

BRIMSNEWS

OCTOBER 1971



**WE'RE
ONE
TODAY!**

HAPPY BIRTHDAY BRIMSNEWS

Dear Reader
The reason for this shocking
waste of space is as follows:—
**LACK OF CONTRIBUTIONS
FROM YOU!**

LETTER FROM THE EDITOR

Dear Reader,

As you will no doubt have gathered from the front page of this edition, the magazine has succeeded in completing its first year of publication.

The magazine began as the answer to a cry from staff who felt the Company should have some media for informing employees and persons outside the Company just exactly what was going on within. On behalf of the Editorial Board I should like to thank those contributors. (all 25 of you) who's

articles helped us answer that cry.

But what of the procreators of that cry and more important of those who jumped on the bandwagon and heightened the cry? I remember an old folklore story about the boy who cried wolf so often without reason that in the end no one believed him and on that occasion wolves came and destroyed the village. The roles have reversed however and it is the criers who are no longer believing their own shouts for a

magazine and the result is the magazine that did appear is in danger of disappearing.

Brimnews is essential to the Company and it's employees but it can only exist if the employees assist.

I sincerely hope, therefore, that by the time our next anniversary arrives we will be able to publish a brighter picture of the magazine's future but the answer to that lies with you.

A. Wigham
Joint-Editor

NEW YORK DRAINAGE



Client Tynemouth Corporation

Contract To construct 1440 lin metres of dual drainage i.e. surface and foul water pipes the diameters ranging from 45" and 18" to 24" and 9" the average depth to invert being 20'. Also involved was the construction of 42 fairly complicated manholes and a heading under the New York Road. The contract period for this was 15 months.

Work started in March of this year and it was hoped by using additional plant and labour to reduce the contract period. The first week was a washout with heavy rain from the Wednesday onwards, the high water mark being marked on the wall of Mac's (the G.F.) office. As the weather improved better progress was made and trench lumbering was moved fast enough to stop the blackbirds nesting again.

A considerable amount of rock was

encountered in the trenches and so as not to impede progress drilling through the overburden and blasting ahead of the excavation was adopted, this proving to be very successful.

June brought a further drainage contract at Seaton Valley and our job was chosen to demonstrate the various excavators at present being manufactured. You name it we've had it. Jack Fairbairn (he's the one with the short fat hairy legs) being in residence for some days. Eventually it was decided to buy Liebherr machines as these were most efficient and it was thought that the sign on the side would increase production. 'No Loitering while machine is working!'

Work progressed well in May but as the summer or monsoon season wore on the weather caused minor hold ups once more. (Twice Edward Kennedy has tried to visit the site but was held up elsewhere).

A heading under the New York road posed some problems at first but these were overcome, and just to make sure that the timbering was O.K. Matt Curran arranged for Pickfords to bring a 300 ton load along the road while work was in progress. (He's like that if his leeks aren't growing well.)

The Bumping Department and Plant Yard (International Rescue) continue to give good service, Jack Thompson (the finger man) was dealing with breakdowns at high speed, the record for Plant Yard to site being 4 mins 10 secs. Jack hopes to improve on these times once the steam catapult for launching the fitters vans has been installed.

Work is well on the way to completion now and we would like to thank all concerned for the help given throughout the contract period.

J.G.W.

LETTERS TO THE EDITOR

Dear Editor,

You always seem to be screaming for contributions to Letters to the Editor, which I find very surprising as the Company grape vine is a hot bed of rumour and intrigue and ought to provide plenty of controversial subjects for this column.

How about the following:

Uncle Jack isn't a Teddy Boy, he's a Spiv!

Teesside does plan!

All the staff at Gretna are Green.

Scotch Corner was the original Magic Roundabout.

Where's Southampton?

If it comes to that where's Teesside?

Colin Todd costs.

The Plant Yard has to move, someone's bought the scrap.

Brimnews is written by one man.

Or Woman!

Trainees are trained?

Top Management is a computer.

The Team aren't Red Ants, they're Black Bugs.

Tyneside small Works.

How about it folks. Why not put a pen where your mouth is and write to the Editor about all those things you moan about.

A man after my own heart.

E.D.

Ed.

Dear Editor,

Every issue of *Brimnews* has an interesting and highly relevant article entitled 'Safety Chatter' as part of the continuous propaganda needed to make people conscious of our industries poor safety record.

It is to be hoped that the message is getting through to the staff, but what about the man on the shovel. He can hardly be convinced that the Company has his interests at heart, since when he is issued with safety equipment it is usually the cheapest available.

How about some action, give him protective rubber boots, water proofs that don't tear when he bends down, wearable goggles, and dust masks, etc., etc., The man on the job deserves the BEST - its his life at stake.

A.B.

There's no answer to that.

Ed.

1st Manager:-

I've just had a right rollicking from Jim Walters - but I sorted him out.

2nd Manager:-

What did you say?

1st Manager:-

It was dead easy. I Apologised!!

LIST OF CONTRACTS

CIVIL ENGINEERING DIVISION

Major Contracts - Contracts Manager - D.W. Weatherly

Contract Name	Completion date
Sunderland Incinerator	Autumn 1971
Hadrian Road Extension	Autumn 1971
South Shields Incinerator	January 1972
Scotch Corner	Autumn 1971
New York Drainage	Autumn 1971
Seaton Valley Drainage	October 1972
Road Improvement - Trimdon Street	February 1972
Gretna By-Pass (A.74/A.75 Diversions)	January 1974

Tyneside Region - Contracts Manager - L.M. Pascoe

Contract Name	Completion date
British Rail drainage and interceptors - Gosforth	December 1971
N.C.B. Renewal of rail bridge over A.1 at Seaton Burn	October 1971
Reconstruction of Bairds Quay - South Shields	October 1971
Esso Drainage - North Shields	November 1971

Southampton Region - Regional Manager - J.R. Oswell

Contract Name	Completion date
Holdenhurst Relief Road	Mid-1972
Southampton Docks - Stelcon	Early 1973
Fawley Power Station	August 1972
Southampton Docks - Bridge	December 1971

BUILDING DIVISION

Tyneside Industrial - Contracts Manager - A. Porter

Contract Name	Completion date
Blyth - Malvins Close School	December 1971
Blyth - South Beach School	November 1971
Blyth - E.I.C.E. Advanced Factory	December 1971
Cramlington - Wilkinson Sword Extension	December 1971
Cramlington - E.I.C.E. Factory Extension	November 1971
Ryton - Factory Extension for Burrell & Maurice	January 1972
Irvine, Ayrshire - Pharr International (U.K.) Ltd.	February 1972

Tyneside Public - Contracts Manager - J.S. Scott

Contract Name	Completion date
Killingworth Telephone Exchange	Mid-October 1971
Newcastle Airport Hotel	Late 1972
Sports Hall at Newcastle Polytechnic	Late 1972

Tyneside Housing - Contracts Manager - S. Heward

Contract Name	Completion date
Percy Main - St. Johns Street Redevelopment	December 1971
Shiremoor - Millfield Avenue	Spring 1972
East Denton - Cheviot Housing Association	Summer 1972

Teesside Region - Regional Manager - J.R. Whitfield

Contract Name	Completion date
Norton - C.E.G.B. Sub Station	Autumn 1971
Newton Aycliffe - Social Club	October 1971
Middlesbrough - Southlands School	Winter 1972
West Auckland - McMillan Bloedel	October 1972
Lackenby - Services Block for B.S.C.	"
Aycliffe - E.I.E.C. Factory for Flymo	Early 1972
Roads & Sewers - Hemlington	Early 1972

NEW CONTRACTS

Contract Name	Approx. Value	Starting Date	Duration
Gosforth - Aln Avenue Reconstruction	£12,585	Sept.'71	8 weeks
Gosforth - Elmfield Road Reconstruction	£32,468	Sept.'71	3 months
Team Valley - Alterations to Factory for E.I.E.C.	£12,000	Aug.'71	12 weeks
McMillan Bloedel - new extension	£80,000	Aug.'71	6 months

INTRODUCTION TO GRETNA

(or IT'S A DO IT YOURSELF GRETNA)



SITE CLEARANCE



BREAKING THE FIRST SOD

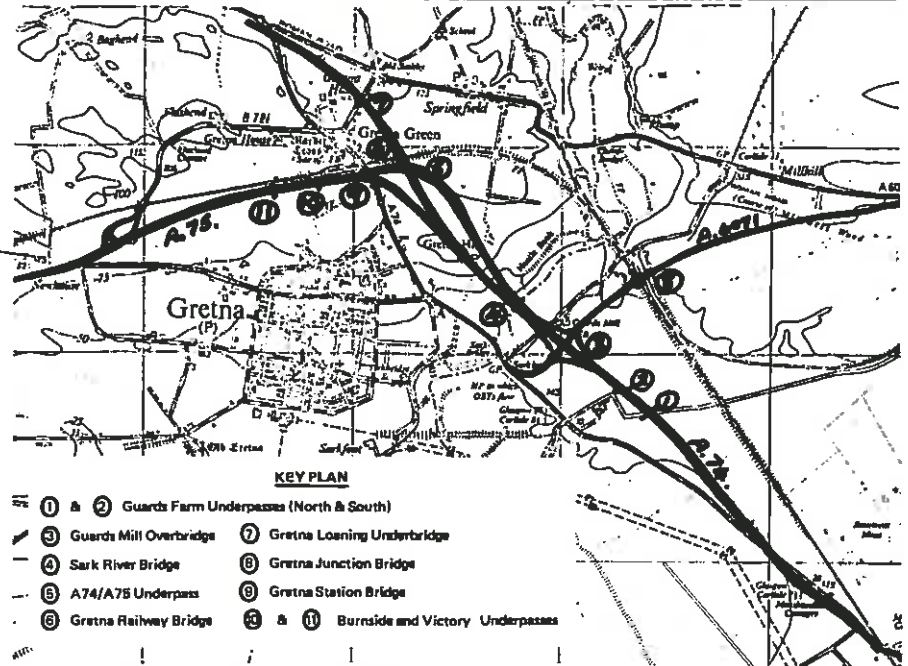
As can be seen from the adjacent photographs work is getting underway on our Gretna Diversions Contract.

Gretna is one of the largest single contracts ever tackled by the Company and no doubt during the months to come it will be the source of a great deal of crack and gossip. In addition the jobs of many people in the Company (who may never visit the site) will be affected by what goes on in the land of blacksmiths and elopements.

Therefore it was felt that an introductory article may serve a useful purpose in creating a real image of the works and possibly improve understanding between all concerned.

The Gretna Contract is virtually a triple by-pass of the villages of Gretna and Gretna Green combined into one (in case you did not know there are two separate villages). At present the A.74 splits the two in a North/South direction, while the A.75 cuts through Gretna in a westerly direction and the A.6071 joins the A.74 from an easterly direction through the Gretna Green/Springfield villages (see sketch plan).

The M.6/A.74 is the primary route for traffic into the vast majority of Scotland (Edinburgh being further west than Carlisle, Liverpool and Bristol) and as a consequence it is the most densely trafficked North/South route in the North. The combination of the three roads meeting at Gretna and the sheer physical problem of squeezing traffic through on the existing single carriageway, makes one of the worst bottlenecks in Britain. Eight mile jams are commonplace in the holiday periods.



Apart from traffic chaos publicity, the contract will be the focus of great attention due to it being the last section to be constructed in the London/Glasgow route. Prime Minister will probably be the minimum qualification for performing the opening ceremony.

The sketch plan gives an indication of the extent and nature of the work. A detailed profile of the contract in the future will deal more comprehensively with the technical and statistical aspects. Briefly there is approximately 4½ miles of new dual carriageway to form the A.74/A.75 part of the diversions and 1½ miles approximately of single carriageway to divert the A.6071.

Included in the eleven bridges there are two bridges over main railway lines and a bridge which spans the River Sark (the Border).

Extensive earthworks are a feature of the contract and include the importance of large quantities of various types of filling materials from adjacent borrow pits and gravel deposits. Gretna Hill, a well known local landmark, will be completely removed and landscaped.

"Do it yourself" has become the watchword at Gretna. Following on the experience gained on recent contracts (Seal Sands, Hadrian Road and Scotch Corner) and after careful consideration it was decided to plunge into tackling the major earthworks ourselves. A considerable fleet of equipment is currently building up on site and work has commenced in earnest on soil stripping and site clearance.

Involved in the exercise is the production and supply of free draining, granular and other materials from adjacent deposits. As a consequence in excess of £½m. of work has been transferred from sub-contract to direct control and supervision.

Similarly a batching plant is at present being installed in a nearby river gravel deposit for the purpose of producing the 16,000 cubic yards of structural concrete. Two (and soon a third) 5 c.yd. Truck-mixers have been purchased to distribute the concrete to the various sections of the contract. In the Spring, a second and much larger plant, will be erected in another deposit for the production of the 40,000 cubic yards of lean concrete roadbase. The net result of the decisions on concrete, is to bring over £200,000 worth of material manufacture under our own wing with resultant increases in efficiency and production.

As a natural progression from the actual laying of the lean concrete base, active consideration is being given to the laying of the remainder of base which is made up of dense bituminous macadam. This would then leave only the final 4" thickness of surfacing to be sub-contracted. Indeed, apart from nominated piling and fencing sub-contracts, plus one or two minor specialists contractors, the surfacing will be the only major sub-contract.

Castled.

PEOPLE & PLACES

BRIMSNEWS

'Morning' Fans.

It's story time again, so lamps down and look in.

We've gone raving mad these last two months, buying new Plant. The biggest slice of the loot went on three Liebherr Hydraulic Crawler Excavators, two of the 921 Models, pictured below and one of the 941 Models. The 921's will dig to 19'4" with a .91 cu.yd. bucket and the 941 to 27'3" with a .77 cu.yd. bucket. We also bought a .70 cu.yd. hydraulic grab which will fit all three machines. One of the 921's is working on grab at the Seaton Valley Drainage Contract and the big 941 at the New York Drainage Contract.



We've also bought two 3" and one 4" "Spate" water pumps which are diesel driven, double enclosed diaphragm units, need no priming and will run equally well on full throttle for maximum output or reduced throttle to deal with seepage water only. The pumps are in wide use down South and are noted for their trouble-free running capabilities. The designers obviously put a lot of thought into the maintenance side of the pump as all you require to strip the unit down completely is a screwdriver, scaffold spanner and a pair of pliers. The photo gives you an idea of the actual size of the pumps, compared with a 2" Warsop which is shown on the right.



For the Gretna contract we purchased two "Land Drive" Tractor units which consists of a Massey Ferguson 165 tractor and a trailer, equipped with a hopper to carry drain fill aggregate which is fed into the trench by a side boom conveyor. The trailer rear axle is driven from the tractor power take-off and gives marvellous traction in boggy ground. They are similar in appearance to a scaled down County 6 and Atkinson Spreader and once again come highly recommended.

As promised in the last issue here's the photo of the new Transport Department "Top Cat" - Ossie Lowery.



Ossie joined us from a local building contractor and has many years of experience in both Transport and Plant. He's just about "Run In" now and should be well established by the time our next issue is published. Ossie reckons he's only twenty-six but we overheard him telling a pal of his how he used to enjoy listening to "Band-waggon" and I.T.M.A. on the radio. Now even I had to ask "Me Mammy" about I.T.M.A. and I'm only 27, so one of us is not being quite truthful.

Another new face at the Plant Dept. is our new invoice and ledger clerk, blue eyed blonde Margaret Dennison who was born and bred at Howdon. Margaret is married and has a son whose age we won't disclose, and states she's over 21 - but just! (She's as bad as Ossie Lowery about his age). Margaret previously worked for a timber merchant for 16 years and thinks there's 'nowt' like working for the Plant lads as the language is so different. When asked if she had any hobbies she said "Plenty, but none which we could print" - (Cheeky!)

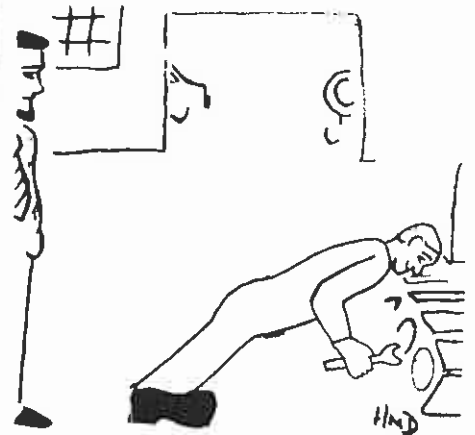


GUESS WHO?

At long last we've started the new Materials Depot at Point Pleasant and hope to be able to "squat" by early November. *Everything* classed in the Non-Mechanical bracket will be supplied from the new depot, right down to your new "wellies". Boss Cat at the depot will be the old chestnut himself Alan "Blue Eyes" Hutchinson. We maintain he is the oldest 27 year old in the entire Company. Should you ever be invited to his pad, sneak a look in his wardrobe and you'll see he still has his Teddy Boy suits, velvet cuffs, creepers - the lot!

Welcome to Charlie Scott, our new resident Foreman Fitter on the Gretna contract. Charlie has many years experience on motorway Plant and hopes to keep Department 8's end up on site.

We'll be looking for an apprentice fitter to start after the Xmas holidays. The lad should be 15 years of age and have a definite leaning towards machinery. Any applicants should contact John Hall at the Plant Depot.



"AM I LEANING FAR ENOUGH, MR HALL?"

Our "Greasy Spanner" award seemingly didn't go down all that well in certain quarters, which is a pity really, as we were sure we were the first major Company to bring out such an award. To appease our critics we've decided to scrap the award and substitute the "5 yard start". Same rules apply. "Defoul" a piece of Plant and you qualify for a visit from the Plant Depot "Cappos". You get "5 yards start" then we start throwing 1/2 bricks, "Commons" for agents and "Facers" for generals.

Must go now and practise with my clackers as I have a needle match with Jock Bradley this week-end. Seemingly the sod caught a 110 lbs. skate when he was on holiday in Ireland and has stolen my mantle of being "The Greatest" when it comes to catching big fish. I'll give him "what for" in the clackers competition though, just you wait and see.

Taa Raa
J.S.F.

CONTINUED PAGE 6

PEOPLE & PLACES

CONTINUED

TYNESIDE & PROVINCES

All is well with the TEAM, we even take enough interest to scribble these few heartening lines.

Stu Boyd and his boys are turning a pig's ear into a silk purse on the B.58 Factory Renovations at Team Valley.

We are seriously considering advertising the boys as Building Beautician Consultants.

Don Thirlwell has deserted to the South and we wish him luck and success in his transfer, we know *he can* do it. Jock Bradley has taken over Don's work but is becoming more and more committed to Cheviot Housing which started Monday 13th September.

Wilkinson Sword's jobs are on programme and looking well thanks to the assistance Jim and Ken are giving to Alfie Winter and the other lads, not to mention Charles the Vacation Engineer and Malcolm McGee our Q.S.

The three Blyth jobs are on programme. Tony Cunningham reports he actually had Andrew Marr on his site last week, an event indeed.

The two schools are shaping up on tight programmes and everyone is looking to Peter Scott to prove the PROFITS OF DOOM wrong.

At Irvine the weather has been kind but this has no connection with the rumour that George Wightman and Joe Holmes are being measured for the kilts by Barbara their girl Friday. Norman Wilkinson has returned to College and the tape taken up by Alan Howett who is enjoying the crack.

A.P.

THE CRACK ACROSS THE BORDER

Welcome to all new staff at Gretna!

Ian Hall, ex - Nicholls, Colton and Partners joins Dept. 1 at Gretna to take charge of Materials and Soils Engineering. After establishing the site, Ian will be available to help with problems as they arise on site and at the pre-tender stage. Alan Whitfield, ex-Dowsett M6, provides support as Laboratory Technician.

Our surveying and setting-out capability has been substantially "stiffened" by the presence of two ex-Precise Survey Senior Surveyors - namely Austin Dobbie and Terry Burns. Another ex-Precise Survey man, Eric Amis provides very capable support. Once again it is hoped that they will provide a service elsewhere after the establishment of Gretna should the need arise. Peter White, a 23 year old ex-Wimpey Engineer also joins us on the 4th October.

Steve Ward, ex-Tarmac, is getting down to his Cost & Bonus work whilst Fergy Johnston is organising the stores. Timekeeper/Plant Checker Tommy McCartney has his hands full with a few thousand pounds per week of plant.

Senior Q.S. Alf Marron, ex-Kaiser International, heads up a first-class measurement team in Alan Rae, Site Q.S. ex-Watsons and Keith Jefferson, Q.S. Clerk ex-Tarmac.

Frank Black is building up his teams to tackle the Earthworks and Drainage led by Albert Blair and Sean Coltart respectively.

Welcome also to our existing staff who have taken out their passports and crossed the border. Good luck and best wishes for a successful team effort.

J.D.

SCOTCH CORNER CHAT.

Who said 5½ months earlier than what?

There are still a few of us left doing bits and pieces, including an extension to the Contract which will join our work to the Darlington By-pass.

Everybody is leaving these days for new pastures and we are now down to the cream! Brian May is Outward Bound, David Inkles has gone back to College, Charlie Booth has left us yet again, and Tony Gavannah prefers the warmer climes of sunny Sunderland. We don't even get any visitors for free coffee now that the new road is open.

Most people have had their holidays (Jack Mordie claims he went shark fishing - I don't know why because he's the biggest shark I know) and are now recovering at work ready for the next big job.

This will be the last contribution from Scotch Corner because by the next *Brimnews* everyone will have jacked, been sacked, or moved on, but before closing the writer would like to thank all who have worked on the site for their contribution (those who haven't yet contributed should send a cheque for 11 new pence to my last known address.)

E.A.B.

NEWS FROM THE PALACE

Our court correspondents reports Sid Harrison, George Watson and Eddy Bradley are ganging up to put Compact onto Cheviot Housing. Les Reid can nearly see the end of his penal term on the SCOLA Schools.

We suspect Bob Gilhespy's show of whip hanging up in his office is a load of horse muck the way Mrs. Kerr and her girls are tapping their feet; he's keeping them happy by wired muzak into the internal dictating machines.

And now here is an appraisal list, we ask you all to seriously complete:

1. The ottoman turks for over six centuries produced an unbroken succession of able leaders. Their appraisal sheet would have looked like this.

Adaptability	0
Adventuresomeness	100
Cruelty	100
Energy	100
Flexibility	0
Intelligence	100
Justice	100
Get along well with others	0

Please note the 100 for justice. If we don't start breeding our own turks we may end up with them coming over the wall.

A.P.

PAY DAY

A wage clerk's life is not one of ease
When you think of the people he has to please,
For if their tax is too high, and their bonus is nil
Then he may just as well start to make out his will.

But now that the Computer has taken things over
The wages clerk's life should be one of clover,
And should this statement ever come true
Then he shall live to be a hundred and two.

For the wages department work very hard
Preparing the payroll and stamping the cards
So the next time you stop to look at your pay
Just remember the Gang who made your happy day.

R.B.

Overheard in the van going home one night:

That cat we've got on site is a fantastic animal, whenever it wants to go to the toilet it digs a hole and then covers it up so you can't tell where it's been.

What's special about that, all cats dig holes.

With a shovel?

THE CRACK IS

That The Brims boat "Shark" was named after Jack Fairbairn.

B.D.

Owing to the absence of Colin Cook - we regret that bacon sarnies will not be served at the new Plant Depot site.

U.S.

INTRODUCTION TO GREтна

(or IT'S A DO IT YOURSELF GREтна)

The Management Structure which is being built to handle the contract is based on functional rather than sectional divisions. It is probably fair comment that the majority of major roadworks contractors have found such structures to be the most effective and efficient.

The primary functions are headed by Ken Morrison, Asst. Project Manager (Bridgeworks) and Peter Martindale, A.P.M. (Roadworks). Secondary functions operate within each primary — such as Earthworks, Drainage etc.

Bridgeworks and Roadworks carry their own *flexible* complements of Engineers, including a group of three experienced Surveyors to control and provide support with the complex setting-out aspects of the Works. It is hoped that trainee engineers will gain valuable and much-needed experience by working alongside the Surveyors.

A blend of Q.S./Measurement Engineers of considerable experience are being assembled to provide a compact and specialist Measurement Service to the Contract. John McGowan heads the Officer Admin. and Costing.

It is worth noting that only a comparatively small increase in the original staff requirements has been necessary to cope with the increase in Brims' work.

A deliberate policy from the outset has been to capitalise on the severe run-down in work in the area due to the simultaneous completion of large projects in the area (i.e. the M.6 and A.74 etc.). This has enabled us to recruit first class staff (without advertising) to achieve our object of obtaining a local identity and local contacts. Similarly an excellent pool of labour is available to fulfil our needs, together with ready cultivated services.

Obtaining Gretna has enabled Dept. 1 to provide a worthwhile basis on which to found the services of a full time Materials and Soils Engineer. As a result a gap in the Department's (if not

the Company's) make up has been filled and it is hoped that eventually all sections will benefit from this vital, specialist service.

The A.74 and A.6071 Diversions have to be completed for traffic in 18 months. Because Gretna Station Bridge cannot commence until the existing A.74 is released after the 18 months, the new A.75 completion and other existing side road reconstruction is timed for 30 months.

The contract will be supervised on behalf of the Scottish Development Department by Dumfries County Council, who also carried out the design work.

Last, but not least, our congratulations go to Douglas Brennan and team, who after hard graft and extensive research, managed to outwit the hot competition for the first major contract ever constructed simultaneously in Scotland and England. Although, no doubt that fact will bring its problems — not least of all the legal ones it involves!

J.D.

NEW STAFF AT GREтна



FRANK BLACK: General Foreman, joined the staff at Gretna from W. & J.R. Watson. Frank has worked on various sections of the A.74 reconstruction and as a consequence has a vast experience in Road and Bridge Contracts. Frank and his wife Betty reside in Annan. His detailed knowledge of the area and following of labour are proving invaluable. Main interests include the following of most sports.

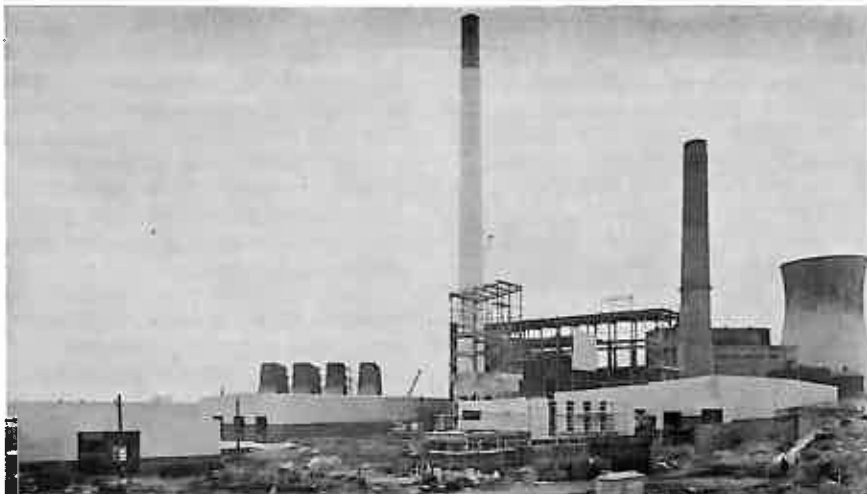


EAN ADAMS: Standing 6'6" tall, Ean presents a formidable figure as a Section Foreman (Bridges). 35 year old Ean resides with his wife Wendy and four children at Kirtlebridge. Having had experience on two previous sections of the A.74 for Tarmac & Fairclough and recently completed 2 years on the M.6 with Dowsett, Ean's local knowledge is also proving a valuable asset.



DAVID WATT: Another of our new staff who have had considerable experience on the A.74 with Watson's and Carmichael's. David is in the process of returning to the Annan area from his present home at Linlithgow, where he took up residence when employed by Balfour Beatty. 38 year old David, his wife Helen and two children are delighted to be returning to the area where David can continue his work with the Round Table and pursue his hobbies of rough shooting and fishing. Senior Engineer (Bridges), David will be Ken Morrison's righthand man.

SUNDERLAND REFUSE DISPOSAL WORKS



The works are located approximately three quarters of a mile from the centre of Sunderland adjacent to the Power Station and comprises of a Main Plant Building which incorporates a tipping area, crane house and two incinerators. This is supported by a network of Ancillary Buildings — two Garages, Paper Baling, Workshop and Stores, Washing and Greasing, Clinker and Tins Plant and Amenities Buildings, all interconnected by approximately 14,500 square yards of concrete roads which are situated in six acres, a relatively small area to contain this size of project.

The purpose of the works is to reduce the volume of refuse by approximately 75% and produce an inert ash residue. Refuse is brought to the works by standard refuse disposal vehicles and after being weighed they proceed to the reception apron situated at the east end of the site from where the vehicle reverses into any one of the seven tipping stalls.

As the vehicle reverses into the stall a proximity coil system in the floor causes a steel door at the rear of the stall to open and the vehicle then tips its contents into the 30 ft. wide by 24 ft. deep refuse pit.

The refuse pits which extend for the full length of the building about 130 ft. are divided into four sections by three no. reinforced concrete walls to facilitate isolation for cleaning out and segregation in the event of fire, flooding, etc.

One section of the pit and tipping stall No. 8 is allocated to receive bulky refuse which is later transferred by the grabs to the pulverising plant from where it is discharged back into No. 3 pit for transporting to the Incinerator.

Immediately above the pits is a fully enclosed 82 ft. high crane house which

has an inside covering of 3/8" thick asbestolux lining giving a two hour fire resistance to the crane house structure and the external galbestos cladding.

In addition to the fire protection, 16 No. automatic release smoke vents are arranged on the roof and a ring main water spray scheme is situated above the tipping stall doors and extends for the length of the building. The building supports two No. 7½ ton overhead electric travelling cranes one acting as standby to the other, for which purpose parking bays are arranged at each end of the building.

The incinerator plant is separated from the pits by a 45 ft. high reinforced concrete wall behind which the forced draught fans supplying air to the furnaces will draw from a manifold through inlet grilles deposited along the length of the pits.

The air required will pass through the tipping stalls and across the pits to the intake grilles which are suitably designed to prevent paper entering the system. This arrangement is designed to control the dust problem which exists during tipping. The material from the refuse pits which is grabbed by the cranes each capable of moving 25 tons per hour is placed into feed hoppers which are situated high enough for the material to flow by gravity through chutes into the furnaces, where gravity and motivation of the furnace grates progress the burning and burnt material to the ash discharge chutes.

The furnaces which are lined with refractory brickwork operate at a maximum temperature of 1000°C and are each capable of taking ten tons of refuse per hour. The fire in the furnaces after being lit either manually or electrically is fed by refuse only and no other form of fuel is required.

The gases leaving the furnaces pass through spray chambers and are suitably cooled before they pass into an electrostatic precipitator plant designed to extract most of the dust particles from the gas which is thereafter drawn by induced draught fans and discharged into the 250 ft. high reinforced concrete chimney.

The material from the furnaces is discharged into water-filled troughs which totally quench the material and twin scraper conveyors carry the material out of the building and up into the Clinker Bunker Building where the material is screened by magnets to extract the ferrous metals which is later baled in the Tins Baling Plant which is capable of handling approximately 1½ tons per hour.

The ash is fed into refractory lined reinforced concrete bunkers from where it is discharged to tipping wagons for disposal.

FIRE FIGHTING SERVICES . . .

Each of the four sections of the refuse pit is 'overlooked' by an 'Infra-stat' fire detection unit designed to initiate a fire alarm and to switch on the water spray system covering the affected section of the pit.

An 'Infra-scan' is arranged in a central position near the ceiling of the crane house to 'overlook' the whole of the crane house including the pit and feed hoppers. This detector operates a fire alarm but not the sprays.

In general practice, when smoke or other symptoms of a localised possible fire are observed in the refuse the grab will be used to transfer the risk material to the feed hopper for quick delivery to the furnace.

The water supply system for fire-fighting is taken from the town's supply but this system is also connected to the 320,000 gallons water storage tank situated at the south-east corner of the site. Paper is not extracted from the general rubbish but is collected in trailers and is taken direct to the 200 ft. by 80 ft. wide steel framed brick and galbestos lined building in which is installed conveyors and machinery capable of sorting and baling 3½ tons of assorted paper per hour.

Lighting etc., is provided from a 11 KV electricity supply installed with a 1500 KVA transformer and appropriate switchgear and the heating is supplied from a waste heat boiler in the main building with an oil-fire boiler as stand-by when waste heat is not available. The Civil contract commenced on 2nd February, 1970 with the Plant contract commencing ten months later and overall contract completion with the plant in full commercial operation is expected by March, 1972.

W.A.T.

SAFETY CHATTER

NOBODY IS TRYING TO BLAME ANYBODY

We try to do a thorough job of investigating the causes of all Accidents. We try to do a good job of inspecting for hazardous conditions and we follow up on the recommendations that come out of these inspections. We don't do these things to put anybody on the spot or hang blame on anybody. We do them all for just one reason "TO PREVENT ACCIDENTS". I suppose some of you are now thinking "No investigation ever stopped the Accident that it is investigating", and if that's what you are thinking, you're dead right.

But good investigations can help stop the NEXT Accident, and as I have said many times before and I'll say again - "All accidents are caused - they don't just happen."

If we learn the cause of an Accident, we can do something to remove that cause and prevent another Accident just like it. But if we just shrug our shoulders, if we say "too bad, but it is just one of those things", then there are sure to be more Accidents like it.

Most Accidents are caused by several things. We don't learn much if we stop an investigation when we've learned say, that a man lost his balance and fell

from a ladder or if we report "The Worker was careless." Let's take this simple case. The man losing his balance and falling off a ladder.

First of all we want to know what made him lose his balance. Was the ladder defective and if it was, how did it happen to be in use? Did it suddenly become defective or had it been in bad shape for some time? Was it badly made, or was it simply worn out? Did the man know the ladder was bad and if so had he reported it to anyone of Authority, and if he didn't know it was bad had he been instructed in what to look for before using the ladder? Or was the ladder in good shape but used improperly? Was it standing where it could be easily knocked by passers by and if so, why wasn't someone standing at the foot of the ladder to keep them away? Should it have been lashed at the upper end? Did it have the right kind of feet for the location? Was it at the right angle for the job in hand? Or did the man himself do something unsafe? Was he carrying a heavy load that should have been hoisted up on a line? If he was, had he ever been told to use a hand line? Did he try to come down the ladder face out? Did he try to catch something that was thrown up to him and lose his balance? Did he remove both hands from the ladder to do his job?

Those, believe it or not, are just some of the questions we can ask about a very simple Accident. And if all we know is that a man fell we really know nothing. But if we can run down the cause (or the

many causes, which is more likely) then we learn something that we can take action on to prevent other Accidents. If we try to get away with an Accident report stating simply that the worker was careless, the enforcement Authorities will want to know "Careless in What Way", and was this the first case of carelessness of this type? Have we taken steps to correct matters or was it entirely a matter of carelessness or were there some other conditions that helped cause the Accident. Accident Investigation. - Real solid down-to-earth investigation of all the circumstances surrounding an Accident is one of the best ways Workers, Supervisory Staff and the whole Company get to know how we need to work Safely. Everybody in the Company profits from investigations made in this Department as we profit from investigations made everywhere within the Company. It's the same with inspections and follow ups, only more so. Inspections and action on recommendations made are designed to spot and get rid of every hazardous condition, every bad working habit, every piece of defective Plant and equipment, before somebody gets HURT. Remember we are not after anybody's scalp. We are not trying to put anybody on the spot. We just want to stop Accidents that cause an awful lot of pain and suffering.

"QUI COLLABORANT"
(M.CURRAN)

'I HAD A GO'

My interest in pop music started when I was at school, in the days when Cliff Richard and the Shadows were constantly heading the "Top Ten". I suppose I was attracted to the world of pop by the thought of glamour, easy money and travel.

I joined my first group when I was twelve years old. I use the expression "group", however we were all in possession of a cheap guitar, plus various items of tatty equipment, although not one of us could play correctly or together. This period was very exciting because it meant moving into a completely new circle of friends all with common musical interests.

After a year or so of practising, the "group" started to do its first venues, mainly Y.M.C.A.'s and youth clubs, generally for charity, although on one occasion I remember we were paid £5 between five members. As we had no transport, we had to convey our

equipment by bus, which proved quite an experience both for us and the other passengers.

After drifting around various small time groups, I eventually joined a fairly popular semi-professional group. These boys had a much more serious attitude towards their music and I learned quite a lot from them both musically and stage wise.

This group was employed by Agencies and our fees rose to approx. £15 per night. This may seem a lot but, considering we had to buy more expensive equipment, buy and run a van and pay 10% to our Agent, we were still running very close to the danger line so far as the profit margin was concerned.

We found that, because we played more, we had to play to a variety of audiences with very wide range of tastes in music. We were influenced by famous groups such as The Cream, Hendrix and Traffic which did not appeal to the older age groups in our audiences but we were very well received by the younger audiences at dances and discotheques.

The group's ambition was to turn fully professional, this involved writing and arranging our own songs and then making demonstration recordings to

send to managements and recording companies. This extra expense just about made our weekly wage non-existent.

Eventually I was approached by a well known local, successful professional group to join them and I was delighted to accept their offer. This group was obviously more dedicated to music than any other that I had associated with. We were handled by better Agencies who were prepared to promote us, as long as we were prepared to work hard.

The road to "fame" was long and hard, we covered the country, toured Germany, recorded for the BBC and seemed to spend most of our lives in smoky halls and on a mattress trying to sleep in our van.

Playing every night until the early hours, snatching a few hours sleep, rehearsing during the day, then off again to anywhere is not an easy life and when the M.I becomes your bedroom and the remuneration is still hardly worth mentioning one has to take stock of the situation, realise that "The Beatles" are not worried about you as competitors and say to yourself, well it is not for me but at least I have had a go.

E.W.

CYGNET CLUB

BOAT FISHING TRIP

The last two months have seen quite a few expeditions upon the high seas, south of the Tyne.

It is quite surprising the effect the Tyne Bar (Not a pub - please note) has upon our adventurous fishermen - the jokes cease, interest dampens, and that wonderful phenomenon of nature occurs - sea sickness.

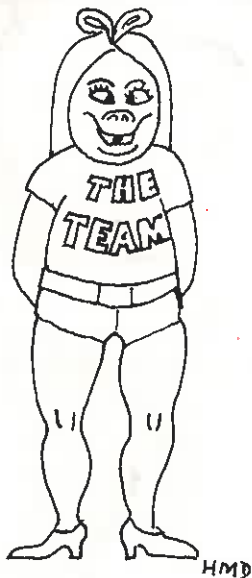
Several of our worthy colleagues are quite unrecognisable during this phase, but gallantly they press on - mainly because Captain Jack refuses to turn the boat round, however, we have not lost a man yet - "truly they are fishermen of ye olde Englande."

Now to the business of the day, the catches that have been made, on the times we have been able to get outside the piers have been quite fair, with almost everybody catching at least, two or three fish.

Unfortunately, due to the oncome of the dark nights, the evening trips have been suspended and only the Sunday morning trips are in operation.

Anyone interested in these trips should contact the Buying Dept. - all are welcome - fishermen or not.
P.S. How about a few females?

D.C.



FIVE-A-SIDE FOOTBALL

The new season is now under way but results of the first matches have reached us too late for inclusion in this addition.

It is hoped that this year the outsiders will remain outside and that a Brims team will show the Magpies how it should be done.

VENTURE CLUB

The Venture club is holding a social evening on Thursday 7th October at which films on Gliding; Water-skiing; Canoeing and Sailing will be shown.

A Buffet Supper will be provided and there will be a private bar.

The function is at the Northumbria Hotel, Osborne Road, Jesmond and entrance is by invitation only. Interested persons should apply to me.

The next expedition to the Lake District, where activities will include Fell Walking and Rock Climbing will be held during the latter part of October or early November, the date is yet to be finalised.

A.M.M.

SQUASH CLUB

Negotiations have been taking place with Northumberland College and details are to be finalised at a meeting near the end of September.

The only problem remaining is the night which will be allocated to us as, since our application, many more have been received from outside organisations.

We have asked for Thursday evenings and have hopes that our request will be granted.

Full details will be forwarded to those who have indicated an interest as soon as possible.

Those who are interested but have not yet informed me, please do so immediately.

A.M.M.

MANAGEMENT STUDY GROUP

The Group started its 1971/72 Programme on Wednesday 8th September, at its new venue, The Post House Hotel, Washington.

After the normal business had been dealt with the members saw a film - The Objects of Management Appraisal, and this was followed by a lively discussion which continued in the bar afterwards.

The next meeting is on Wednesday 6th October when J.C. Hicks, M.I.C.E., Chief R.E., E.P.D.C. Alcan Smelter will talk on The Management of a Multi-Million Pound Project.

E.A.B.

STOP PRESS

COMPANY XMAS DANCE

The annual orgy of beer, music and dancing is to take place on Thursday, 23rd December at the Brandling House Banqueting Rooms, Gosforth Park.

Further details will be released at a later date.

THE BOARD

News has just been released that the names of that infamous, too-good-to-be-true, band of maniacs called THE EDITORIAL BOARD are as follows:-

K. Park
A. Wigham
J. Dean
J.S. Fairbairn
A.M. Marr
A. Porter
Mrs. V. Balmer

Do you seriously wish your magazine to be run by this bunch? If not, why not revolt and appoint a new Board. There must be someone else who is daft enough to give up their own time and thought to produce this magazine.

Nominations please to:-

The Registrar,
The Hospital for Sick &
Insane Editors,
Church Street,
Walker.

E.A. Blyth?