

## BIGGLES FLIES AGAIN!



An article I wrote some time ago described my work as a guide at the RAF Aircraft Museum, Hendon. This reflected my great interest in aircraft of all kinds. My wife, always keen to support me in my interest, and unbeknown to me; booked for my birthday a flight in a 1935 Tiger Moth flying out of Duxford Airfield, Cambridgeshire. Of course, with grandchildren, the secret was soon out!

The flight was booked for a Sunday so we stayed overnight with our daughter in Bury St Edmunds and met up at Duxford the following day. Fortunately the day was dry and not too windy as doubtful conditions would not have permitted a take off.

I was dressed in flying jacket, helmet and goggles, a dead replica of Biggles, as I walked to the aircraft! When my wife rang to book the flight she was asked if I was reasonably active; it soon was realised why when I started getting into the aircraft. One stood on the wing, put first one foot on the seat then the other. Holding the top wing one then slid in – people must have been smaller when they designed the aircraft as I was like a cork in a bottle when I reached the sitting position. Tightly strapped in I could only see over the side but not ahead; I was too low in the seat.

The pilot then said "Don't worry if the engine cuts out, we can glide. If we land and turn over don't release your

harness else you will break your neck!". Having boosted my confidence they gave the prop a few swings to start the engine, having coughed into life we were away.

We went to about 3000 ft when the pilot apologised for the turbulence. Our stomachs having taken a while to catch us up. We went over Cambridge and was told to look to my left where I would see the large American Air Force cemetery. The way the aircraft was rising and falling I thought my spot might be reserved below!

We settled down a bit and the pilot asked if I would like to try and I did, completing a few turns and banks and then we headed home. As we came in to land my grandchildren yelled out to tell my wife that we were coming in. The next thing my wife saw were two fire engines racing across the runway and she was quite sure we had crashed and what had she done!

Of course it as nothing to do with us and we landed safely. Apart from the even greater difficulty getting out of the cockpit the whole flight was a most enjoyable experience and I would like to repeat it although the cost of £1200 for about 15 minutes means that it won't happen again for a bit.

John Wellington.



## NEWS FROM THE REGIONS

### Region 1 – Wallace Hay

Twenty Members from Region 1 were present today, the 1st November, to enjoy a delicious lunch at l'Ariosto Restaurant, **Mitchell Street** in Glasgow. **Scott Caldow** and myself were very pleased at the good turnout, keep it up folks! It makes our efforts all the more worthwhile and everyone I'm sure enjoyed the food and the blethers!

Those Members who could not be present through illness were **Andrew Aitken**, who is in hospital in Dumfries, and **David Walker** who is recovering from a stroke. We all wish you to get well soon.

The Members welcomed **Peter Hardern**, recently retired, to his first Glasgow lunch.

On a sadder note I have to report the passing of **Mrs Louise McGovern** from Edinburgh and **Mr Bill Thomson** from Kirkcaldy.

As always keep well and warm and enjoy the forthcoming Festive Season

### Region 2E – Pat Keogh

We had another very successful lunch at Otley Golf Club with increased numbers of 36 attending. We were joined by a couple of new pensioners, **John Gilroy** and **Andrew Hill** and a couple of new guests.

**John Burchfield** made the very long trip from London to attend and say a few words after the lunch. He brought us up to date with the pension plan, this year's valuation and news from the Trustees. We were also able to catch up with John on a personal basis and would like to thank him for the efforts he makes for the Fellowship and all its members.

We are staying with our venue of Otley Golf Club for next year. It is beautifully positioned in the Wharfe Valley. We were blessed with a lovely sunny day again and took a group photo outside with the valley in the background. If anyone else wants to join us next year our dates are Wednesday 9th May and Wednesday 17th October 2007.



Pensioners Lunch Oct 06

### Region 2W - Charles Southall



It was with a great deal of anticipated pleasure that I awaited the day of our recent luncheon and meeting at the Grange Country Club at Heswall. This was on Tuesday 3rd October last. The reason for my additional pleasure was that as well as being promised a very creditable number of members in attendance, our Chairman had arranged to join us.

As we all know, John has had a pretty miserable year, health wise, so that his coming all the way from Leighton Buzzard was great. Thank you John. We all hope you enjoyed the company, and the lunch.

The photograph taken by **Ian Ormerod** includes John and myself, Ian's wife **Sheila** and **Rex Keating** and his wife. I should have liked to have sent many more pictures but as there were forty nine members and guests present I think our editor would have had quite a job with them all.

New members we welcomed were **Sid Barnish**, a former engineer and colleague from Preston who retired in May and was indeed very obviously thrilled to meet so many of his old mates again. **John Clayton** from Liverpool, who hasn't actually retired yet also joined us. Great to see you again John. I know it won't be long before you join our ranks. Quite honestly though, you don't look anywhere near old enough to be retiring.

There were very few faces missing. **Tom Wallbank** rang me to say that he was not quite on top form. I am sure you are feeling much better by now Tom. Our regards to Audrey and yourself. I passed on your regrets to everyone as I did those of **David Cooper** who had also been unable to join us.

The day had been a great success and I am sure everyone enjoyed a very fine lunch as well as extremely good company. We will repeat it all next April hopefully. The day is Tuesday 3rd April. See you all then.



### Region 3 – Eric Grace

The third of the New Fellowship lunches was held at The George Hotel in Litchfield on 12th October 2006. There were 37 members and guests present who enjoyed a very good three course carvery meal. We were fortunate that our Chairman, **John Burchfield**, was able to attend and he very ably updated us on the situation with regard to the company in general and the Pension Fund in particular. He outlined the progress being made with regard to obtaining a corporate guarantee and an increase.

We were sorry to learn that both **John Wagget** and **Alan Thomas** had recently passed away. Notable absentees were **Cecil Staite** and his wife, the latter having to go into hospital for an operation at the last minute – we trust that she makes a full recovery.

**John Phillips** had to cry off as his son was getting married on this day of all days, however we still wish them good luck!!! **Tim Snashall** sent his good wishes but said that he was transferring to Region 8 – something we said, Tim? **Jill Macphail** who usually comes with **Sheila Williams** brought her daughter instead this time – nice to have a younger member attending!



Messages from absent members who all sent their regards were:

**G Carter** – having a bout of ill health and can't make the trip.  
**Mrs Owen's** husband not well enough to travel. We wish him well.

**Sheila Williams** having a hip replacement but will be there next year.

**David Teasdale** telephoned to say that declining health prevented him driving this far.

**Vic Etheridge** was enjoying a holiday at this time.

It was obvious from the chatter and general noise that the group were thoroughly enjoying themselves, catching up with old friends and having a good lunch – so much so that requests were made for two lunches a year. Next Spring I shall be looking for an additional date.

I much appreciated the thanks given to my wife and me for organising the lunches and I must say that those thoughts give us great pleasure and make it worth all the effort.

### Region 4 – John Burchfield

Our annual get-together was held for this year on Wednesday 4th October 2006 at the London Cricketers Club in Central London. The attendance of just over 100 guests was very similar to previous years with once again some visitors travelling considerable distances to attend this function. We were pleased to welcome guests from as far afield as Exeter, Bournemouth, Nottingham and Doncaster. We occupy two separate restaurants within the club and all members sat down to a two-course lunch accompanied with wine, coffee and mints.



**Stephen detailing progress with regard to Pension Increases"**

Our guest speaker was once again **Stephen Swinbank**, Chairman of the Trustees of the NCR Pension Fund, who



*Region 4 (continued)*

updated the audience on the latest news regarding the Company, the Pension Fund and the issues relating to the Corporate Guarantee that is still in the process of negotiation.

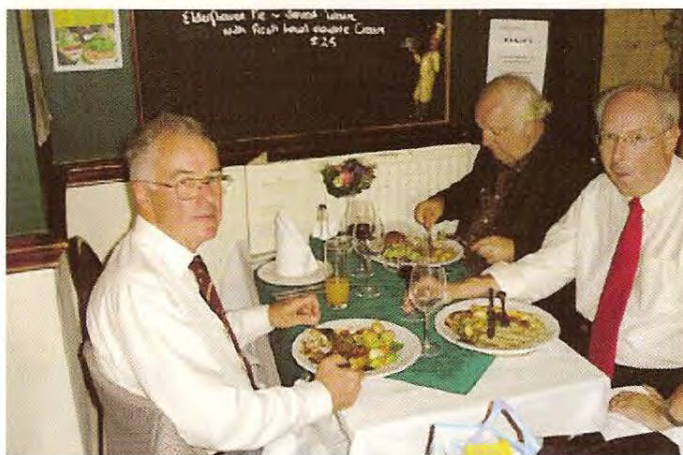
As the location of the Cricketers Club is off of Baker Street and thus relatively near to NCR Head Office, it is the unanimous opinion of all attendees that we continue to use this venue for our future luncheons. We have consequently, already booked the two restaurants for next year, the date for everybody's diaries being Wednesday 3rd October 2007.

**Region 5 – Peter Bodley**

A lunch was held at Denbies Vineyard near Box Hill, Surrey on Wednesday 14th June and the photos show some of



*Region 5 Members at Denbies Vineyard for lunch*



*Region 5 at The George and Dragon, Pluckley.*

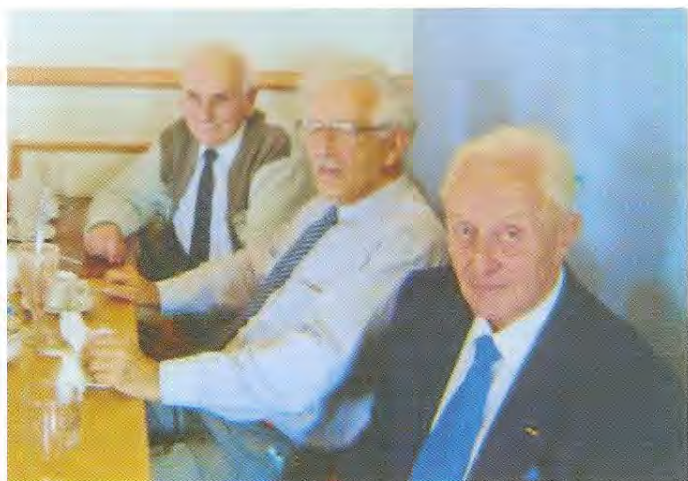
those present enjoying their lunch in the Garden Conservatory.

A further lunch at the usual venue, the George and Dragon, Pluckley resulted in 20 members and their wives. Another sunny day (does it ever rain in Pluckley?) and a full three course meal which some had trouble finishing. All this rounded off by an after lunch speech from your Chairman, **John Burchfield** in which he gave reassuring news about the Pension Fund.

**Peter Bodley** should again be congratulated for organising such fine events.

Derek Seamon





L to r Trevor Collins, Tony Goddard and Frank Robinson at the Region 6 Lunch - Shoreham Airport.

### Region 6 – Alan Hutchins

Region 6 held a lunch at the Shoreham-by-Sea Airport on Wednesday 11th October. This is the first time that we have used this venue. We had torrential rain in the morning, which I believe prevented some members coming. However, 20 sat down to lunch, the largest number we have had from this end of the Region so far.

Unfortunately some old members have elected not to join the New Fellowship but we are still trying to persuade them to join and enjoy our continued camaraderie. Those who have joined have a most enjoyable time reliving old experiences and relating new adventures, children, grandchildren etc.

Although more are coming they are still totally composed of FED folk. How about you Office, Sales and Support staff who live in the area? If you are reading this you will find my address at the back of *PostScript*.

The next lunch will be in the western half of the Region and I hope that this will take place around the Christmas period.

### Region 7 - John Jones

As reported in the last issue of *PostScript* we've had problems with venues but we eventually found a Pub that would accommodate the binge drinking, noisy rabble that make up Region 7.

The venue was eventually the Three Brooks in Bradley Stoke suggested by **Dave Jones** and the date Tuesday 23rd May. The food was reasonable and we were allocated an area to ourselves, but it lacked the quiet serenity that we are used to.

There was a very good turnout as is usual with a few notable exceptions and one absence that was probably due to the inaccurate directions issued by the organiser. (I blame Multimap, it's not as accurate as Sat. Nav.) **Dave**

**Robinson, Elwyn Davies, Ken Bloxham, Geoff Batcup and Keith Ponting** were unable to attend due to prior engagements as was Betty Vickery who was moving house on the day.

It was nice to see **Carol and Graham Watt** and **Bill Hudson** who both promised to post off their membership applications asap. Old stalwarts **Bill and Eileen Parks, David and Jean Jones, Maurice and Pat Keene, Alan and Stella Wall** were there keeping **Roy Back, Maurice Davis, Jim Kembery and Chris Mumford** in order.

**John Watts** and **Dave Calford** made up the South Wales contingent which, though lacking in numbers was still as noisy. **Peter Bodley** our evacuee from Region 5 attended again, making notes on how not to organise a lunch. Having recently spoken to **Dorothy Davies** in Cardiff, I am hoping to organise a get-together in South Wales for those that have problems travelling.

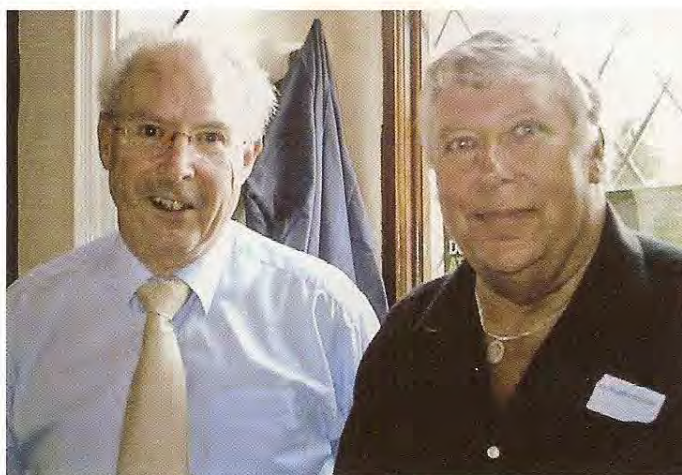
We sadly missed **Don Pengilley** who passed away just before our previous meeting, unfortunately nobody knew.

### Region 8 - Des Woodall

The Black Horse at Swaffham Bulbeck, near Newmarket, was once again the venue for a Region 8 get-together on 11th October. A record number of 22 people were there, including our Chairman, **John Burchfield**. John provided those present with an up to date resume of the Company and the Pension Fund, and we were all encouraged by his comments.

We were delighted to also welcome **David Money**, who now lives in France, as a guest, and new members of the Region **Pat Dunham** and **Tom Atkins**. We were particularly pleased to welcome back, after a long absence, **Jimmy Wickham**. **Bernard Snell** was also due to return, but was not well on the day – we hope to see him next time.

A number of wives attended – we were delighted to see **Gloria Craigie, Angels Dunham, Margaret Atkins,**



Region 8 Organiser Elect Richard Craigie with John Burchfield



## Region 8 (continued)



Richard Chamberlain &amp; David Monot

Hazel Gill and Olwen Franklin, who, with her husband Colin, was giving us the "once-over"! My wife Beryl also attended. We missed not having John and Doris Limn or newly-weds Peter and Betty Timlett with us; they had all intended coming but reported sick the day before.

Although it was a happy event, it was tinged with sadness for me – as previously implied, I had decided to retire as organiser while still able, and this was my last Region 8a lunch in my usual capacity. I was appointed by Basil Garsed as organiser of Regions 8 & 8a way back at the beginning of the Fellowship, so I think I have done the job



Ted Long &amp; 'Dicky' Woodcock

long enough. However, sometimes good things happen when changes occur, and they certainly did this time – **Richard Craigie** has volunteered to take over from me, and I know he will be an excellent and dedicated successor.

I have made and renewed so many friendships at Newmarket over the years, and I warmly thank everyone in the Region for making it so.

I have run out of jokes, so perhaps that's a good reason to make this my last contribution to **PostScript**!!



Olwen &amp; Colin Franklin

### Region 9 – Geoff Jackson (temporary organiser - see below!)

#### The George Wallace Memorial Lunch.



George Wallace

Region 9 held their annual lunch at The Three Horseshoes, Cowley nr Exeter on October 16th, a venue we used with some considerable success last year. Prices are reasonable and the food excellent, served in our own private room in typical village pub surroundings. Eighteen members and their wives were present and we welcomed our guests Chairman John and Pam together with **Malcolm Roberts** and wife Wendy.

It was a bitter sweet occasion; we lost our Regional Organiser in the summer and this lunch provided us with a platform on which to remember George both during his NCR years and latterly as the organiser of our region's events.

Our guest, **Malcolm Roberts** a past Director of NCR and a great friend and colleague of George gave a eulogy, both moving and humorous. Our regular guest, Chairman John, then gave us an update of the Trustees progress in pinning





*Malcolm Roberts at the Region 9 lunch*

down Corporate NCR with regard to our Pension Fund (this is reported elsewhere in this issue).

Seven couples who are regular participants were unable to attend this time and reported in to this effect. We sent them wishes to get better or enjoy their holiday or hopes that they sort their calendar out for next years event which it was agreed should be held at the Three Horseshoes again.



*Region 9's new Organiser - Jessie Wallace.*

And finally, a great piece of news, **Jessie Wallace** has agreed to take on the post of Regional Organiser Region 9! She is currently attending a computer course and hopes that her new found skills will be of value in her new job. Jessie's details will be found in the Fellowship Officials panel elsewhere in this issue.



*Mike McKenna proposes a vote of thanks at the Region 9 Lunch (wife Joan in the foreground)*



*At the Three Horseshoes*

### Region 10 – Ronnie McGowan

The annual Fellowship Lunch was held on 18th October 2006, a little earlier than usual and at a different venue. It was a pleasure to welcome several new members. Of the twelve that attended, ten were from FED some of whom had not met up for over thirteen years. As might be imagined, the chat was good.

All twelve are captured on the following photograph. Front row: **Brian Caughey, Jean Thompson and Muriel Mahon** Back row: **Ron McGowan, Jim Bothwell, David Hogg, Jack Martin, Colum Hughes, Victor Frizell, Bill Gordon, Bob Fraser and John Bates.**





## NCR in the Post-Decimal Conversion Era in the West Country

*As recalled by Jim Kembury*

Conversion to decimal currency resulted in considerable business for the company but also meant that many of the 88 company offices and a number of Sales and Support staff were no longer required. As Barry Marcus commented in his piece in the last *PostScript*, the words redundancy, and early retirement, cropped up pretty frequently.

Early in 1972 Bill Thorn arrived in Bristol as Regional Manager, his brief being to implement the closure of certain offices in the West Country. The offices concerned were Truro, Plymouth, Exeter, Bournemouth, Taunton, Swindon, Cheltenham, Newport and Swansea.

The first to go was Taunton and I had the job of closing it. Tim Hendy the Agent had retired and the engineers Chris Mumford, Keith Middleton and Vic James were transferred to Bristol. The area of South Somerset became the responsibility of Bristol and Dorset (previously under Bournemouth) together with engineer Brian Cannon who also came under Bristol's jurisdiction.

Working engineers from home was not difficult: meeting them on territory, supplying parts and reimbursement of expenses became part of the change in management methods. One of the first new installations managed in this way was the International Stores, "in store computer system and checkout system" located in Weymouth and managed from Bristol. The system was installed and maintained by Graham Bird, quite something in the mid 1970's.

This was followed by the transfer of the Swindon office with the Wiltshire area to Bristol jurisdiction. Included in this were engineers Keith Ponting, Paul Bryant and Peter Thornton; Dave Jones the Manager returning to his native Bristol as a DFE.

Another major change in the company was the integration of the Computer Maintenance Service with the Field Engineering Division. Jim Wallace was to be the Assistant Manager of the Division. In the West Country the Supervisor was Ken Smith who transferred to, and worked out of, Bristol.

The Port of Bristol Authority had a large 315 system located in Bristol with resident engineers Alan Wall and Roy Back. Alan was provided with a desk and space in the Bristol office. The Bristol computer sites started to grow with systems at large building societies like the Chelsea at Cheltenham and the West of England at Marlborough. Another large system was the House of Fraser operation at Dorcan Swindon. In this latter case the mainframe was not NCR but was surrounded by NCR kit linked to 110 stores online. Each such store had an NCR front end and primary and secondary terminals. The whole network was required to work 24 hours a day, every day except Christmas Day. (I am sure John Jones remembers his time at this site).

A change in admin came when Norman Cole retired; I was told that he would not be replaced but that Chris Martin in Birmingham would carry out the supervisor's role and cover both the South West and South Wales Areas. Another admin change was the installation of a computer system in the Bristol office; the service girls put away their repair call books and had a VDU on their desks. The Bristol stock holding was now on the system which made stock control much easier.

The last office I closed was that at Cheltenham, the manager, H C (Mick) Chorley became a DFE working on territory out of Bristol and the engineers from the North Gloucestershire area were transferred to Bristol.

I also held a support function for the Channel Islands having worked as relief manager when Les Hunt went on holiday or training. I therefore knew the engineers, the Island and most of the users including the banks. To enhance our engineering capabilities we transferred Ian Leader to Jersey; he left Bristol a bachelor and returned there some years later a married man with a family! Support was invariably to supply a main frame PIB; the call coming late in the afternoon. Bristol held an extensive main frame stock so the part asked for was always available. To get this part to the site I booked the first flight out of either Exeter or Southampton and so was able to be with the engineer before 9am. This method as well as guaranteeing delivery meant that I could carry the part as personal baggage and thus avoid any Customs involvement.

Across the Bristol Channel in South Wales the closure of Newport and the Swansea offices made Cardiff responsible for the whole of the area with the engineers of those offices.

All these changes together with a new office located in Newton Abbot to cover Cornwall and South Devon was the company's operational set up until 1988. When in August that year Bristol, Cardiff and Newton Abbot closed Gerry Cole, Wally Crump and I retired.



*Who could resist this one?*



## WHEN YOU ARE GETTING ON A BIT!



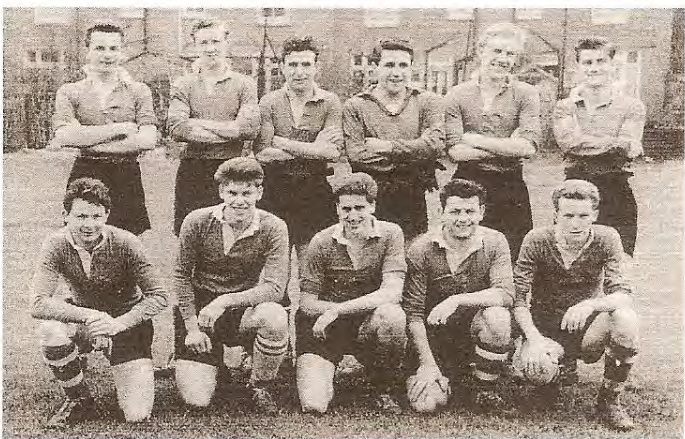
Everything hurts!  
What doesn't hurt doesn't work!  
The gleam in your eye  
Is the sun shining on your bifocals  
You feel like the morning after,  
But you haven't been anywhere!

Your children begin to look middle aged.  
You join a health club, but you don't go.  
A dripping tap causes an uncontrollable urge!  
You have all the answers,  
But nobody asks you the questions!  
You look forward to a dull evening.  
You need glasses to find your glasses.  
You turn out the light for economy instead of romance!  
You are in a rocking chair but can't make it go!  
Your knees buckle, but your belt won't.  
Your back goes out more than you do!  
Your house is too big,  
Your medicine box is not big enough.  
You sink your teeth into a steak,  
And they stay there!  
And Finally ...  
Your birthday cake collapses under the  
weight of all the candles!



**NCR 1st and Reserve Soccer Teams ~ Mid/late 1950's**

**1st Team** C Seward G Philpot A Millard E Coleton A Davis  
M McKenna R Madley R Sewell D Haley A Hurlock G Barter



**Reserve Team** M Cox R Avins G Sillet F Hales J Gray  
C Tuddenham B Milton C Labbett H Williams J Hutchinson  
W Geddes

## JON PAGE

Jon Page began in 1952 in AAMD Sales Promotion, Marylebone Road. He journeyed through various Sales Contracts to Nottingham, Leicester, Malta, Trinidad and Nigeria eventually retiring in 1992 from ATM Sales, St Alphage.

Jon and Louise decided to celebrate their Golden Wedding Anniversary by inviting 56 friends and relatives gathered along the way to the famous George Hotel, Stamford (where you definitely cannot get fluffy towels in your suitcase!).



*"The ex-Leicester NCR personnel who attended (with partners) were L to R: Tim Snashall, Ian Sutherland, Louise and Jon Page, Christine and Richard Baker, Rachel Snashall and Coral Sutherland"*

Ian Sutherland, an ex-colleague and good friend, felt that a poem might well sum up the situation:

## NCR Memories

Our old friend Jon Page  
Comes from an age  
When selling was still a great art  
And in NCR  
Everyone was a star  
You couldn't tell us apart

Machines were so noisy  
The commission was lousy  
And boffins were still us, and them,  
Adding machines became history  
Computers a mystery  
And what the heck was an ATM?

Now his marriage is GOLDEN  
And he's still not an old'un  
We know that is down to Louise  
So the team undersigned  
Hope that you both find  
The Derby and Joan Life, a breeze!



### From Vic Etheridge – His Life & Times:

I served for six years as a Regimental Signals Instructor, first in the 2nd Battalion Royal Warwickshires in Egypt and Palestine and then with 1st Battalion Sherwood Foresters in Germany.

On discharge I saw this great sounding advert for a technician in Coventry. After an interview with Archie Hunter and Jack Morgan (the manager) I was offered the job and started my six months training on the 6th floor HO with Fred Weston.

This was the start of a career with NCR spanning nearly 40 years and ending in January 1992.

After the small depots closed I went to Birmingham, then Leicester and, after that closed, back to Birmingham. I think that I am the last remaining member of the Coventry staff, all others have either died or disappeared. The ones I remember are: Pat Teeling, Bill Brown, Gordon "Tug" Wilson and Gerry Richard also Jeff Law (the Salesman) – all sadly deceased.

Vic also remembers a pre-retirement course that he enjoyed attending at The Heathlands Hotel, Bournemouth in May 1991.

### Jean and Brian Gresty

*Readers will, no doubt, have enjoyed reading of the exploits of Jean and Brian Gresty conveyed to us by a series of emails. Charles Southall has now sent us a copy of a letter from Brian which continues the story:*

Dear Charles - Thank you for my invitation to the NCR lunch at The Grange in October and I look forward to meeting you all again.

I should also thank you for sending my emails for publication in the Fellowship magazine; it was a VERY pleasant surprise to see them there. I should also mention that I had an email from Sally and David \*\*\*\* two ex NCR people who had written to me as they wished to travel the US. They were in Big Bend National Park at the Stilwell Ranch we had told them about, which is a VERY VERY remote place. Here their mail had caught up with them and included was **PostScript** with my original emails in it. They were able to show it to the ranch owners who were astounded that their campsite had been made known to so many "English Folks"!

See you soon, Brian



*Kathy Carter seen here working on a customers 3204 recently. A machine installed in 1971 and still going strong – is it a record?*

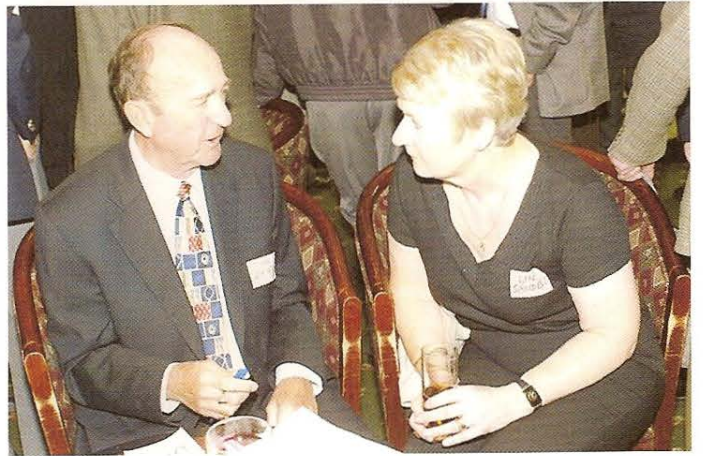
### GRANDAD AND THE COMPUTER

The computer swallowed Grandad,  
Yes, honestly it's true.  
He pressed 'Control' and 'Enter'  
And disappeared from view.  
It's devoured him completely,  
The thought just makes me squirm;  
Maybe he's caught a virus  
Or been eaten by a worm.  
I've searched through the Recycle Bin  
And files of every kind,  
I've even used the Internet  
But nothing did I find.  
I asked Jeeves in desperation  
My searches to refine,  
The reply from him was negative,  
Not a thing was found online.  
So, if someday in your 'In Box'  
My Grandad you should see,  
Please 'Scan', 'Copy' and 'Paste' him  
In an email back to me!

### Grandad found

I think I've found your Grandad.  
He gave me quite a fright  
I just clicked on "Systems Restore"  
when he popped into sight.  
I asked him what had happened  
he said he thought he knew  
When surfing sites in the uk  
he'd typed in .au  
This whisked him off quite quickly  
and much to his dismay,  
he found himself out surfing waves.  
in Aussie's Bondi Bay.  
I found him there in Sidney,  
outside the Opera House.  
I said, "Why not click on "Back" or "Home?"  
But he said he'd lost his mouse.  
So click on "Start", "All Programs",  
"Accessories," "Systems Tools"  
and then select "Systems Restore"  
obeying all the rules.  
Just pick a date before he went  
And you'll be pleased to learn  
Than when your "Box" boots up again  
Your Grandad will return.





## THE LONDON LUNCH



4th OCTOBER  
2006





## MY YEARS WITH NCR

*Readers of the previous issue will remember that John was relating his experiences with NCR and we had reached the point where he had arrived in Kenya and had started work in Nairobi. Now read on ...*

The next few days were spent in settling into my new surroundings visiting the principal machine installations, all the banks and most of the commercial companies using Class 3000 accounting machines. There were many retail users, 90% of the retail machines being post war, very few pre-war, however, I did come across a number of Remington retail machines sold in East Africa before the war, the agent being a company called Safariland.

A few days later John Avery took me out to his Farm at Limuru, 18 miles from Nairobi, 7300ft above sea level, set among rolling green hills covered with tea and coffee plantations. Later we drove to the edge of the Escarpment overlooking the Great Rift Valley, part of an immense fracture in the Earth's crust which runs for 4000 miles from Mozambique in the south to Jordan in the east. As we stood there he turned to me and said, 'There you are John, that's your territory... MMBA = Miles and Miles of Bloody Africa! Now go out and sell!!!'

I soon settled in to the usual routine of the maintenance and servicing of NCR machines, the biggest difference I found was, as the currency was decimal, you seldom had problems of miscasting or problems with adding counters, however, there was a bigger problem than anything experienced in the UK and that was the vast distances involved. One of our biggest users was the Kenya Farmers Association, with their Headquarters at Nakuru 100 miles north of Nairobi, in the heart of the White Highlands. They had about 20 class 3000 accounting machines. Fortunately,



*John used one of these monsters for his longer trips*

an all weather road had been built by Italian prisoners of war and, by starting early, you could drive there in about 2 hours, get your work done and be back in Nairobi in time for dinner - a 12 hour day.

Longer trips involved using the railways, down to the coast for example. Mombasa (350 miles), meant an overnight journey on the mail train which left Nairobi at six o'clock in the evening, arriving at Mombasa at eight o'clock the next morning. Being a train buff, I quite enjoyed these trips and soon made friends with the footplate staff and had quite a few rides on the footplate of some of the huge Garrett steam locomotives in use on the East African railways at that time.



*John Thompson, writer of 'My Years with NCR' (this issue) with Norman Bowen at The Cricketers.*

It was usually a week's visit, out on Sunday night - return on Saturday morning. Visiting all the users in the Mombasa area during the week and making some sales calls too.

Meantime, I had, while living in a hotel, been making arrangements for a more permanent home in Nairobi so that my fiancée, Susan, could join me. About 50% of the European population lived in residential hotels and this is the route that we chose to take, and I moved into rooms at Plums Hotel in Parklands, Nairobi. With these arrangements made I booked Susan on a BOAC flight and we were married on the 6th December 1952. It was a real NCR wedding, John Avery gave the Bride away and Percy Sayer was best man. We honeymooned at the Outspan Hotel Nyeri in the Aberdare National Park. Our room overlooked Mount Kenya - while there we spent one night at the famous Treetops Lodge overlooking the salt lick and we were able to watch a parade of African game before us.

There had been a gradual rising of tension in the country, primarily by the Kikuyu tribe led by Jomo Kenyatta whose aim it was, that Kenya should become independent of Britain and a state of emergency was declared. So called freedom fighters, the Mau Mau, made up mostly of Kikuyu started to wage guerrilla warfare on the European population. The Kenya Regiment and the Kenya police were soon overwhelmed. The result was 'calling up' papers were issued to all able-bodied white males between 18 and 40 to serve in the Kenya regiment or the Kenya police reserve.

So it came to pass that even though I had carried out my National Service in UK I was now called up to serve in the Kenya regiment. However, John Avery appealed against this, pointing out to the Manpower Commission that I had been recruited to maintain accounting machine equipment installed in government offices, and so I was deferred, but I was required to serve in the Kenya police reserve. By this time, together with most Europeans we were armed, I had obtained a licence and managed to buy a 9mm Berretta automatic pistol, which I carried and never let out of my sight for the next three years.

After a short period of instruction, you could hardly call it training, I was appointed to the rank of Assistant Inspector and posted to Kingsway Police Station, Nairobi, my duties were 2 days and 2 nights per week.



This was hardly the job I expected to do when I agreed to work in Kenya - however, I made the best of it and although it was a steep learning curve I found the police work quite interesting and was soon promoted to the rank of Inspector. But of course work with NCR had to go on and it was a very difficult life, my wife Susan had found herself a position in just about the best ladies fashion shop in Nairobi (Janet's of Government Road) and had settled in quite well.

The daily work of the Service Depot carried on in spite of a number of interruptions due to civil disorder. One of the problems we had was that three of our native staff were Kikuyus and when a sweep was carried out they usually ended up in jail - so I had to don on my police uniform and use some influence to get them released. Parlo, one of the best mechanics was a Kikuyu and was well trained and we decided to move him to Mombasa to act as resident mechanic. Unfortunately his tenure was short lived for he was picked up by the police and convicted of being a Mau Mau treasurer (raising funds), sadly we could do nothing for him this time. We never saw him again and we lost a good mechanic.

We did have several other technicians seconded to us from UK, the first one after acclimatisation in Nairobi was sent to open an office in Dar es Salaam. He lasted a couple of months and disappeared. We had a call from the Chief Cashier of Barclays Bank in Dar es Salaam, to say they had several machines with problems and they could not get hold of the technician. I was dispatched to sort things out and found the several machines in Barclays Bank had been cannibalised, another was all in bits in a tea chest having been put there by the staff after being left in pieces, so I had the job of rebuilding them at about 100 degrees in the shade! There was no trace of the seconded technician. It is thought he turned native and was deported.

Another who was posted to Mombasa office together with a service van, disappeared after two weeks. I found out he managed to get on a ship and work his passage back to UK.

Then there was Olli Tomblson (ex 4th floor factory, London) who had arrived earlier in 1952, before me, who had no training on Class 3000 machines. Percy Sayer did his best to train him but he was more interested in aeroplanes and after a spell as resident technician in Kampala, Uganda, returned to Nairobi, bought his own aeroplane, left NCR and went to work for East African Airways as a fitter - I was never happy about flying with East African Airways from that day on! So we struggled on.

Percy Sayer by now had become a father (a daughter, Pamela), this limited his travelling and a safari which had to be undertaken twice a year was to Ethiopia, the State Bank had Class 3000 installations in Addis Ababa and Asmara in Eritrea. This entailed an international flight by Ethiopian Airlines, they flew Convair 340s, DC3s and C47s. If you were lucky you flew in one of the two Convairs (these were equipped with rockets to assist take off at Addis Ababa which is 9,900 feet above sea level! An interesting experience!) So I undertook these visits, things were quite primitive in Ethiopia and even more so in Eritrea. Just outside Asmara was an American base, the PX there was equipped with Class 6000 machines, so this was another user to call during the trip.

On one occasion while servicing the machines at Addis Ababa, I found a Class 3000 with a broken reducer arm - there was nothing for it but to strip it down, a job you usually would have done in the depot. I stripped it down on a Sunday morning, having no spare. Costa, a half Egyptian, half European, the Banks 'fixer' and semi engineer who kept an eye on the machines, found an Italian garage owner who was willing to set up his calcium carbide and water apparatus to produce some acetylene gas so I could braze the broken parts. By four o'clock that afternoon the machine was up and running, ready for Monday morning.

Back in Nairobi, the Mau Mau had turned to making petrol bombs and throwing these through the windows of houses and hotels inhabited by Europeans. The Nairobi Fire Service called upon the Police for some assistance and in view of my previous fire service experience I was seconded by the police for a while to the Fire Service, patrolling the European parts of the city on a fire engine. During that time I became good friends with the then Fire Chief L J E Baillargeon (he even tried to persuade me to join the Fire Service). During one peak period of two months, 20 cases of arson could be proved to be the work of terrorists. Yet another diversion!

In March 1954 the management from NCR Dayton paid a visit to Africa and John Avery and I flew to Addis Ababa to meet them. In their party were Mr S C Allan, Executive Director, Mr R S Oleman, Vice President Office Division, John Scott, Vice President Overseas, and Mr Owen, Director of Public Relations. John Avery and I had the pleasure of escorting them on visits to NCR users in Addis Ababa including the State Bank of Ethiopia Installation. On Friday 27th March we together, the party from Dayton, flew to Nairobi. Here the party visited our offices and some of the NCR users in the city. That evening we held a dinner party in the New Stanley Hotel Grill Room and a good time was had by all. The following day we said farewell to our guests when they boarded a South African Airways Constellation for Johannesburg.

Monday morning dawned and it was back to more normal working. Nevertheless it was a very interesting interlude and a very memorable experience.

Due to the problems of recruiting suitable technicians from the UK, we looked at the local labour market and recruited three young men. One from the Seychelles, one from India and another from Mauritius. In all cases their parents having settled in Kenya. All proved to be quite good with an aptitude for electro-mechanical engineering.

Our need for a resident technician in Mombasa became more pressing and the young man from Mauritius, following training, filled this post quite well and was able to carry out most of the service work apart from major problems. The Asian man proved to be good too and was provided with a service van and took up the post of resident Technician in Kampala, Uganda. The young man from the Seychelles proved to be quite useful and remained in Nairobi.

It was about this time that Percy Sayer returned to the UK for his four month tour leave and while in the UK undertook Class 31 training. Soon after his return we received our first Class 31 from Dayton and I spent two weeks working with Percy working on the Class 31 while he imparted his knowledge to me.



During 1955 officials from the LINDI (Tanganyika) Native Treasury visited the Business Efficiency Exhibition in London and a very slick NCR salesman sold them an accounting system, a Class 3000 accounting machine together with a book keeping type adding machine. Fine, however, LINDI was right down in the Southern most part of Tanganyika, not far from the Mozambique (Portuguese East Africa) border and it fell to me to go down and install the system.

At Lindi I was met by the local District Officer, with whom my accommodation had been arranged. Sunday afternoon was spent unpacking and setting up the machines, which had been sent direct. I returned to the District Officer's bungalow late in the afternoon just in time for a 'Sundowner' taken on his veranda and we had an interesting chat. He lived alone with two servants, a Cook and a House Boy. The Bungalow was a relic of the days of German administration.

The House Boy announced my bath was ready and dinner would be served at 7 o'clock. I was pleased to drop into the bath after a very busy day. I changed into a decent shirt and slacks and went into the living room. There, to my surprise, sat the District Officer in a full dress suit! He said 'they' always dressed for dinner on Sunday nights! After another G&T, I was led into the dining room, the dining table was at least 15 feet long - he sat at one end and me the other! Talk about old Colonial style!

On Monday morning the installation was completed. I then started training the staff. The native staff picked up the operation of the machines quite well and we soon had all the accounts transferred to the national system.

By Wednesday my work was completed and on Thursday boarded the one flight of the week to Dar es Salaam, via Nachingwea.

Once in Dar es Salaam, I carried out some service work on the machines of our users there. The following Tuesday morning I flew from Dar es Salaam to Zanzibar, looked in at our installation in the Nation Bank of India there, before flying on to Mombasa via Tanga and the island of Pemba, in Mombasa, checking on our resident mechanic and visiting our installations there before flying back to Nairobi. It had been a very busy two weeks.

September had come and it was time for a holiday. We went down to Mombasa on the mail train and spent two wonderful weeks at the Tudor House Hotel and on Nyali beach. We had now been in Kenya for three years and had one more year to do on my tour and we had agreed in view of the general uncertainty of the future of Kenya we would not come back for a second tour, but save as much as we could to put down a deposit on a house when we returned to the UK.

So, I advised both Percy Sayer and John Avery of my intentions. Both were sorry to learn that I would not be returning for a second tour and both tried to persuade me to return, but our minds were made up. I also contacted Mr C S Webb, Service Manager NCR London, and advised him of my intentions. His reply was 'ok', and provisional arrangements would be made for me to attend the new service school at Brent for a course on the Class 31. A number of other trips to distant users were carried out, sometimes in small single engine aircraft. This entailed not only being weighed myself but also my tool case. You were

always under pressure to get things done quickly so that the pilot could get back to Nairobi before dark.

Another long day trip was to Magadi Soda Company (part of ICI). On this trip you were always sure to see plenty of game for the dirt road down to Magadi ran right through the Game Park. The machines here soon showed signs of corrosion due to the atmosphere and the local works engineer used to regularly take the side panels off and give the mechanism a good spray with light oil.

Delivery of machines improved all the time I was there and hardly a month went by that we did not spend a day going backwards and forwards to the Nairobi Railway goods yards to collect machines. Once out of their packing cases, the cabinets were removed and given a good going over, oiled and tested, cabinets cleaned and prepared for delivery to users and in the case of cash registers, electros fitted and delivered to customers or put on display in the showroom. Our cash register sales were mostly 1400 class made in Germany, 1500 and 6000 built at Dundee, class 3000 machines came from both Dayton and Dundee.



*John (aged 25) when a member of the Kenya Police Reserve, during the Mau Mau Emergency. Date 1953*

Another part of the John Avery agency was the Block and Anderson Office Machine franchise, together with Adrema addressing machines and we had quite a number of users of these machines too.

An aspect sometimes overlooked is the requirement for supplies such as detail and ticket rolls, ribbons and the many spare parts for the range of machines in the territory. Percy Sayer and I would devote a day a month to ensuring we had adequate supplies in hand or on order.

The problems regarding the Mau Mau terrorists were gradually being overcome, due to the RAF bombing their hideouts in the Aberdare forests, using both Lincoln and Harvard aircraft. As a result of recruiting in the UK of officers for the Kenya police my duties as a reserve police officer came to an end. However, to my surprise, one day I had a letter from an NCR technician who I had become good friends with during a high grade retail course in London. His name was John (I can't for the life of me remember his surname) and he was based in Glasgow. The letter explained he had resigned from his job with NCR, had signed up with the Kenya police and was based at the Police Training Centre at Gilgil. I contacted him and arranged to meet him on my next visit to Nakuru.



Trips, or as they say in East Africa, 'Safaris', away from the office continued and one of my favourites was a round trip by service van visiting users and making sales calls in the area north of Nairobi, starting at Nakuru, then on to Kisumu on Lake Victoria, then on to the tea growing area of Kericho, (where the Editor spent 10 years of his life!), then Eldoret (where land was a farthing an acre in the early years of the 20th Century) then back via Thomsons Falls, Nyeri, through part of the Aberdare National Park (spotting lots of game), then via Fort Hall and Thika back to Nairobi.

I was now nearing the end of my tour. However, there was just time for me to fit in a final trip to Ethiopia and Eritrea. So, off I went. It was expected to be the usual seven day trip, Sunday to Sunday. All went well on the outward leg, changing at Addis Ababa I flew on to Asmara, soon completed my work there and managed to get a flight back to Addis on a C47 (tip up aluminium seats down each side of the plane), with some goats and chickens tethered down at the back! We flew in terrible weather, heavy rain and thunderstorms, via Dessie and Gonda and I was pleased to get a hot shower at the Ras Hotel as soon as I arrived in Addis!

I soon completed the installation of 4 new machines, checked on all the others in the installation and was all ready to return to Nairobi on Sunday morning. However, there was a technical problem with the aircraft slated for my return trip, so my return was put off for three days.

I did eventually get back to Nairobi. I felt quite unwell and a week later my condition deteriorated and I was diagnosed as having yellow jaundice (hepatitis). I was rushed off to hospital and remained there for three weeks. No doubt I had contracted this infection during my trip to Ethiopia. Sadly, during the time I was in hospital, my wife Susan was also diagnosed as having the same infection. Not surprising as it is quite infectious. I did not return to work in Nairobi again as I was required to take at least four weeks convalescence and were booked on the Union Castle Liner SS 'Braemar Castle' sailing from Mombasa on 14th September 1956. By now my replacement had arrived from UK and I said a sad farewell to all my NCR friends in Nairobi.

We boarded the Mombasa mail train for the last time and at last we thought we were on our way. However, world events were about to take over!

President Nasser of Egypt had nationalised the Suez Canal and the British and French Governments had taken military action. Our passage had been arranged via Aden, Port Sudan, Genoa, Marseilles and Gibraltar, an 18 day voyage. As a result of this military action, it was announced that the sailing of the ship would be delayed 24 hours, to allow the discharge of cargo and passengers for Aden, Port Said, and that we would be sailing via the Cape and not through the Suez Canal. Early on the morning of the 15th September 1956 we set sail.

On arrival at Capetown it was announced that the ship would be in port for at least three days, to enable some maintenance to be carried out. I contacted the local NCR Office at Salt River and spoke to Service Manager Everett (Ex NCR Cambridge UK) and invited both him and his wife on board for dinner. The following day Saturday they took us on a car trip into the hills beyond Capetown to Worcester and the wine growing estate of Stellenbosch. We were most grateful for this kind hospitality, typical of NCR

fellowship. South Africa made a great impression on me, and I vowed to return one day, however it was to be 44 years before I did.

We sailed on via Genoa, Marseilles and Gibraltar, the weather was now cooler and I remember John Avery in a farewell chat said to me, "Have a good trip home, John, but beware, one day you will wake up on the ship and find all the crew dressed not in white but in blue, and it will be cold." He was right, for by now we were sailing toward the North Atlantic and the Bay of Biscay. We soon turned into the English Channel and headed for the Thames and the next day we docked at the King George V Dock. The journey had taken nearly six weeks.

Our families were at the dockside to meet us, and soon made our way to the Midlands. It was good to see our parents and friends again after so long, and we spent a few days settling in, I even found time to call at the NCR Offices in Birmingham, now in Broad Street after moving there following the fire in the Halfords Building in 1955, and it was good to see some old faces.



*John and Parlo, one of our local mechanics – seen here with one of our NCR service vans (a Morris Cowley) at 'Equator' about 9,000 feet above sea level (Eldoret, Nairobi Road). Date January 1953).*

A few days later saw us back in London, and following discussions at NCR London Office, I was advised that following training on the Class 31 I would be assigned to Oxford, to replace a Technician who was leaving to attend Oxford University. This suited us fine and we went ahead to find a home. We chose a house in Kidlington and took all the necessary steps to secure it, a mortgage arranged, furniture selected, curtains made and so on.

I settled down to the Class 31 course under the watchful eye of Reg Sherwood and Tom Tarling, this time I was paired a Technician from Exeter, and we shared digs in Colindale. The course was going well, when I was called to the Interview Room at Brent, here Assistant Service Manager Mr Powell hit me with the news that the Technician at Oxford had got cold feet about going to University,, therefore there would not be a position for me at Oxford.

A few days later I was offered a post at Ryde, Isle of Wight, as the Company intended to open an Office there on the 1st January 1957. This would be working under the Depot Manager at Portsmouth. Of course, my wife was devastated, however, as ever, we made the best of it. It was



a difficult time, petrol was rationed and doubled in price, due to the problems over the Suez Canal, and we did wonder what we had come home for!

Having completed the Class 31 course, I collected a new Ford 5cwt Escort Service Van (TJJ299) and drove down to Portsmouth a few days before Christmas and met all the Staff there. At the same time I found some accommodation in Seaview on the Island, and had a look around at the Office, quite small just an office/showroom and a small one bench workshop at the rear.

So immediately after Christmas we returned to the Island and moved into our rented flat in Seaview.

On the 1st January we opened the Office, the first time there had been an NCR Office on the Island since 1939, a very pleasant Office Girl had been recruited and I soon settled down to catching up with all the outstanding service work, everything from simple 300/700 Class to Class 31s, a good variety.

One interesting user was Saunders-Roe of Cowes, builders of the 'Princess' Flying Boats and Hovercraft.

Feeling more settled now, my Wife and I started to look for a House to buy and soon found a suitable new one just about to be built, and applied to the Local Council for a Mortgage, they saw no problem, but said they would have to confirm my salary with my Employer.

As some time had passed since I applied for the mortgage from the Local Council and I had had no notification that it had been approved, I called at the Council offices to find out why. Another bombshell, they had been told by NCR London that I would not be stopping in the Isle of Wight! Therefore I would not require a mortgage, this was news to me. . . . So I telephoned the Service Manager and spoke to Mr Powell who confirmed that I would be asked to leave the Island and I was offered a post in Leeds where I would be more usefully employed i.e. on AMD Machines full time. Naturally, my Wife was most upset when I broke the news to her.

It was now Easter, and we decided to spend a few days with our families in the Midlands. Our route took us through Newbury and I had a friend there, we had worked together on Telephone Exchange equipment during the Warr. He had returned to his pre-war job with the Racecourse Betting Control Board and was based at Newbury Racecourse, so we called on him while on our journey.

My problems with NCR came up, and he said why not join the Tote Board, as there was a vacancy at Newbury, after all I had all the qualifications. He said he would have a word with their Chief Engineer, the result was, a week later I received a letter together with a Railway warrant inviting me to attend an interview in London, with the Chief Engineer. The interview was a success and I was offered the post at Newbury, as resident Engineer in charge of Ticket machines, also covering the mechanised Racecourses at Ascot and Newmarket. I was asked to take up the post immediately. I joined them at the beginning of May 1957 my first Race meeting was Royal Ascot that year, and it was the start of a 21 year career with the Tote Board.

Sadly, I tendered my resignation and left NCR, taking with

me a wealth of experience which helped me throughout my working life. So ended one of the most eventful and memorable periods of my life and left behind a great many happy memories of my service Overseas.

I was employed by the Tote Board for 21 years and rose through the ranks to become their Chief Engineer based in London with the responsibility of all of the Tote's Engineering requirements on 63 Racecourses throughout the UK, with an Engineering staff of 44. I remained with the Tote Board until 1978, when I took early retirement, but not for long, for I joined an Italian Engineering Company Agency in UK specialising in Packaging Equipment. Here I quickly rose to the position of Service Director, and later to become Technical Sales Director. I finally retired on my 60th birthday in 1988.

I did see Percy Sayer once after he returned from Kenya, and last heard of him living in retirement in Cheltenham, but since then I lost contact. Of John Avery, I met him once at a Race meeting at Newbury. I later heard he and Mrs Bessie had taken over a Motel in Italy, but that was never confirmed.

I would be pleased to hear from any one who remembers me during my NCR years, and would be grateful for any news of the NCR staff mentioned in this article, please contact me via the editor.

I shall always be grateful for my NCR training, and during my working life applied many of the NCR methods and principles to my later career in Engineering with considerable success.

I trust you have found the foregoing interesting and a different slant on the normal NCR story.



**SPOT THE ERROR.** This illustration appeared in the 1957 catalogue for Hornby Dublo model trains. It was found in a book "The Art of Hornby" compiled by an old friend of mine in East Kent, Richard Lines (Lines Brothers Toys). Wonder if he noticed the gentleman's unusual anatomy? Ed.





*The candid camera was at the ready at the London Lunch!!*



*Derek Seaman found this Class 572 in an antique shop in Australia and has been able to give the shop owner more information having consulted Ian Ormerod.*



### **Wright Brothers' home comes back to the Wright family, thanks to NCR**

NCR Corporation announced August 18, 2006, that it is donating Hawthorn Hill, the historic home built in Dayton for the Wright brothers, to the Wright Family Foundation, an affiliate of The Dayton Foundation. The home was designated a National Historic Landmark in 1991 by the National Park Service.

NCR purchased Hawthorn Hill in 1948 after the house was put up for sale following Orville Wright's death that year, and preserved the home and its historic artifacts throughout its 58-year ownership.

"While this beautiful 1914-era mansion is architecturally significant, the glory of Hawthorn Hill is in how it helps portray the story of Orville and Wilbur Wright, and their contributions to aviation – which are of international significance," said Bill Nuti, president and chief executive officer of NCR. "NCR has been a caretaker of this national treasure for over half a century, but we believe the time is right for Hawthorn Hill to come back to the Wright family. They are passionate about sharing the story of the Wright brothers, their dream of flight and how their accomplishments establish Ohio as the birthplace of aviation."

"We are immensely grateful for this donation as it is through NCR's efforts that the house is in the impeccable condition it is today," said Amanda Wright Lane, great-grandniece of Orville Wright. "Our immediate plans are to make the transition as seamless as possible so the home can continue to be maintained and preserved with the same care that NCR has provided for close to six decades."

### **PLEASE NOTE:**

The Editor's new e-mail address is  
[axur14@dsl.pipex.com](mailto:axur14@dsl.pipex.com)



## NCR RETIREMENT FELLOWSHIP

# NCR Pension Plan Update from The Trustees

Tough news is hard to give which is why I have deliberately chosen to start this update with these words.

After negotiating in good faith with Dayton for two years to obtain a 30 year Corporate Deed of Guarantee to underpin the Pension fund. (You will recall that this was required because NCR Ltd is deliberately traded by the Corporation as an Insolvent Company). I regret have to tell you that The Corporation informed The Trustees and our advisors at a meeting in London on 2nd/3rd November that they had "had a change of position" which meant that they were unable to now sign the proposed Deed of Guarantee, without significant changes.

The changes sought were so extensive as to render the Guarantee worthless and so I regret to advise you that your Trustees were unable to reach agreement with them and we have under legal advice given the Corporation a final 90 day notice period to agree a suitable Guarantee or the Trustees will have no option but to 'secure' the current strength of the fund by moving it all into Gilts.

Tied up in the Guarantee was a four-year backdated Pension Increase to be paid within 60 days of the Deed being signed, plus a formula for regular pension increases for the next 15 years.

## So what happens now?

Firstly, some re-assurance – for existing Pensioners already drawing their NCR Ltd Pension your existing Pension payments are completely safe and not affected. The Trustee's have appealed to The Corporation to release the backdated Pension Increase which has already been funded for by the 30th November, if it is the only thing that they do. The sad fact is that in the USA at the end of September the Corporation gave its 16,000 staff notice that all their Pension Schemes would be closed and frozen at the end of this year and we suspect that the Corporation now finds itself in a dilemma because other Senior Dayton Executives are now questioning how they can give the UK a 30 year Deed of Guarantee whilst at the same time closing all the US Schemes.

Our meeting in London with the Corporate Treasurer concluded with The Trustees requiring him to sign an MOU\* which our Lawyer had prepared during the meeting confirming that unless the backdated pension increases were released for payment by 30th November and a suitable Deed of Guarantee had been entered into by 31st January 2007 that The Trustees would be compelled by UK Pensions Regulations to implement at a minimum what is known in the trade as a Liability Matched Investment profile

\* Memorandum of Understanding

(a move into Gilts). Further if no adequate guarantee is forthcoming we would require the Corporation to make a deficit payment equivalent to the 'Buy-Out' value of the fund – this would be the cost of going to an Insurance company and buying 'Annuities' for all 6000 Scheme Members. The cost of this is almost impossible to calculate but could end up in the region of approximately £100m.

The Trustees continue to appreciate the support of you all and we will continue to do our utmost to secure the benefits that are due to all Members of the NCR Ltd Pension Scheme.

Finally, if Father Christmas does come and Dayton do announce/advise us that they will release your backdated Pension increases at the end of November these would now not be received in your Bank accounts probably until February. Keep your fingers crossed, but do not spend it until you have got it! Our Warmest Christmas Wishes to You all – Your Trustees.

## THE 2005/2006 FELLOWSHIP ACCOUNTS

In accordance with our Constitution, an audit of the Fellowship's accounts as declared in the Summer 2006 (No. 34) edition of *Postscript*, was undertaken by Mr. John Atkins, formerly Manager, Payroll Department and Mr. Dennis Williams, Administrative Manager, Human Resources on Thursday 1st June 2006. These two retired senior administration managers found the accounts to be accurate in all respects and truly represent the financial activities of the Fellowship for the year ending 30th April 2006.

John Burchfield, Chairman.

## Contributions to PostScript

I am always biting my nails as publication date for *PostScript* approaches hoping that more items will arrive thus ensuring that I can maintain the current number of pages.

There are over 500 of you out there, each with a story to tell, so how about it? Do not worry about your grammar if this is the problem, do not worry how you submit it – handwritten is fine as long as I can read it! If you submit photos there are a few things to bear in mind:

1. If it is a group try and encourage them to look towards the camera, using flash and 'red eye' suppression.
2. If you are using digital pics try and have them printed professionally. Many I receive are fuzzy and almost impossible to use. (Boots have booths where you can insert your card, crop the image, enlarge it etc, etc)
3. Names of those pictured adds interest in captions.
4. If your camera allows, a minimum of 300 dpi (dots per inch)

## PLEASE NOTE:

The Editor's new e-mail address is axur14@dsl.pipex.com



## We extend our sincere sympathy to the families of the former fellow employees:

Title	Inits	Surname	D of D
Mr	WB	Thomson	11/04/06
Mr	S	Dixon-Child	17/04/06
Mr	WR	Harmsworth	27/04/06
Miss	MG	O'Connor	30/04/06
Mr	GJ	Mullan	04/05/06
Mr	TC	O'Sullivan	07/05/06
Mr	TK	Willis	12/05/06
Mr	KB	Boydall	15/05/06
Mrs	HS	Davey	29/05/06
Mr	JH	Walpole	30/05/06
Mr	G	Wallace	04/06/06
Mr	NHT	Bryant	21/06/06
Mr	SW	Felgate	27/06/06
Mr	D	Bunker	27/06/06
Mr	A	Thomas	01/07/06
Mr	MJC	Register	03/07/06
Mr	MB	Denham	05/07/06
Mr	AJ	Packman	13/07/06
Mr	RL	Grantham	18/07/06
Mr	RK	Devlin	15/08/06
Mr	J	Waggett	27/08/06
Mr	F	Ford	11/09/06

## RICHARD (DICKIE) GRANTHAM

*Norman Bowen writes:*

With great sadness I have to advise you of the demise of Dickie Grantham on 18th July last. I had the privilege, together with many of you, to have known and worked with him. His delightful, inoffensive manner and attitude to people and life gave so many of us joy.

Sadly, stricken with Parkinson's Disease, the last three and a half years were spent in The Star and Garter Home in Richmond, Surrey. Being an ex-Jack Tar they were happy to welcome him there. Needless to say, he made his mark there and was loved by everyone.

Gordon Sillet and I attended the service at Hanworth Crematorium with many friends and family.

Dickie, you were revered and an inspiration to all who knew you. God bless, old friend and colleague.

## DES WOODALL RETIRES – AGAIN!

When the Fellowship was initially conceived many years ago, Basil Garsed asked a much younger Des Woodall if he would become a Regional Organiser for Region 8. Having now served the Fellowship for more than 25 years, Des has decided to step aside so that "someone younger can take over". Des' contribution to the growth and success of the Fellowship is immeasurable and on behalf of those he has ably represented for all these years we offer our grateful thanks. We wish both Des and his wife Beryl a peaceful second retirement and trust that we will still have the benefit of their company at future lunches.

It is with great pleasure that I can announce that Richard Craigie has volunteered to take over the responsibilities of



*Des Woodall - bowing out after nearly 20 years as Region 8's Organiser.*

Regional Organiser for Region 8A in succession to Des Woodall. Richard worked as an engineer within FED for 40 years and commenced his employment in the Head Office basement; he was subsequently located in various offices within London and East Anglia including Romford, Bonhill Street, Rayleigh, Witham and Cambridge. He is therefore already well known within his region and is more than qualified to continue the excellent work of his predecessor.

John Burchfield, Chairman



*The AMD Sales Force Convention  
Queens Hotel Leeds 1938*



# The NCR Retirement Fellowship

PRESIDENT: Harry Redington

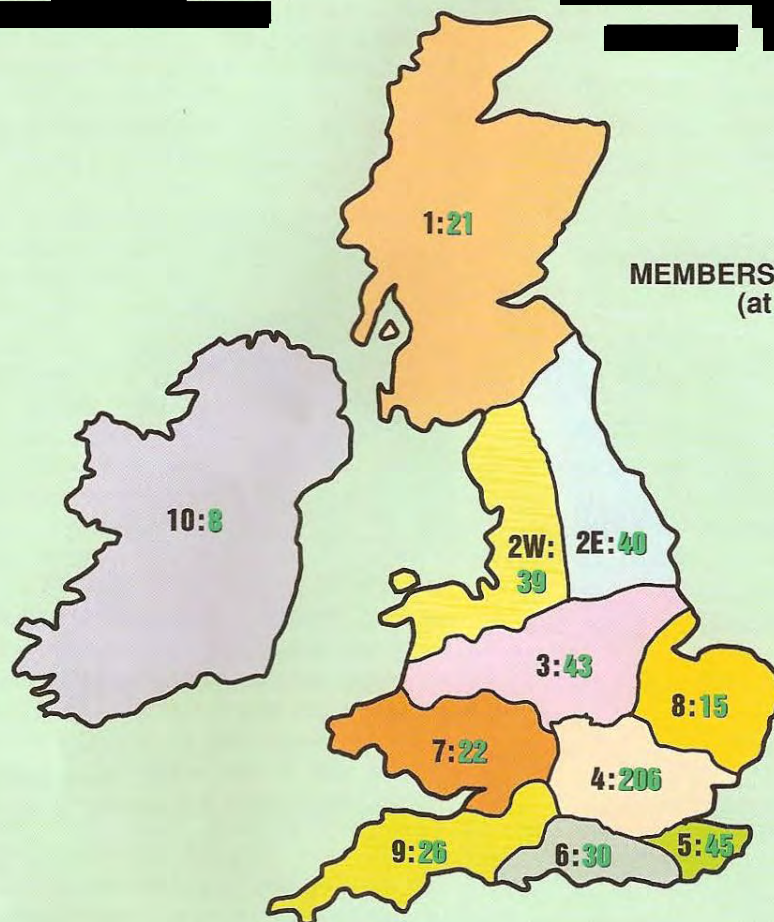
## ORGANISING COMMITTEE

CHAIRMAN: John Burchfield

SECRETARY: John Nash

TREASURER: Lin Sandell

EDITOR "POSTSCRIPT": Geoff Jackson



MEMBERSHIP DISTRIBUTION  
(at April 2006)

11 (OVERSEAS): 21

TOTAL: 516

## REGIONAL ORGANISERS

Region 1: Wallace Hay

Region 6: Alan Hutchins

Region 2E: Pat Keogh

Region 7: John Jones

Region 2W: Charles Southhall

Region 8: Richard Craigie

Region 3: Eric Grace

Region 9: Jessie Wallace

Region 4: John Burchfield

Region 10: Ronnie McGowan

Region 5 (Kent): Peter Bodley

Regional Adviser: Ted Young