



## NEW CONTRACTS WORTH £7m.

Brims & Co., a member of the Swan Hunter Group, announce the award of new contracts worth £7 million.

New work won by the Company's Newcastle and Teesside Offices amounting to £3.5 million include three projects for the Department of the Environment. At Spadeadam in Cumberland they are to carry out further work worth over £1 million in connection with the redevelopment of the former Rocket Establishment. This involves bulk excavation, concrete and tarmac roads, reinforced concrete buildings, water mains and drainage. At Thornaby on Teesside, Mechanical Transport Workshops will be built for the Directorate of Post Office Services valued at £150,000 and Temporary Law Courts at Kenton Bar, Newcastle worth almost £300,000.

For Northumberland County Council the Company are to carry out road improvement work to the A1 near Belford worth £400,000 and Gantry Foundation work at Wallsend Shipyard for their parent company valued in excess of £200,000.

On Teesside, for the County

Borough, eleven factory units will be built at Cannon Park Regional Centre, Middlesbrough worth over £200,000 and extensions valued at £250,000 carried out to James McKinlay School, Redcar.

In Newcastle two contracts worth over £300,000 will shortly commence. A Drill Hall will be erected for the Territorial Auxiliary and Volunteer Reserve Association and extensions carried out to the Bainbridge building at Killingworth for the John Lewis Partnership.

Brims' Turn-Key Division, which carries responsibility for design as well as construction, has won contracts worth over £750,000 for a Factory and Office project at Washington, Co. Durham for Howard Rotavator Co. Ltd. and a new Coil Store on Team Valley Trading Estate, Co. Durham for Thorn Heating Ltd.

Brims' Southampton Office has won three contracts worth a further £3.5 million.

For the City of Southampton they are to carry out a sewage modernization scheme at Portswood worth

£2.6 million. Contract works comprise foul sewers, a main pumping station, a screen house, detritors, stormwater tanks, primary settlement tanks, an aeration plant, final separation tanks, sludge consolidation tanks, roads, river revetment, mechanical and electrical plant etc.

Over 11,000 metres of main and branch sewers will be laid through the New Forest under a contract worth over £850,000 awarded to the Company by the Rural District Council, work also includes construction of a pumping station, a comminution plant together with the demolition of existing plants.

A new Road Stores Depot will be built for Farnborough Urban District Council. This £150,000 contract comprises two-storey offices and canteen with single-storey stores in reinforced concrete construction with brick infill.

For further news of these and other contracts see selection of recent contracts awarded.

## A MINI PROFILE



**GODFREY WEIR**

Manager Department 2 (Building)  
— A Mini Profile

Godfrey Weir is 38 and is an Irishman by birth although he looks upon himself more as a Celtic Geordie.

In joining Brims & Company as the new Manager of Department 2, he is returning to Tyneside, the area which he now considers as his adopted home.

After graduating in Civil Engineering from Kings College, Newcastle, in the late fifties, Godfrey took employment in West Africa with the Nigerian Government for a period of four years.

In 1962 he returned to the U.K. and joined the Taylor Woodrow Group where he was involved in administration and co-ordination of the Guma Valley Dam in Sierra Leone.

Subsequently, within the group he moved onto the commercial building and industrialised housing side and worked for both Myton and Taylor Woodrow (Anglian) in Newcastle, Sunderland and at Walton-on-Thames.

In 1965 Godfrey joined Sir Robert McAlpine as Chief Engineer on the Civic Centre in Newcastle. He subsequently took over as Agent on Phase II of the same project. From the Civic Centre he worked as Agent on a number of contracts within the Scottish and Newcastle Breweries Gallowgate complex.

On completion of these contracts he then moved into the Newcastle Offices of McAlpine and there became involved in both building and civil engineering estimating.

Two years later he was appointed Agent on a £4½m. factory contract in Dundee which was substantially completed in two years.

Before leaving McAlpine to join Brims & Company he spent 12 months in the Company's London Head Office as Technical Personnel Manager.

Godfrey and his wife Diane have 3 boys, Sean (9), Richard (8), and Adam (4), and they have recently moved home from the South to Stocksfield.

We should like to welcome Godfrey to the Company and wish him success in his new appointment.

### HEAD OFFICE HIEROGLYPHICS

Best wishes for a long and happy marriage to Jane McCulloch (Accounts) who married Robert Barr on August 4th 1973.

Baby Anna weighed in at 6lb. 7ozs. on July 23rd to make Margaret Robinson (ex-Comp.) and her husband David the happiest of parents.

Farewell clobber!—Mike Stewart (Assistant Accountant) leaves the Mother country to travel to Australia on 8th September. Mike and his wife Valerie are to set up home in Jeelong, near Melbourne, Victoria. Sincere good wishes from all your friends and colleagues Mike!

We must also say our goodbyes to Len Pascoe, Contracts Manager—Small Works—in Department 1. Len retired on Friday, 24th August after almost 11 years with the Company. The best of luck in your retirement Len and don't work too hard.

## THE FACE BEHIND THE VOICE



"Good morning, Brims Kendal. Will you hold the line please?" This is the usual greeting on the telephone from Carol Butterfield on the Kendal Link Contract.

Carol a native of Dundee, joined the company at the start of this contract and has settled in well, her army training having accustomed her to the very descriptive language used at times in the office. Carol is married and lives near Kendal. Her hobbies are car rallying and racing which can be seen by the way the purple mini storms into the car park with four-wheel drift. Her life in the army also made her the only telephonist in Brims with a H.G.V. licence. It is thought that she also knits.

As can be seen from the photo we have a telephonist as charming as the countryside through which we are building the road.

## NEW CONTRACTS

Department 1—Civil Engineering	Approx. Value
Proof and experimental establishment Phase—	
Contract 1Y(Spadeadam)	£1,000,000
New Blacksmith Shop (Swan Hunter)	50,000
Infill to Offices and Casting Plant (Alcan U.K. Ltd.)	25,000
Gateshead West Central Route (Additional Work)	99,000
Brasside Sewerage (Durham R.D.C.)	108,000
Repairs to Tippler and Placer Foundations, Bates Colliery, Blyth	1,500
Improvements to Riverside Environment	42,000
Battle Hill Interceptor Sewer—Wallsend B.C.	100,000
No. 1 Berth, Walker Yard—Swan Hunter	90,000
 Department 2—Building	 Approx. Value
New St. George's Drill Hall	£290,000
Mechanical Transport Workshop (G.P.O.)	148,000
Temporary Law Courts	228,000
Extension to Despatch Dock (John Lewis Partnership)	
Howard Rotivators—Washington	700,000
 Department 4—Southampton	 Approx. Value
Portwood Sewage Works Modernisation Scheme	£2,600,000
Hardmoor Copse First School and Caretaker's House	156,000
Stores Depot (Farnborough U.D.C.)	157,000
Sewer & Drainage Modernisation Scheme (New Forest R.D.C.)	866,000

# PEOPLE & PLACES

## MR. PASCOE'S RETIREMENT

To mark his retirement from the Company, Mr. Pascoe organized a farewell drink at the OAK INN (somewhere North of Morpeth) on Friday evening, 24th August.

There was a very good turn out despite the fog and the many early arrivals were soon showing their appreciation for the drink and food kindly supplied by Mr. Pascoe. The quality (and quantity) of the beer soon took effect and in a very informal and agreeable atmosphere (the only arguments being whose turn it was to fetch the pints and who should play the piano) the presents bought from the collection for Mr. Pascoe were given as were the thanks and best wishes of those present.

The Small Works Department would also like to extend their thanks and best wishes to Mr. Pascoe for a long and happy retirement. Under his supervision the Department has become a profitable and organized unit within Brims and all who have worked in the Department have benefited from working under him.

Our thanks also go to George Teasdale who stayed sober and drove the van and, despite passing Seaton Burn several times in the fog, managed to get us to a popular night spot in Newcastle before Roy Tateson was able to lay claim to all the spare young ladies available.

T. Collin

## FROM THE SOUTH

During the past couple of months we have had two visitors from the North and it was a welcome return for 'Matty' Curran to whom the weather was more than kind for the whole of his week's stay.

Andrew Marr and Alan Wigham came down with their wives, Pat and Hazel (interviewing?). A pleasant evening out was held at the Burley Manor and about 40 members of Brims Staff were in attendance with their wives and girl friends. Although the host did not turn up until late we managed to carry on until the early hours of the morning.

## WELCOME BACK

Ron Green after a long illness. Nice to see you back Ron.

Returning to the Brims fold after a short absence is Ian Lawson who is going to our new contract at Portswood Sewage Works.

We extend a warm welcome back to Robert Bradshaw our Enquiries Clerk, who has been ill for the past 5 months.



## SOUTHAMPTON OFFICE NEWS

Maureen our Receptionist was the first member of staff to get married since the Southampton Office opened. A small celebration was called for and all members of Brims Site and Office Staff contributed for a present and it was presented to her by Mr. N.L. Ireland at a small gathering in Southampton Office with Champagne all round.

Congratulations Maureen or should we say Mrs. Martin.

P.R. Everson

## KENDAL KRAK

Sadly, open season for earthmoving at Kendal has meant that some work on site has had to be slotted in between social events. The Ullswater Jazz Boat Shuffle in May attracted a good crowd, who were rewarded for dancing on deck in arctic conditions by an attractive buffet and late bar. The Gateway trad band excelled themselves, helped by liberal Scotch assistants.

Work and pleasure have come together in the fortnightly evening meetings at the Fleece Inn, Kendal. In response to requests from the younger engineers, three "lecture-discussions" have so far been held and a further dozen topics ranging from geology to industrial relations have been suggested for future evenings. The films and slides of G.M. Terex plant in operation, presented by Mr. Dan Willis, which attracted groups from Gretna and Spadeadam as well as the home team, were followed by a lively discussion with no punches pulled. Pie suppers have been laid on for the hungry and the management is able to scotch rumours of Fleece beer being rationed to 3 pints by noting that hardened 8-pint men have been observed so engrossed in the discussion that they have forgotten to fill their empty glasses (or even empty their full ones!).

Most of the staff are now settled into their houses or digs in the Kendal area and are getting to know the funny ways of Westmorland. Like understanding how there can be a

water shortage when it rains so much. Or why the Seven Stars could pass up the opportunity of a Brims invasion on Wednesdays as well as Thursdays.

The job has opened up on most fronts now with John Mahoney doing for Bridges what he had previously only done for Roads. Fortunately Chris Webb is now fighting fit after a bad attack of the Pigwillys and there is now keen interest in who is to be buried in the large hole at Brettargh Holt South. Ian Taylor, who is rumoured to be negotiating with the Japanese for Farleton Interchange as a trade in for his new Yellow Peril, remains inscrutable when asked if it has a transverse engine.

We are pleased to welcome Ian Christie, Senior Surveyor, Frank Gribben and Brian Hart, Section Foremen and Ian Caskie and Tony Jones to the Q.S. Department. Admin has gained Bob Smith and Len Boldy, who are watching plant and costs respectively. Captain Ian Ferguson, on one year's sabbatical from the Army and Malcolm Donnelly from Gretna have joined North Bridges section. Terry Burns has moved North to Spadeadam. Roger Schofield visits the contract less frequently now, devoting time to both Tyne and Tees regions.

The most enjoyable event of the last few weeks was the buffet dance at Crooklands Hotel. Most of Brims staff took their disguise kits, wives and girl friends along to beat the "first drink free" rule and joined the R.E. staff in a most relaxed and hospitable evening. **STOP PRESS:**— When asked to confirm or deny strong rumours that he is working for Cumbria Cleaning for a bit on the side, Paul refused to comment.

R. Gillham

## BIRTHS

Mike Langhorn, Section Engineer at Gretna, is the proud father of a daughter, Ema Jane. Congratulations and well done Mrs. Langhorn.

## OBITUARY

It was with deep regret and shock that we learnt of the sudden death from a heart attack whilst on holiday, of Bob Thompson our J.C.B.6D operator at Longtown Sewer Contract.

Bob joined our North-West team at Gretna and will be sadly missed by all. Sincere condolences to Mrs. Thompson and family from all at Brims.

# PROGRESS

## THE MISSING LINK

The missing link was located on Friday, 4th May, 1973 when the A74 Gretna By-pass was opened.

There is now continuous dual-carriageway and motorway between Glasgow and London.

The contract was originally programmed to be completed in eighteen months but, due to a late change in design during construction, was completed in twenty months. This change in design involved the construction of 3'-4" hard shoulders from the Scottish Border, northward to the tie-in with a previous contract.

The road was opened by Lord Polworth, T.D. Minister of State at the Scottish Office and Mr. H.K. Speed, Parliamentary Under-Secretary of State for the Environment.

Due to atrocious weather conditions on the day of the opening, the speeches took place in the Gretna Hall Hotel. The Ministers were welcomed by the County Convener of Dumfriesshire, Major Francis Moffat, M.C. and Sir William E. Jardine, Bart., O.B.E., T.D., Chairman of the Roads Committee.

Coaches took the guests from the Hotel to the official stand on the Sark Bridge (The River Sark is the border between England and Scotland) where Lord Polworth cut the ribbon on the Southbound Carriageway and Mr. Speed cut the ribbon on the Northbound Carriageway.

The official party then drove around the site before opening the road to traffic and then to Dumfries for the main reception and buffet lunch.

At Dumfries, Mr. Whitaker (Managing Director), Mr. Dean (Contracts Manager), Mr. Morrison (Project Manager), Mr. Black (General Foreman) and Mr. Linton (our oldest member of the Site Operatives) were presented to the Ministers.

The overall contract will not be complete until early 1974 with the construction of the new A75 Gretna By-pass.

The existing A74 has been closed to build an overbridge at Gretna Station to enable the A75 to pass underneath the existing road. The bridge is expected to be built in about six/seven



Photo No. 1

A view of the A.74 Interchange with the A.6071, River Sark & Bridge (middle), the partly constructed A.74/A.75 Interchange (top of picture) and the main railway line (top of picture). The villages beyond the railway are Gretna Green and Springfield, whilst Gretna is on the left of the picture to the south of the railway.

months and has an in-situ concrete deck approximately 3'-3" thick x 950 sq.yds. and this has to be poured in one continuous operation.

T.J. Dodd

NOTE: Best wishes to T.J.Dodd and wife now building railways in South Africa.



Photo No. 2

Lord Polworth and Mr. Speed immediately after the tape cutting ceremony. Each having opened South- and North-bound carriageways respectively.

# NORTH - WEST



*Above:—* An aerial view of the site of the Kent Bridge and road construction proceeding North towards Brettargh Holt Interchange. The piers and abutments rise from the river and the N.C.K.605 assists with the installation of temporary foundations in midstream to carry supports to the Bailey Bridge which will be used in the casting of the 195ft. main span.



*Above:—* An aerial view of Berry Hill with part of the R.51 Access Road approach across the deep peat bog which surrounds Berry Hill like sea around an island. The hill has been reduced to form a plateau approx.  $\frac{1}{2}$  mile across. A 2m thick layer of peat and soft clay unsuitable had to be cleared off the whole area as an integrated operation with the cut and fill of the good clay underneath. A team of 3 No. 54RB draglines, 8 No. D.8 and scrapers, loading shovels and Volvo dumptrucks plus probably one of biggest ever concentrations of "bog-track" dozers have handled some 300,000 cu.yds. of unsuitable (disposed of on to the peat bog) and 440,000 cu.yds. of cut to fill in 15 weeks. It is hoped that by the end of November, a total of  $\frac{1}{2}$ m cu.yds. of unsuitable and  $\frac{1}{2}$ m cu.yds. of suitable will have been handled on the contract as a whole.

*Below:—* Bulk earthworks are well advanced towards a substantial completion by the end of October. Here a T.S.24 Motor Scraper is being tandem-pushed in excavating one of a number of deep cuttings with a high boulder content.



*Below:—* A view of the surrounding landscape from the outfall of our new £1.2m. Cargenbridge Drainage Scheme contracts near Dumfries. The outfall is on a peninsular known as Aird's Point.



## HOWDON SLUDGE LOADING JETTY

The contract comprised the construction of a jetty for the Tyneside Joint Sewerage Board in the River Tyne at Howdon.

The function of the jetty is two-fold: initially it will be used as a loading point for the surplus excavation from the proposed sewerage disposal works at Howdon (the surplus excavation will be dumped at sea), and when the treatment works is commissioned it will be used as the berthing and loading point for the tankers which will transport the liquid sludge to sea for disposal.

The jetty is designed as a reinforced

concrete superstructure supported on Rendhex No. 4 & 6 box piles. The fender piles and beams are of Greenheart imported from Guyana.

The reinforced concrete main beams were pre-cast on site as an alternative to the original design and were lifted into position with the 15t. Derrick which provided the craneage for all the river works. The weight of the main beams varied between 6½ and 11t.

The Rendhex No. 4 & 6 box piles were 32m overall length and were driven with a Delmag D.22 Hammer to an average penetration of 22m.

through the sands and gravels underlying the river bed. They were delivered to site in 16m lengths where they were butt-welded in a horizontal position before driving.

Included in the contract was the demolition of an existing mooring Dolphin in the River Tyne. The concrete slab was removed as a 130ft lift by the Titan Floating crane after previously burning through the supporting piles. The piles themselves were removed with a straight pull from the Titan.

T. Mahoney



## CYGNET CLUB NEWS

### FORTHCOMING ATTRACTIONS

Wine 'n Cheese Night—Thursday  
October 11th

An evening of bon homie to be spent in The Sallyport Tower the last remaining town gateway, built in 1716.

Darts Match—Date to be fixed for sometime in October/November.

### HAVE YOU WON YET?

You haven't! Well now is the time to put that right.

Every month the Cygnet Club are holding a draw with three cash prizes

to be won.

1st prize

2nd prize

3rd prize

£5.00

£2.00

£1.00

Tickets are available from your site clerk or office manager each month.

So don't delay, join in and play!

# SAFETY CHATTER

## ENFORCING SITE SAFETY RULES SITE FOREMEN AND GANGERS

Site Foremen and Gangers are the key men for the application of good commonsense Safety rules. It has to be accepted that these men have usually the knowledge and "know-how" of the industry in their particular fields of work. Their close day to day contact and dealings with site employees places them in the ideal position to promote a decent respect for all Safety rules. Once a work group realizes that the intention of the foreman or ganger is to work only to accepted standards, there is little temptation for them to try and get away with something contrary to recognized Safety practices. Most Foremen and Gangers who believe in Accident Prevention rather than After Accident Correction, naturally place great stress on the need for motivating the employees in their charge to work safely and to follow all Site Safety rules.

Where these supervisors are reasonable but firm on violations a Safety consciousness is gradually developed among the entire workforce.

Safety by instruction is a good approach. It does lead to observance of Site Safety Rules by a large majority of the work force, but unfortunately as is usually the case there is always a small minority who create problems. There will generally be a few individuals on a site who will insist upon violating any set rules, thus where education and instruction have failed, Foremen and Gangers must be prepared and willing to take the proper disciplinary action. They must have the full backing of Senior Site Management in this respect, for to compromise or temporize with an established Safety Rule will eventually lead to the failure of any Site Safety programme because good discipline means order and a respect for the rights of others.

Surely most employees will endorse any just action taken by their supervisor in order to maintain safe working conditions. Likewise they will resent being instructed to observe Safety rules once they see rules being ignored by anyone with no immediate disciplinary action being taken, whether it be Site Management or even Site visitors.

Working to set patterns which create safe conditions will ultimately lead to more efficiency, more pleasant surroundings and surely a better finished job of work.

Hence there are many strong

arguments for establishing site Safety rules, but more important seeing they are obeyed by everyone at all times.

All Safety rules must be specific. There should be no doubt regarding their meaning, and of course on all sites they must be uniformly applied. Rules should tell employees what to do and how to do it. Any offence that is detrimental to the Safety of any employee, fellow employee or Company property must be considered as a violation of Safety rules and warrants action being taken accordingly.

On making a final decision regarding proper corrective action a foreman or ganger should always make allowances for human shortcomings, but to ignore or excuse a deliberate act which endangers an employee or others would be wrong. Taking corrective action is consistent with good "On Site" relations, because most employees expect supervisors to hold control of them and to take disciplinary action when necessary.

Surely they have less respect for their supervisor if he does not enforce the rules and fails to conduct himself as expected when rules have been ignored. If corrective and disciplinary action is not taken the Safety rules and regulations will soon cease to exist.

The positive steps of Safety Education can surely stem from General Foremen and Gangers who are held in high esteem. They have helped enormously in the field of Accident Prevention in their particular classes of work.

Men like Mac McConnell, George Teasdale, Frank Black, Les Brown, Jack Thompson, Harry Cookson, Walter Graham, Jimmy Alexander, Les Crowthers, Charlie Scott, Freddie Toff, George Carter, Peter Thompson, Jack Mordy, Graham Adams, Bill Archer—but to mention a few—apologies to those not mentioned.

It is an established fact that men like the aforementioned are the key men who by consistency and effort can help convince most of our employees that rules and regulations appertaining to Safety must be followed.

It is these men, the foremen and gangers of Brims who by example will help achieve the object desired. To protect our employees from Accidental injury.

Think about it.

"One man's care is another man's Safety".

"Qui Collaborant"  
M. Curran

# PLANT DEPOT NEWS

## PLANT DEPOT NEWS

Due to annual holidays taking toll of half Department 8 Staff, it has been left to 'your truly' to submit whatever news there is to offer. The latest Plant requisitions may be a good starting point and a list of major items one may see operating on various contracts, especially those which have become Brims "new venture" items, so here goes. An 18-ton "Rough Terrain" Mobile Crane can now be seen on the Kendal contract, together with a CAT 977 Traxcavator, then Birney Hill Reservoir site is sporting two Sambron 2-Ton High Discharge Hydraulic dumpers. A Smith 35-ton Crawler Crane has just been transferred from Kendal to Spadeadam.

Other items of Plant recently purchased include D.12 Delmag Hammer, H.D.10 Pile Extractor, Leibherr 911LC Hydraulic Excavator, CAT.D.5 LGP Dozer, Case 850 Angle Dozer, J.C.B.3C Case 450, innumerable "small plant" items, resulting in Brims Plant Holding becoming much greater than ever before, all of which adds up to a healthy Company, providing utilization can be maintained.

TRANSPORT—The Ford "heavies" are slowly disappearing from the Transport Depot and are being replaced by heavier still Leylands, a move which we believe will be of benefit to the Company.

We in Dept. 8 do our utmost to give a service to contract sites which we like to kid ourselves is the best possible, and of course we thrive on being kept busy.

It was good to see our old colleagues who have emigrated to the deep South during a short visit, and of course a host of new faces who are now part of their TEAM. Expansion is the theme down in Southampton, and their growing activities are obvious by the number of new contracts they have been awarded recently and we wish them every success.

We are sorry to be losing Evelyn our Office Cleaner and Tea-maker in Chief, but unfortunately domestic problems are too great for her to stay. We wish her good fortune in the future.

S. Sutton

# PEOPLE & PLACES



**ANNAN RAFT RACE  
— 1973**

"Brims Water Babes" was the new name for this very strong team from Gretna and Ramhill this year. The team consisted of A. Johnstone, A. Rae, E. Amis, A. Hunt and K. Brown.

As forty-five gallon drums were not much of a success last year, a design of a wooden frame, filled with inner tubes and polystyrene was to be tried. This idea being thought of by Mr. J. Smith, Foreman Joiner at Gretna. The raft was coming on fine, with hardly any weight in it at all, until the deck of plywood was fixed. Then, ya bugga, we could hardly lift it. But, as we had no alternative material to use, the plywood deck stayed. So off the raft went, to a secret testing place. After five minutes in the water it was decided that the raft was sinking rapidly as I was sitting in water along with Alan Johnstone, although his weight problem did not help this matter. Anyway, after drying out the raft, sealing the holes and having another practice run, the big day arrived.

To everyone's disappointment, it rained rather heavily accompanied by a cold breeze. Even though the team spirits were dampened we changed into our fighting gear of nappies, potties, bonnets and, of course, the good old beer bottle with a rubber teat on it. So, now ready for action. The rafts were lined up, that starting gun in the air — there was a false start. But ready again, the gun was fired and we were off. Paddling like hell. But the weight of the raft was against us, a lighter raft which beat us into the water, kept up its lead and, un-

fortunately, we were held to second place. But we still had a chance in the free-for-all. So, back to the starting line with a big bowl of brown coloured porridge at the ready, but all the other rafts took no notice of the starting line and made it a true free-for-all, with everyone going everywhere, and porridge and bags of sawdust being hurled at the nearest raft, and truly making a fine mess. As the free-for-all was not started properly, no prize money was given and so we lost out again.

But new ideas are already being thought of for next year, like asking Swan Hunters for some help, would you believe.

**NOTE:** For members of Brims & Co., who were not with us last year and wondering what the above article is about, it is a sponsored race, in order to raise money for a swimming pool in the local town of ANNAN. Last year there were fourteen rafts entered and a total sum of £420.00 was raised, and this year twenty-six rafts were entered and £500.00 was raised.

K. Brown

## CRICKET (NORTH-WEST STYLE)

The annual cricket match between North Western Contracts and Head Office was held at Longtown on the 12th of July.

Although it was not the best of weather (a slight Scots mist) the game started with Alan Wigham winning the toss and deciding to bat!!

Terry Burns, being a crafty lad, brought on his big guns and soon had the batsmen in trouble, John 'Freddie Truman' Dean pounding up to the wicket and sending down some mean deliveries from the Railway Yard end, and Big Geordie Graham from the Gravel Works end.

With some loud cries of "offside", "Hey ref" and occasionally "How was that" the wickets tumbled. A token resistance from Ken Hill with a beautiful straight drive (he thought it was golf) stopped the rot for a brief period but eventually Head Office were out for a total of 72 runs.

Terry Burns and Tally Johnstone opened for North West and had reached 65 when Tally being a trifle tired decided he wanted some of the beer before the other gannets finished it. Terry finished with 47 runs and North West won by scoring 73 for 4.

Ken Morrison had a great game as umpire and we wish to confirm that he only puts up his forefinger when he hears the name of his favourite whisky Glenmorange.

## NORTH WEST CONTRACTS

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### DUMFRIES COUNTY COUNCIL

Flush from our success at Longtown we accepted a challenge from Dumfries County Council at Annan on 15th August.

At the appointed starting time only five Brims players had arrived so we decided to bat.

Terry Burns again was the mainstay with a magnificent 97 runs but a few of our more experienced batsmen had "quackers", and after twenty overs our total was 131 for 8. Ken Morrison having "carried his bat" (to the wicket and back again).

Dumfries were quickly in trouble due to accurate bowling from Harry Tarn, John Dean and Terry Burns, and after their twenty overs, were 72 for 9.

A most enjoyable evening was had by all, and we look forward to some games in the future when some team can challenge our obvious superiority. (What about a match with Dept. 8 on Tynemouth beach?! ... sorry no good they can't even fish.)

D. Watt

## THANK YOU ONE AND ALL!

Mr. and Mrs. W. Dobbie and family also Christine—(who is now married to Austin) would like to thank the Staff of "Brims & Co" particularly Mr. J. Dean and his team at Gretna for the help, kindness and consideration shown to them after Austin's accident on 13th Dec.

Owing to the difficulty of getting from Sunderland to Carlisle, for hospital visiting time it wasn't always possible for one of his family to visit him, and the leisure time of the Staff was frequently given up to visit Austin.

One of the Staff always managed to visit him at some time during the day if only for a short while.

This was much appreciated by Austin and his family who wish to express to all concerned their most sincere and grateful thanks.