

Post Script

NCR

No. 11 SUMMER 1992

NEWSLETTER OF THE NCR RETIREMENT FELLOWSHIP



A MESSAGE FROM THE CHAIRMAN

At our annual meeting of Regional Organisers at Head Office in February to plan the programme for 1992, it was most encouraging to learn of all the happy events which had taken place during 1992. Evidently quite a number of NCR retirees are enjoying a very active retirement and enjoying getting together to renew contacts with NCR colleagues. It was particularly rewarding to have the support of our Chairman and Managing Director, Patrick Mill, who was able to spend some of his valuable time to be with us and outline the market conditions facing NCR today. I feel that more than one of us felt the urge to become involved with some of today's challenges. Finally, to give added support to the Fellowship, Tony Poil; Regional Organiser Group 4 & 4A, kindly agreed to become Vice Chairman of the NCR Retirement Fellowship.

Many thanks Tony.



Cover:

Stan Sparrey kindly turned up the cover picture - answer in the next issue!

Whilst birds, animals and the elderly get plenty of attention during this harsh weather, little thought is given to the buses and how dirty they get.

How simple it would be for retired people, living in the vicinity of bus stops, to be waiting with mops and hot water, ready to give the bus a wash down while the driver is picking up passengers.

V. Dumont (letter Portsmouth News)

PENSIONER PROFILE

From George Attle

My start with NCR in 1937 coincided with the completion of the Marylebone Road building and as my first job within the Organisation was in the Mailing Department, I soon learned where people and/or departments were located. Communications were of prime importance and Dictaphone machines were available for general use - not the modern tape machines but floor cabinet models (which were the most modern available). The sound was recorded on wax cylinders which were delivered firstly to the typing pool for transcription and then to the "shaving room" where they were resurfaced and recycled.

In due course I was transferred into the Sales Service Department - the central control system for service and repair call and maintenance records - this system together with local records held in some cases negotiated on site. Contests were always held both internationally and locally to stimulate business from Machine Sales and for Sale Service operations. Themes for these contests varied from Railways to Grand Prix car racing and horse-racing. Before alterations to Balcombe Street entrance were made, space existed outside the Convention Hall and during May/June and Oct/ Nov it was quite normal to see a racing car on display and the sales force singing away before "hitting" the road to sell. I don't recall seeing a horse "parked" outside the Convention Hall, this was probably due to the uncertainty of horses and George Danson who took a great deal of pride in the immediate location of the Back Door.

The Marylebone Road NCR building has always been popular for the purpose of travel and the shopping facilities of Oxford Street and Edgware Road were always appreciated. I lived in Muswell Hill and being a keen cyclist at that time I went to work through North London and the final mile took me through Regents Park - a very nice start to the day except when it was raining. In looking at that part of Marylebone recently, the changes that have been made in 50 years to the roads and the volume of traffic make it a write off as far as cycles are concerned. In the early stages of the 1939/45 war, quite a few road diversions had to be made and following one of these in Kentish Town there

was a large hole which I missed very well but not the double decker bus coming round the corner. This resulted in a 3 month stay in hospital and deferment of my call-up for the Royal Air Force.

However such problems must be overcome and eventually I was accepted into the RAF at Penarth in Wales as a Trainee Fitter/Armourer. Training for this job started in Skegness, continued in Melksham, Kirkham and Weeton, finalising with a posting to Staverton, Gloucestershire. This was followed by a short stay in Moreton in the Marsh then up to Blackpool and boarding a large ship. A most interesting voyage followed which eventually arrived in Algiers and I started a three and a half year stay in the Central Mediterranean area. Firstly to a maintenance unit along the coast followed by a 3 month secondment to a Canadian Wellington Squadron. Before leaving Algiers I went to see the NCR Branch and Mr. Andree Galebet, Manager for North Africa was most hospitable, a real touch of home including Xmas Dinner. Mr. Moati, Tunis also made me welcome when we passed through a few days later.

Secondment complete, so its back to Algiers where we were forming a new Air Sea Rescue Squadron using Warwick Aircraft - a longer version of the Wellington and once we were organised we went on another boat to Sardinia for a few months eventually settling down for a short while in Sicily after calling in at Naples. There comes a time during the course of war when certain trades become surplus to requirements, this happened to our Air Sea Rescue Squadron personnel resulting in a return to Algiers. Reallocation of tradesmen took place in Cairo, so off I went to see the Pyramids and a wonderful sight it was. However my demob time was approaching so they flew some of us to Tripoli, Libya this time and we waited a few weeks for a plane which went directly to Lyneham in Wiltshire.

The end of an overseas spell which included sandstorms and locusts the latter being regarded as a delicacy by the locals well toasted mind you, but I can assure you they didn't go short because we had arrived in town. When I recommenced work at NCR it was as a mechanic and another phase of my NCR life started. I enjoyed my work very much on the road and the supervisory posts gave me a great deal of satisfaction.

Part 2 soon please George! ED.

TELL US ABOUT IT!

The following correspondence between our Chairman and The Company Chairmen will be of interest to all members:-

Dear Mr Fleet

Whilst attending the recent Retirement Fellowship lunches at Head Office, I learned of your forthcoming retirement.

On behalf of the Organisers and all members of the Fellowship may I offer our sincere good wishes to you and your wife for a very long and happy retirement.

May I also thank you for your generous support of the Fellowship over the past few years which, as you know, has provided a wonderful opportunity for retired employees to meet, maintain friendships and talk over their experiences of many years working for NCR.

We would also like you to know that you can always be assured of a very warm welcome to any of our future meetings anywhere in the U.K. should you find it possible to join us.

With our very best wishes.

Yours sincerely,

Harry Redington
Chairman
NCR Retirement Fellowship

Dear Harry

I thank you for your kind letter of November 20.

Pat and I are looking forward to retirement after 40 years with NCR but of course we will miss the people who, after all, make life what it is.

Please convey to the Organisers and the members of the Fellowship our thanks for their support and interest over the years. We wish the Fellowship continued success and hope to join you at future functions.

Kind personal regards.

Yours sincerely,

Rex M Fleet
Chairman

Dear Mr Mill

It is some time since we first met on your return to the U.K. from New Zealand. Since that time I have retired from the Company, but maintain contact as Chairman of the NCR Retirement Fellowship - I hope by now you will have heard of our existence.

With the support of the NCR Management the Fellowship has developed into a very successful group arranging meetings throughout the U.K. for retired employees. We also have our own Newsletter, published about twice a year, called "Postscript".

May I offer, both personally and on behalf of the Organisers and members of the Fellowship our congratulations and good wishes on your appointment to succeed Rex Fleet.

We sincerely hope that you will find it possible to join us at some of our future meetings. Early in the New Year we shall be holding our Annual Regional Organisers meeting and it would be wonderful if you could find it possible to spend a little time with us to give us a good start to our 1992 activities. Betty Campbell, our Secretary, will keep your office informed of the dates of our future meetings.

With very best wishes.

Yours sincerely

Harry Redington
Chairman
NCR Retirement Fellowship

Dear Harry

Thank you very much for your letter of 20th November. Of course I remember very well meeting you and I had heard that you were the Chairman of the NCR Retirement Fellowship.

At the moment I do not know exactly what business commitments I have in the New Year, but if I can possibly make the meeting to which you have kindly invited me, I will.

Although it is a little early, please accept my best wishes for Christmas and the New Year, both to you and all the members of the Fellowship.

Yours sincerely,

Patrick Mill
Managing Director

From John Price

I am writing to say how sorry I am that I will be unable to attend our lunch, this will be the first "get together" I will have missed and hope it will be the last.

I will be in America for a 50th Anniversary RAF reunion which, of course, I am greatly looking forward to.

Very briefly, the reunion is being held in Ponca City (named after a local tribe of Red Indians), a small town in northern Oklahoma. Between the summer of 1941 and April 1944 this was the location of No. 6 British Flying Training School (B.F.T.S.). These were unique in that they were constructed and operated by civilian contractors but an RAF officer was in overall command.

The training schedule was to RAF standards and the average length of course being six months. The hospitality from the local residents was fantastic and many of us have remained in contact with families ever since. This reunion is being organised by many who worked at the school in those days and everyone involved, instructors, cadets etc. have been invited to attend this 50th Anniversary celebration. The other B.F.T.S. also hold reunions during the year. In May 209 people went out from this country to what was No. 4 B.F.T.S. located a few miles East of Phoenix, Arizona.

If you still feel an article for "Postscript" would be of interest then I would be happy to write one. I hasten to add that I have not done anything like this before but I am willing to have a go. Perhaps you could let me know what length the article should be and how long I have to prepare it. I think the problem might be in keeping it down to a reasonable length.

Hope it went well John, how about 750 words for the Christmas issue.

Editor

INTERNATIONAL SECTION

Gerald Harris, whose name was incorrectly given as Harold Morris and who is 38 and not 93 as stated in the story, is an associate professor of tort Law School and not a janitor at the public library as the story incorrectly stated.

L. LeVert (Dalhousie Gazette)

REMINISCENCES

Stan Scorer

THE ADDING MACHINE DIVISION

I enjoyed fellow colleague Ted Way's account of the introduction of the Follow-Up section in 1938. Ted's article brought back memories of youth and a career opportunity for those fortunate enough to be chosen by John Scott, the Company Secretary at that time. After reading Ted's contribution to our "Postscript" I would like to record another milestone in the history of NCR - the setting up of the Adding Machine Division. Whilst NCR was settling in to the post-war rebuilding of the Company, Dayton announced the acquisition of the Allen-Wales Adding Machine Corporation. This was no ordinary adding machine - it stood out amidst a field of long established competitors such as Burroughs, Addmaster, Olivetti, etc., etc. It required - and recruited, a sales force well suited to challenge any competition. For these young men - the majority returning from Service in World War II, it was a golden opportunity - a chance to begin a sales career, to acquire a car (every young man's dream), to get married and to own their first home.

After an initial training school in London attended by European Managers (including our fellow pensioner Bob Wadsworth) the Adding Machine Division was set up initially under Bill MacGregor. Steve Conway took over as Manager in 1947.

Steve Conway was a great leader, who made sure all his "boys" maintained a high standard of appearance. No-one went on to territory without wearing a stiff white collar - with tie - a dark suit, hat and portfolio, and whenever possible carrying a "portable" adding machine ready to demonstrate or leave on trial. CPC was then, as now, the highest honour in NCR, and many ADD salesmen achieved CPC year after year.

The Adding Machine Division added (!) a breath of fresh air into the mahogany panelled environs of 206 Marylebone Road. Enthusiastic, unconventional, imaginative, energetic, are only a few of the qualities applicable to the AMD.

The adding machine - described as portable required youthful strength to carry - for example, the model 21E weighed about 50 lbs. and sold for £189. The simple ledger posting Model 16EB required 15 operations to achieve a negative balance. The company eventually decided that the Adding Machine Division should merge with the Accounting Machine Division. The enthusiasm of the ADD sales force continued and was rewarded with the sophisticated Class 31 range.

I have many happy memories of my time in the ADD. I recall waiting in the ante-room of the Manager's office while Rex Fleet prepared for the ordeal of a "mechanical demonstration" of the Model 11H, which meant dismantling and re-assembling the adding machine under the scrutiny of Messrs. W.B. Woods and W.R. Hart. A successful achievement Rex - you started at the bottom and made it right to the top.

On another occasion Sean Dixon-Child and I called at a factory on Tyneside, where workers stuffed feathers into cushions. As soon as we opened the door and set up a draught, we were covered in the feathers swirling around us. (Sean also made it to the top). There are many other happy memories, hair-raising experiences and youthful adventures I can recall from the ADD days. What I would like to ensure is, that whoever writes the official history of NCR will include this outstanding event - the setting up of NCR's Adding Machine Division.

From Derrick Holt

2000 CLASS

This must have been the best of all the calculating machines ever built, with a superbly thought out system that first appeared shortly after the first world war. (The oldest unit that we had to service was a receipting machine belonging to Oxford City Council and purchased in 1927).

These machines reached their peak after the last war with the 'Postronic' banking machine and the 214 billing machine.

The billing machines had 21 adding counters split to give 41 totals in all, half for money and half for units. 14 banks of keys allowed values and units to be entered together and 31 print stations, driven by NCR's famous direct drive, (Wheels in Wheels)

permitted many documents to be printed simultaneously. Modern limited keyboards and matrix printers seem ponderous by comparison. Meter readers books were placed on a lectern at the top and the bills on a platform below where, after completion, they were automatically stacked beneath the machine. Operators did, on average, produce 1,000 bills a day.

At its peak the SEB billing unit employed 14 machines in all, fitted with punched paper tape units which, via an NCR Elliot computer, widened the number of breakdowns and kept a check on operators errors.

SEB claimed that this was the most effective unit in the country, mostly competing with punched card systems, but, with the automation of the punched card into what was described as a computer, the punched card became dominant. At that time it didn't make for cheaper billing but it set the scene for the future.

TRANSPORT

When I first started to work for NCR, transport was no problem since Charlie Grout was both manager and sole trained mechanic with access to the single van. During and after the war the number of machines and mechanics increased, but the van population remained constant. As one might guess, response times were not what they are today; not that many customers complained, but enough did to make for difficulties at times. One very major customer that didn't suffer too badly was the Wessex Electric (later the Southern Electricity Board) billing unit since, at the time that our staff was increasing, Charlie Grout had moved house close to their office in Newbury and could, therefore, use his vintage Riley to call on them on his way from or to his home.

After Charlie's departure for Canada the responsibility for the SEB was passed to Reading. It seems that, at some time, SEB sent letters to our head office complaining that they were not getting the sort of service to which they had become accustomed so, in response, Bert English asked me to upgrade my 2000 class training to include the big 214 printers and then take over the job of maintaining this customers equipment, with a warning that I should give them the very best attention possible. However, it wasn't

long before another letter turned up complaining that the service still hadn't reached the promised standard. As a result, I was asked to be present when Mr. English came to read the riot act.

Mr. English pointed out, quite forcefully, that he had carefully measured the distance between Newbury and Oxford and, since this was only 30 miles, his promise of 1 hour response time didn't seem unreasonable. We, on the other hand, were quick to point out that his timetable was completely out of the question since no-one sat around doing nothing waiting for calls from specific customers and that it was just as likely that a mechanic could be on a job 60 miles from Newbury and, furthermore, the lone van would be in constant use, being needed, most of the time, to go to those places inaccessible by public transport and also to collect equipment needing workshop repair. Since Newbury was on a local bus route that is the transport we used and, since the journey time was 2 hours, it was only practical to make the trip first thing in the morning. The matter was left as it was for the time being with a promise from Mr. English that he would give the whole thing further though before replying to SEB.

A short while later we received a message saying that Oxford would get additional transport to speed up the SEB service. The unanimous opinion was that it wasn't before time that we had that second van. Eventually the new transport arrived and, believe it or not, turned out to be a 125cc Vespa with sidecar and complete with lighting flashes and a message on the side saying 'speed' or 'lightning' or some other such service; the wording of which I can no longer recall.

There then followed a rush to get, those who wished to use the vehicle, through their motor cycle test and kitted out with helmets, goggles and other heavy gear ready for the off.

On nice summer days the new vehicle was pleasant enough but bad weather made journeys a misery. I came to the conclusion that the sidecar was specially designed to direct rain over the feet and, perhaps because I'm tall, my face and the visor were constantly being coated in mud from passing lorries. Having no brake on the sidecar meant being very cautious with braking since, even the slightest weight of a kit bag and a few spare parts in the sidecar were enough to turn the vehicle sideways; although it was satisfying to know that there was

something between you and the vehicle ahead, it did little for the state of the mudguard. Clearly this bike was intended only as a town runabout since it proved so drastically under-powered that one had to constantly resort to lorry slipstreams to make headway in headwinds or up hills.

I'm sure that there were more of these scooters about and that many tales could be told about them but one of the incidents that comes to my mind, and perhaps the most frightening occurred on a bitterly cold winter's day when the roads to Newbury were rutted with compacted snow. I was well on the way across the downs and had, for some-time, a feeling that I was slowly losing power when suddenly the engine stopped completely; a kick start and we were away again only to stall a few miles further on and, because at the time I was climbing a hill, the vehicle started to slide back into the path of an oncoming lorry. Only by steering into the centre of the road, jumping off and jamming my foot under the back wheel was it possible to let several trucks pass on my inside. More stalling occurred all the way to the destination and it was only there, when I dropped the engine cover, that the cause of the problem became obvious. The whole of the area around the carburettor looked like the inside of a fridge that was badly in need of a defrost leaving only a pinhole for air intake, but, almost immediately, the heat from the engine had converted this frost into a puddle.

There was little I could do so it was just a case of getting myself thawed out and down to work.

At the end of the day the time came to make my way back through the dark late afternoon, hoping that the problems and the frightening incident of the morning were not to be repeated, but, I was in for another surprise because after a few miles I discovered that none of the controls would work. It seemed that some of the running water of the morning had passed into the cables that ran under the floor of the bike and then frozen. With the throttle full open and with a fairly strong tail wind the Vespa started to accelerate across the downs at a rate that was really alarming in the dark. I could find no way of slowing the vehicle because, clearly, the brakes wouldn't work and, since these vehicles had no battery, turning off the engine resulted in me charging along in the darkness without knowing where I was going. It was only when I came to the street lights of East Ilsley that I was able to stop the engine and find a safe place to come to rest and attempt to do something to rectify the matter.

This scooter was in use for a number of years but, towards the end, was spending more time being repaired than on the road and rumour has it that someone from America thought that this form of transport did little to improve the company image and they were therefore withdrawn.

SENIOR CITIZEN

*Just a line to say I'm living,
That I'm not among the dead,
Though I'm getting more forgetful
And more muddled in the head.*

*For sometimes I can't remember
Standing at the foot of the stair
If I must go up for something
Or have I just come down from there.*

*When I stand before the fridge
My poor mind is filled with doubt.
Have I put some food away
Or have I come to take some out?*

*Sometimes when it's dark outside
And I've my nightcap on my head
I don't know if I'm retiring
Or just getting out of bed.*

*So if it's time to write to you
There's no need in getting sore.
I may already have written
And don't want to be a bore.*

*So remember that I love you
And wish you were here.
Now it's very nearly mail-time
So I must say goodbye my dear.*

*Here I stand beside the mail-box
With my face so very red.
I should have sent your letter
But I opened it instead!*

ALBERT MOTH

You may remember the brief history of Albert Moth we featured in POSTSCRIPT. I appealed for news of the family and I am delighted to tell you that Jack Sale remembers lending his son, John Moth, a copy of the book. I have since heard from Maurice Bowe that John is working in Sales in the Belfast office - he transferred there from the Liverpool office in the mid fifties. All the best for the future, John, you have a Dad to be proud of. Copies of the relevant POSTSCRIPTS are on the way to you.

MAVIS - the motorist's friend

Garages and accessory shops seem full of objects to titivate our cars, but can you find items that actually make driving easier and more comfortable, and therefore safer? Why, for instance, does the handbrake on some cars seem to be designed only for easy release by a strong-armed weightlifter?

MAVIS probably knows the answer - in fact she'd tell you about a simple attachment which can be fitted to most standard cars that helps handbrake release, as well as one that can take the effort out of operating the gear lever. Seat-belts, too, can be fitted with a device that makes them easier to fasten.

MAVIS knows about a whole battery of attachments to aid getting in and out of the average car - extended runners so the seat can be pushed further back, stays that enable the door to be opened really wide, and even swivel seats.

Only the Department of Transport's Mobility Advice and Vehicle Information Service (MAVIS) can tell you what's available and where to get it from.

For free advice you can write to, or phone, MAVIS, TRLL, Old Wokingham Road, Crowthorne, Berks. RG11 6AU (tel.: 0344 770456).

CIVILIANS WHO CAN GET PENSIONS

Although people injured at work during the war cannot normally get pensions or compensation now, civilians injured by the war itself may be able to do so.

Civilians can get a pension if they continue to suffer disablements as a result of a physical injury caused by enemy action of any sort or by allied action to combat the enemy. So someone who was injured by bombing who still has a disability from it should be able to claim a pension. Many injuries caused at the time do not show themselves for many years afterward. For example, loss of hearing in later life could have been caused by explosions of gunfire during the war. Arthritis could have been caused by a blow to a joint when bombed buildings collapsed. And, more controversially, neurosis or other psychological illness could have been caused by the trauma of experiencing enemy bombing.

Civilians who served on one of the many civil defence organisations, paid or as volunteers, can also get pensions if they have disabilities caused by events during their civil defence work. So an accident while travelling on duty, damage to lungs

caused by fighting fires, or even severe burning by scalding tea serving in a canteen may result in a pension now.

Claim forms can be obtained from local social security offices or by post from Department of Social Security, North Fylde Central Office, Norcross, Blackpool FY5 3TA. Civilian claims are often responded to with a simple refusal saying the claim falls outside the scheme. Because this is not a formal decision, it cannot be appealed against. It is very important, therefore, to write back at once and ask that the case be reconsidered and that a formal decision be made so that an appeal can be lodged.

Help with claims can be obtained from Citizen's Advice Bureaux or from the local War Pensioners Welfare Service. The addresses are in the Department of Social Security leaflet MPL 153 *Guide for the War Disabled*.

THE GREEN CORNER

A letter from Derrick Holt

Dear Geoff

I don't know if any readers are interested but this garden will again be open to the public twice in 1992 in aid of NGS. It's listed under the Oxford section as Headington Gardens. Last year we were judged Oxford best back garden and there is a fair chance that it will be featured on Channel 4 during June. During the garden opening I usually keep my so called studio open in case it rains so that visitors can view the paintings. I usually keep about 26 pictures displayed, but it does depend on the demand from galleries and exhibitions. On the other hand if anyone is in Oxford they are welcome to look around the plot at any time, have a cup of tea or coffee and talk over old times.

Derrick

2 Fortnam Close
Headington
Oxford
OX3 7TH

0865 62738

NCR PENSION PLAN

The Annual Report of the NCR Pension plan for the year ending 5 April 1991 is now available on request from the Pensions Department. The report is accompanied by a letter from Patrick Mill, Chairman and Managing Director giving assurances that the NCR Pension Plan is safe from the kind of activities concerned with the Maxwell Corporation which have been so widely reported recently.

To obtain your copy of the report and the letter complete the attached form and send it to Secretary, NCR Pension Plan 206 Marylebone Road, London, NW1 6LY.

TO SECRETARY. NCR PENSION PLAN

Will you please send me a copy of The Annual Report of the NCR Pension Plan dated 5th April 1991.

Please record my name and address for mailing future Annual Reports.

*Delete if not required.

NAME

ADDRESS

.....

.....

..... POSTAL CODE

LEISURE PURSUITS

Stan Felgate issued a challenge in issue 9 - George Cass has responded, his offering is below.

He also makes a point for me, no contributions, no POSTSCRIPT!

Thanks George (Editor)

A STORY TO TELL

*Sitting around
Wasting your time
No longer the man
With a mountain to climb*

*Retirement wasn't
That long ago
Gradually boredom's
Starting to show*

*Jobs are all finished
No future plans
So what can you do
With time on your hands*

*Get up early
Go for a stroll
Maybe a club
Why not enrol?*

*Or better still
If your feeling inclined
Do it right now
While it's fresh in the mind*

*Everyone has a story to tell
We want to read yours
So come out of your shell*

*Write it all down
Don't take too long
Send it to Geoff
With a smile and a song*

*Now you're feeling uplifted
To see it in print
But don't expect payment
Geoff says He's Skint*

George Cass 1991

From George Hawkins

Since retiring in 1985 I have attended most of the functions of the Fellowship although recently it has not been possible.

I am the Treasurer of the local Computer Club and one day one of the members (a lecturer at the local college) asked me to spare some time to look after the Microcomputer labs.

Not having any experience of PCs I thought it would not be satisfactory to the College for me to be there. I did buy a BBC micro when I retired and they considered that to be enough qualification.

I have been there for twelve hours a week (36 weeks a year) for some two years now during term-time only and am now recognised as an 'expert' in clearing problems on PCs, particularly with regard to Viruses which I have discovered on a number of machines.

I assist the students in the use of software installed on the hard discs, as well as do the installation on one, then load it on to any number, there must be well over 150 installed, the college has a site licence for a good number of commercial packages.

As I was always a problem solver at NCR it became easy as time went by, especially when I bought my own PC. The only regret is that hardly anyone, Lecturer or Student has heard of NCR or NCR equipment. Those that have just mutter "National Cash Register...."

I use a modem at home, transfer files between the Bee and the PC as well as getting two PCs to talk to each other. So my time is well spent and, as I have always said since I retired, I don't know where I found the time to come to work!

More from that prolific contributor, Derrick Holt:-

It always causes a shock when a coincidence occurs since the whole thing comes so unexpectedly. One such incident came to me fairly recently.

Many years ago, when I lived at home with my parents, my Mother became friendly with some people who had moved into a new house nearby. After quite a period this neighbour emigrated to Australia where the son, who was quite brilliant, became quite an important member of that society. Letters passed between our two families to keep us all up to date with the news. One item of interest was that the family in Australia had become friendly with the local artist Leonard Long and, as a result, my Mother received a signed copy of a book of this artists work. Before she died my Mother came upon this book of paintings and decided that, since I did a great deal of painting, it would be of interest to me.

Looking through this book, of most pleasing atmospheric pictures, I automatically looked for details of the jacket picture, which is usually selected for this prime site because the painter feels that it was one of his best, and found that it was called 'Early Light, Mt. Conway, Alice Springs, N.T.'. Later I found a list at the back of the book giving the owners of most of these paintings - which included the names of well known businesses, art galleries and prominent people and so I had to check to see who was the owner of 'Early Light'. And there was the name NCR!

The bear is the symbol of Tadworth Court Trust, A charitable organisation set up three years ago when the hospital was on the brink of closure. It now manages the running of the hospital.

P. Baldry (Surrey Mirror)

My little Pony stable block, with pong, excellent condition, as new £15.

A. Hunt (Tunbridge Wells Focus)

The logo consists of the letters 'N', 'C', and 'R' in a bold, white, sans-serif font, each contained within its own black square. The squares are arranged horizontally and touch each other.

NEWS FROM REGIONS

REGION 1 - JACK SALE

Early in the year plans were made to hold our Meetings again in Glasgow & Dundee in June. The chosen venues were:-

Albany Hotel Glasgow - 5 June

Queens Hotel Dundee - 6 June

We had good attendance in both locations although one or two absences due to illness and personal problems could not be helped. We welcomed new members and Guests Barry Harrison and Scott Caldwell from Glasgow FED. Unfortunately it was not possible for Rex Fleet to attend but he sent his good wishes and an assurance that he would try and make it in 1992 - I know he has every intentions of coming to these functions and I am planning to change the dates of our next meeting as it is difficult for him to meet these timings.

I feel that last year was perhaps the best ever - and everyone enjoyed themselves and had time to talk over old times and meet members not seen for some years. We remembered absent friends not forgetting Con Dailly from whom I receive invaluable help with the organisation, Thanks also to Margaret Gilmour and Scott Caldwell, the former for her assistance too, and the latter for his after-lunch talk updating our members on NCR Progress.

In Dundee we also had a nice lunch and our smaller numbers enjoyed the natter and companionship these meetings foster.

Surprise - surprise --- It was agreed by all members attending at both Glasgow and Dundee to hold the 1992 function in EDINBURGH - I am sure this will be a success too.



Scott Caldwell who has done so much to help organise pensioners do's in Scotland will soon be one of us - he has promised to do a pensioners profile for us.

REGION 2 - ERNIE GILES

The NW had a very good lunch on 9 May 1991, the weather was good and there were 31 present. We celebrated Charles Grout's 81st birthday and George Lawrence's 80th with cakes and candles aglow. We also celebrated the grand feat of 67 year old Henry Ross who completed the London Marathon in 4 hours 55 minutes and raised £1,500 for the St. Ann's Hospice, Cheadle. The Carlisle lunch on 14 May was also a great success - there were 12 people present all of whom thoroughly enjoyed the lunch and company, both of which all agreed was excellent.

There were only 16 at the NE lunch on 6 June, figures were low because of holidays, sickness and transport difficulties. However, all present agreed the lunch was terrific and one and all had a great time.

Despite torrential rain our members gathered at the Buckles Inn on 26 September where we had a traditional Turkey lunch, and also a very good speech from Sandy MacMillan from the Leeds Office up-dating us on Company matters and ending with the news of Rex Fleet's retirement at the year end. All present wished Rex every good wish in his retirement and all agreed that despite the very dismal weather a good time had been had by



Gathering in York

all and the lunch was excellent as usual.

The Carlisle lunch on 3 December was a great success, we had a 91% attendance, indeed, there were 6 members from Newcastle, the remainder from Carlisle. We learned Sister Gate will be 80 in June 1992 and Gladys Foulner will be 83 around the same time so plan to hold our lunch on 3 June and celebrate with these two ladies. All appeared to be in good health and agreed that they had enjoyed the lunch and the company and looked forward to our next meetings.

£1,500 cheque for Hospice

Mr Henry Ross, 67 years old, has raised £1,500 for St Ann's Hospice by running in this years London Marathon.

Mr Ross a member of Sale Harriers handed over the cheque last week at St Ann's Hospice, Heald Green.

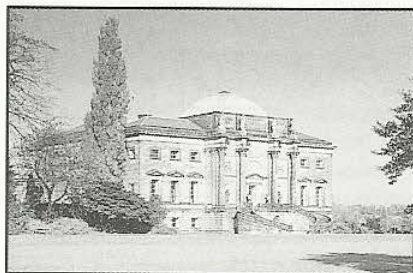
This was the first time Mr Ross had run in a full marathon.

REGION 3 - HARRY HARDACRE

Once again we had an active year with two meetings during 1991. The first was during June when we were fortunate to have a fine and sunny day for a luncheon and visit to Kedleston Hall in Derbyshire. As you may know Kedleston hall is a masterpiece of English architecture and is the most complete surviving work of Robert Adam. It has been in the Curzon family since the twentieth century. (Lord Curzon was viceroy of India 1899 - 1905.)

After the lunch we had a private viewing of the house and gardens. All members and their spouses enjoyed the day very much.

Our second luncheon meeting was in the NCR Sheldon Restaurant during November 1991 where after lunch we visited an interesting exhibition of old NCR equipment kindly set up by Ian Ormerod of Sheldon FED. Our speaker was Brian Briggs who gave us a talk on NCR today. He was followed by Pat Keogh who explained to members his role as a Trustee and the workings of the NCR Pension Plan. He answered member's questions and helped together with Brian to make the day very enjoyable and informative. Our thanks to them and others who contributed to a successful day. We plan to have another active year in 1992.



Afternoon tea Region 4



REGION 4 - TONY POIL

A great feature of our meetings has been the very obvious enjoyment of members in the opportunity of recalling past days with old friends and colleagues. It is fascinating, too, to hear of the remarkable range of activities which members have either taken up or extended in retirement. I hope that those members of the Region who were unable to attend the 1991 meetings will make a special effort to join us in 1992.

We held a tea for all members of the Region on April 10, in the Staff Restaurant at Marylebone Road, and

as usual Jim Hinshelwood and his team put on a wonderful spread for us including our Secretary's special favourite!

Our lunch meetings were held on October 16 for 4A and October 23 for 4B. Unfortunately, unless NCR enlarges the Waterside Room, there are just too many of us in Region 4 to lunch all together. Jim & Co. did us proud again, and we were delighted to welcome a "guest" in the person of George Haynes, so well known to all as NCR's International Vice President for many years. George has announced his intention to join us at all

our meetings, and I am sure that many members will want to share reminiscences with him.

At the lunches, with Christmas in mind, we raffled some large boxes of fancy biscuits. At one lunch we had the extraordinary situation of all three boxes being won by three members sitting at the same table! However, a Steward's Enquiry declared all to be fair and above board, so perhaps a little Christmas magic was around early! Greetings to all members of the Region - and do your best to join your friends at the meetings in 1992

REGION 6 - JIM GORMAN

We met again at the "Crest Hotel" Southsea on the 23rd October 1991 for our 12th Meeting and Lunch since the inception of the Retirement Fellowship.

The Crest Hotel at Southsea was again the venue because of the excellent service we always get and the excellent food, and it is situated roughly half way between the furthest points of our area - some 140 miles, with good road and rail connections.

Our speaker this year was the NCR Pensions Manager, Mr. Malcolm Revell A.P.M.I. The news that Malcolm was going to speak at our meeting roused a lot of interest and many members arrived with questions to ask. (Remember Malcolms's talk to us was prior to the circular on NCR Pensions from Mr Patrick Mill and the availability of the Annual Report and Accounts dated 5th April 1991). Members were full of praise for Malcolm, and I have received letters of appreciation since the meeting.

We had as usual a first class lunch, and the meeting of old friends was most enjoyable - we all regret that with the closure of Southampton and Brighton offices our meetings are restricted to once a year.

REGION 7 - JIM KEMBERY

1991 brought one or two changes around our Fellowship Lunch tables. We were pleased to welcome Ken Bulbeck to the Region: Ken's first visit was to our Christmas Lunch. For many years Ken worked out of the Bristol office before moving to Head office, and eventually ending up at Sheldon in his role of Large Main Frame System Support. Now living at Dursley, not far from Bristol I feel certain that he will be a regular member at Region 7's lunches.

Our first Lunch was held May the 1st at a new location, The Aztec Hotel, just north of Bristol, Members and Wives, our guest Betty Campbell all commented on the standard of the lunch. The choice of Fare was from the Carvery, so all tastes were satisfied. The date of the 1st of May was just too late for our friend and loyal member of the Fellowship Norman Cole to attend, we had known for many months that Norman and

Mary had decided to move from the West Country and be nearer their daughters by moving to Kent. Their move came just before our function: we wish them a long and happy retirement in their new home.

The Aztec Hotel visit in May impressed us so much that the Christmas Lunch was arranged there. Not quite so many Members came to that function which was held on December 4th. I really am considering moving away from a date near Christmas. Many of the Region's members tell me that they would like to come but are busy with Christmas arrangements or going away. Some further thought will be given to this, especially having in mind weather conditions and their travel distances.

Late in the year my telephone brought me messages of new potential members, this being from some early retirements. Confirmation of these has now been made through the offices of Betty our good Secretary: my list has increased by three. All are ex Field Engineering staff who we hope will attend our functions.

Returning to the fold of Region 7 is David Jones. When David retired he set up his home in Bristol again but did not spend too much time there. Jean and he were more often to be found enjoying the sunshine of Minorca. In welcoming David and Jean back, I am certain we will be seeing them at our future meetings. Thoughts are now being given to our next meeting. All of our functions have been at locations North of Bristol and perhaps it is time to venture further along the M4. Some years ago I looked at sites just over the Borders of South Wales but costs at that time were not good. However costs currently are quite competitive and with the help of Gerry Cole we will shortly be discussing prices at a Hotel just off the Motorway near Caerlon. Gerry tells me that my passport is still good for me to cross the Bridge and enter Wales.

REGIONS 8 & 8A - DES WOODALL

Region 5 (Ted Young's lot) and Region 8 enjoyed another annual tea in the NCR Head Office Staff Restaurant on 18th April, with over 80 Pensioners in attendance. Everyone present agreed that the event had, once again, proved excellent in every respect, from the food provided by Jim Hinshelwood and

his staff. to the raffle, and, of course, the incessant chatter!

On 8th October the Region held the greatly anticipated Annual Lunch in the Waterside Room at Head Office. Yet again, the food was excellent and plentiful, the wine flowed, and the conversation went on after the declared close! 56 pensioners attended, plus Malcolm Revell and John Nash from our Pensions Department.

During the lunch I was pleased to announce that one of our pensioners, Bill Ide, had saved £1,000 from his very modest income and bought an Guide Dog for the Blind. Bill was able to pass round a photograph of 'Gail', and everyone applauded Bill's most generous gift.

Once again, I was pleased to see Norman Bowen during the year, who passes on his best regards to all his friends. (You should see his refurbished Riley - talk about mint condition!)

A number of new members have joined the Region during the year, all of whom are warmly welcomed.

My own thanks, as always, to Betty, and my warmest regards to you all.

REGION 9 - TOM FARMER

We were favoured with a fine day for our get together over lunch on 17th June which was much appreciated by our members, many of whom travel a considerable distance to reach our usual venue the Great Western Hotel in Exeter. We were 34 in number including spouses and we were delighted to welcome once again our great friend and honorary member George Haynes who was combining the occasion with a weekend visit to his family in North Devon. It was a very happy day and within minutes the calendar had been turned back ten, twenty, thirty or more years.

The 'boys and girls' of Region 9 met for the traditional pre-Christmas knees-up in Exeter at the Great Western Hotel, and welcomed a new member of Region 9 namely Ernie Ansley living in Camborne, Cornwall. We were 35 in number and it was a most enjoyable occasion, it always is, and the hotel (privately owned) looked after us splendidly.

OBITUARY

All who knew them will be sad to learn of the passing of the following:-

Rosetta Bekker

Died 31/3/92
Aged 52. Restaurant Asst.
Catering H/O
Retired April 1988
After 10 years service.

Frank Bushell

Died 26/12/91
Aged 75. District Manager
Retail Head Office
Retired October 1978
After 20 years service.

George Butterworth

Died 19/2/92
Aged 63 Facility Engineer
CEF Brent.
Retired January 1992
After 18 years service

Alan Campbell-Watson

Died 24/1/92
Aged 81 Manager Paper Capsules,
Borehamwood
Retired August 1972
After 16 years service.

Miss "Nobby" Clarke

Died 3/10/91
Aged 84 Installation Supervisor CRD
Head Office
Retired February 1968
After 37 years service.

Betty Colmer

Died 15/4/91
Aged 71 Assistant Credit Controller
Retired August 1979
After 11 years service.

Arthur Cornwall

Died 3/5/91
Aged 62 Field Engineer,
FED North London
Retired December 1984
After 40 years service.

Mr M.H.D. Edwards

Died 31/3/91
Aged 59 Field Engineer
FED Cardiff
Retired July 1988
After 32 years service.

Eric Eaton

Died 3/3/92
Aged 83 Admin Manager Office
Products Head Office
Retired January 1972
After 42 years service.

Jim Garley

Died 29/12/91
Aged 77 Manager Oxford FED
Retired January 1976
After 42 years service.

Alex Guy

Died 18/9/91
Aged 83 Manager
Telecommunications, Head Office
Retired February 1973
After 43 years service.

Stan Kennedy

Died 15/6/91
Aged 67 Regional Support Manager
FED Leeds
Retired June 1986
After 47 years service.

George King

Died 29/7/91
Aged 70. Warehouseman Systemedia
Borehamwood
Retired December 1981
After 8 years service.

Sidney King

Died 19/7/91
Aged 94 Retail systems
Retired November 1961
After 30 years service.

Michael Long

Died 2/8/91
Aged 83 Day Security Officer
Brent
Retired December 1971
After 16 years service

Michael McHugh

Died 22/6/91
Aged 79 Head Porter Premises Dept
Brent
Retired July 1977
After 12 years service

Henry Margetts

Died 12/11/91
Aged 84 Final Inspector
TSD NCR 1000
Retired 1972
After 26 years service.

Mrs M Mountain

Died 24/7/91
Aged 52 F & A Leeds
Retired July 1991
After 20 years service.

John Paterson

Died 26/7/91
Aged 59 Field Engineer
FED Glasgow
Retired December 1988
After 34 years service.

Len Payton

Died 7/11/91
Aged 81 Technical Field Investigator
TSD NCR 1000
Retired 1973
After 38 years service.

Harry Paxton

Died 2/2/92
Aged 84
TSD NCR 1000
Retired February 1973
After 49 years service.

Doris Philpott

Died 4/3/91
Aged 69 Co-ordinator EPL
Head Office
Retired July 1983
After 8 years service.

Mrs B Richards

Died 7/9/91
Aged 75 Systemedia
Borehamwood, Bindery
Retired November 1975
After 6 years service.

Mrs K Streat

Died 21/1/92
Aged 68 Head of Installation Services
AM Bonhill Street
Retired August 1973
After 17 years service.

John Trender

Died 5/2/92
Aged 64
FED Brent
Retired February 1985
After 28 years service.

Harry Turner

Died 19/2/92
Aged 81 Manager Premise Dept
Head Office
Retired November 1974
After 25 years service

Louise Vertessy

Died 28/6/91
Aged 69 Manager, SPIC,
FED Brent
Retired August 1985
After 15 years service

Ian Vickers-Jones

Died 13/11/91
Aged 64 Consultant SSD
Head Office
Retired 1988
After 35 years service

Norman Waller

Died 23/8/91
Aged 80 Div Director Retail
Head Office
Retired September 1875
After 37 years service.

CHAIRMAN THE NCR PENSIONERS FELLOWSHIP

Harry Redington

VICE CHAIRMAN

Tony Poil

REGIONAL ORGANISERS

REGION 1

Jack Sale

REGION 2

Ernie Giles

REGION 3

Harry Hardacre

REGIONS 4A & 4B

Tony Poil

REGION 5

Ted Young

REGION 6

Jim Gorman

REGION 7

Jim Kembery

REGION 8

Des Woodall

REGION 9

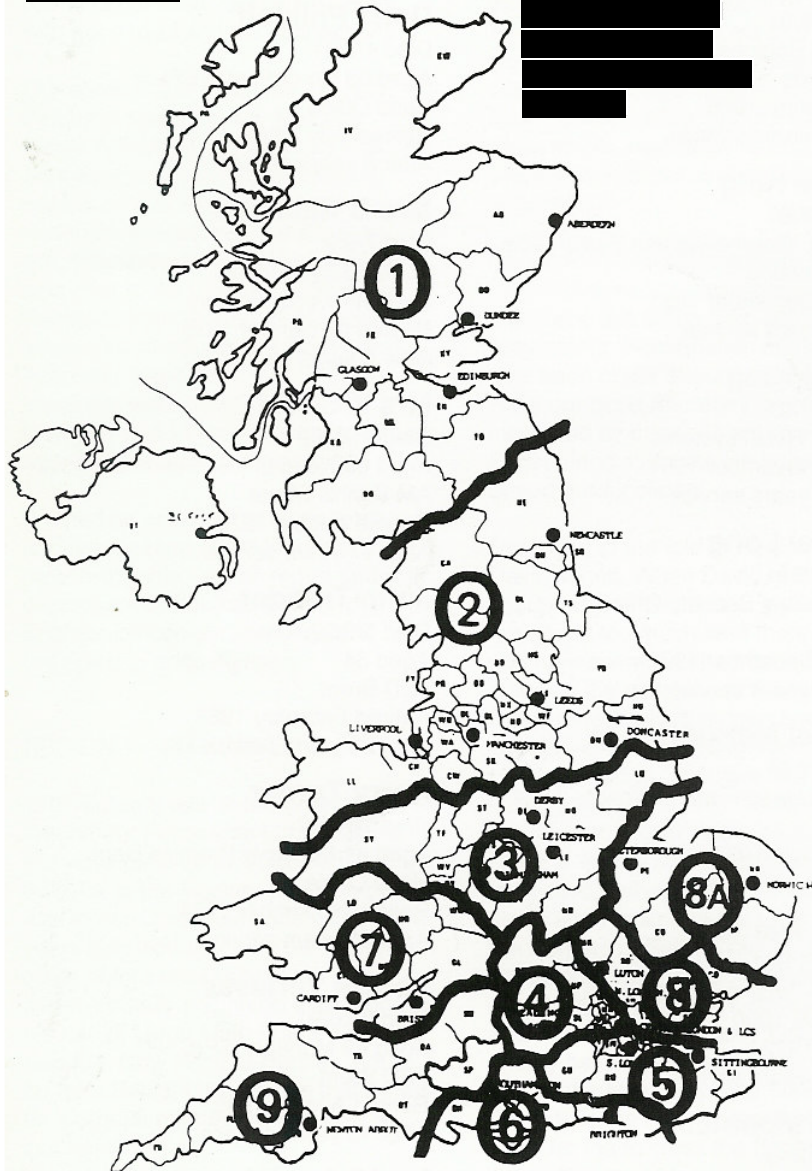
Tom Farmer

SECRETARY

Betty Campbell

PENSIONS DEPARTMENT LIAISON

NCR - Head Office
071 725 8102



NCR

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