workplaces safer and much stiffer penalties for those who don't care.

Will it work? only time will tell.

*Qui Collaborant*  
M. Curran.

## OBITUARY

Our deep and sincere condolences are extended to wife Jean and family of Tim McCarthy our loyal stores van driver who died suddenly as the result of a heart attack during the barbeque on 15th September. Tim joined the company at the start of Gretna and within the comparatively short time since, became a well known and popular figure in the North-East as well as on site. Tim went about his job extracting a genuine enjoyment and with a willingness to help everyone.

On the sad night of the 15th a bystander observed that Tim was a bundle of worry and concern as to the success of the evening and enjoyment of all present... surely a measure of his sincere loyalty to the Company and his friends.

J. Dean