

## Exercising His Rights!



*David "Kosher" Evans late of Brent & Romford FED Depots is depicted exercising his rights as a Freeman of the City of London taking his sheep across London Bridge without paying a toll. This was on July 11th 2009, being the 800th anniversary of the opening of the first stone London bridge by King John in 1209!*

## Strange Things That Happen To A Cash Register Field Engineer!

*Contributed by David (Kosher) Evans – ex Brent and Romford Depots.*

Whilst the Cold War was still on, the Russian Trade Delegation in Highgate had more spies than any other delegation in the West. Imagine my surprise when, upon ringing in to Brent Depot one morning I heard: "Where are you Kosh?". "I'm in Muswell Hill, Harry" I replied. "Well, here's one right up your street, I want you to go to North Hill, Highgate, the Russian Trade Delegation, who have a problem with a cash register – keep in touch in case you get detained" . . . gusts of laughter . . .

I drove through the gates of a very large house and spoke into a security microphone by the front door, stated my business – was told to wait. After a few minutes standing there the question was repeated and the same answer was given. Eventually a huge security guard opened the door and marched me to a main desk. No one seemed to know why I had been sent for so I was told to sit and wait whilst two security cameras were trained on me from different angles.



I thought "This is a windup!" However, after about ten minutes an apparently high ranking personage asked me to explain myself. I explained who I was and produced my ID card telling him that I had been sent to repair a cash register. "What is a cash register" he replied. I asked him if they had a bar where drinks were purchased for cash or a shop where items could be bought. This prompted him to pick up a phone and speak in Russian in a very agitated manner. After a few minutes he slammed the phone down and shouted "Wait here".

Five minutes later a door opened at the end of a long corridor and a small man comes running down with his tail between his legs, bows and scrapes to the personage and words in Russian were exchanged. The little man then beckons me to follow him and sets off at such a rate that I nearly fall over my toolbox. He leads me outside the building to a wooden shed which turns out to be a shop selling Russian goods to the delegation staff and their wives.



The cash register turns out to be a Class 21. They did not know how to use it or take readings and there was no print on the tickets. I gave it my best attention, fitting a new ribbon and showed them all the features of the till. They were highly delighted and, when I presented them with the bill was paid together with a half a crown tip. I made for the door intending to exit when I was told to wait! This is it, slung in jail and deported to Siberia! But, to my surprise I was presented with a brown paper parcel and told that that was for me. I hastily departed, got in my van and drove off, putting some distance between us, constantly looking in the mirror to see if I was being followed.

Highgate is only three miles from Brent Depot so I decided to head straight back there. When I walked in I was asked how I got on. I relayed my tale and showed them the still wrapped box. "Let's have a look inside" I was told. On opening, it was found to contain a box of 100 Black Russian cigarettes!

In early 1963, having been with NCR for six months I was sent out on my own, servicing tills around North and North West London, travelling by public transport. On one particular morning I started at a greengrocer in Cricklewood. This was Bunny Labbets area and he had marked up all my service sheets saying what the best time to call was. He also gave me a few tips as to what to do in each type of shop. One tip was with greengrocers; do a good service on the

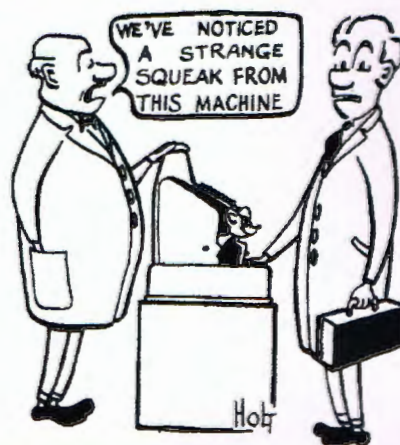
drawers as a lot of earth from vegetables tended to clog them up. So I did a good job, removing the drawer runners, cleaned all the muck off and then oiled them. Magic!

The shopkeeper was highly delighted. He said "You speeded the till up and the drawer goes in and out like a dream. Would you like any fruit, have you any children?" I was given 2 bananas, 2 pears and two oranges, when I got outside I tied a knot in my raincoat sleeve and slid the fruit down it. My next port of call was another greengrocer in Harlesden and the same thing happened- sleeve knotted and the fruit slid down. I then proceeded to MacVities biscuit factory in Park Royal going to the shop that sold products to their employees. Asked if I would like a cup of tea "Yes please" "And a piece of cake?" "Yes please" "Fruit or plain?" "Fruit please". The tea arrived first then the cake – a one pound slab of fruit cake!

So there I was, my coat sleeves full of fruit plus a slab of fruit cake and my tool bag travelling from job to job on buses. I kept away from more greengrocers that day and prayed that it would not rain!

A few years later in Wood Green I was repairing a Class 84 in a ladies underwear shop, in came a lady and as all the lady assistants were busy she came up to me and asked for a 38D cup bra. So I replied "Sorry I am only the fitter here"!!!!

In the 70's I used to wear a safari suit of navy blue, it was a good colour for work. There was a problem when I was working in Sainsburys repairing tills as I would be mistaken for a manager and people would come to me with their complaints. This would happen on a regular basis so I stopped telling them I was not the manager and just let them get it off their chest. When asked what I was going to do about it I would say "Nothing, I am not the manager just repairing this till"!



*From Issue No 1 of Postscript June 1985!*

Mice – mainly found in public houses! Because the drawers were taken out for security at night there was a large hole for them to scamper into. When the drawer was replaced in the morning the mouse found himself in prison. Many a till repair was needed as the little visitor had become jammed in the works. On one repair I noticed that the inside of the base of the till had a shiny strip about 2 inches wide. On further inspection I found that it was caused by a dead mouse flattened and stuck to the bottom of the drawer with his fur polishing the base and taking paint off as it went back and forth.



I was once in the Harrow area and called at a sweet shop to service his till, a Class 21. I asked if it was convenient to do it at that time, he looked at his watch and said "Can you do it in 20 minutes as that is when the schools come out?". "Yes" I replied. I had just removed the outer case when a horde of some 20 kids piled in. The till was on the counter facing them when a small boy shouted out "Hi Mister you got a mouse in your till" whereupon the shopkeeper said "Rubbish there's no mice in this shop" On going around the other side of the counter to look, sure enough there was the mouse sitting on top of the motor, electrocuted!

Decimal Time. The many stories that I have heard from other Field Engineers could fill a book – if you have an interesting story or anecdote please let the editor know, he is always looking for copy – no copy, no magazine!!

My interesting story is to do with a decimal conversion at The Royal Ballroom, Tottenham, owned by Mecca. They wanted it done on a Thursday evening and had eight tills so four of us said we would do it. We all arrived at 7pm and had just got the tops off when all the lights went out. It was a power cut of which there were many at that time. They used to switch power off for two hours at a time and at different times all over London. So there we were with neither torches nor candles.

I phoned my wife in Hornsey and asked if the power was on, the answer was "Yes". So we collected all the tills and transported them to Hornsey to my Scout HQ and did the conversions in the basement, returning to Tottenham just as the power was restored. I returned home to find Hornsey in darkness!

Having a repair call for London Zoo I drove in at the main gate and reported that I had come to repair a till in the cafeteria and where should I park my van? Drive very slowly over there as we are not busy this morning. It was a pathway just wide enough for one vehicle. I had driven about 300 yards when, upon turning a corner was confronted by an elephant and keeper! The latter intimated that I should reverse, this I did very quickly, the whole 300 yards!

My oddest fault was in High Road, Wembley at a Fine Fare Supermarket – a Class 51. The fault was that, when taking a reading, they got jumbled print about once a week. I had been called out twice for the same fault. The first time I could not fault the till, the detents were running nice and smoothly, the liner was dropping in nicely into the type wheels. (I told them that if it happened again not to use it but give us a call straight away.)

On the second visit the same fault again. I checked the detail roll and found out it was the thousand column that had the worst scramble of print, either six or seven thousand pounds. I reset the till to zero and rang up £6,000. Took a reading – perfect, added another thousand and Bingo! - Jumbled Print. I discovered that the thousand detent had 12 teeth instead of 10 (a factory fault!) The fault would therefore only show up when there was seven thousand in a reading!

Pubs. One Friday afternoon I phoned into the depot and was given a repair for two tills out of action in a large pub in Winchmore Hill. On my way there I spotted another NCR van coming towards me. We both stopped and it transpired that he was looking for work; Friday afternoon was a bad time for service work and you had to fill in your day sheet so as to cover these hours. So I said "I've got two repairs, you can have one of them".

I arrived first and entered by way of the main entrance and my colleague, arriving later, came in through the Off Licence at the other end. Before he could open his mouth a lady said "I have been waiting for you all day, follow me". She led him upstairs into a bedroom! Thinks my colleague "My luck has changed!" The lady points to the hand basin "There's the culprit, it's all bunged up!"

Dogs. These could be a menace especially in Public Houses. I have heard many stories from technicians being held at bay or being bitten. My story is this; I phoned in and was given a repair at a pub in Hornsey. The message was that the till was jammed and that I was to call round the back as pubs were not open all day then. I duly arrived to find the till on the bottom stairs round a slight bend. This was OK as you could stand at the base and it was three steps high – a nice work bench. The only problem was that the pub had two large Afghan Hounds. Whilst I worked one sat on the step above the till and the other at floor level behind me with his two front legs on my shoulders!

Smells! In some locations you come across nice smells and others nasty ones. A Kosher butchers that specialised in chickens did not have a pleasant smell. But the worst smell I ever came across was in a sausage factory. What is a cash register doing in a sausage factory you may ask? The canteen was just off the main production line that's why. The pigs came in live, were killed with an electric shock and hoisted onto a conveyor belt and, as it moved on people took off various cuts of meat. Because of the heat and smell they took many breaks; every time they came through the swing doors into the canteen the smells wafted in!

Under Platform 8 at Kings Cross Station was a strange place to be called to in order to repair tills. This was where the Class 24 tills used on train buffet services were stored. Normally you got a call to repair one or two tills but when you arrived there were usually 5 or 6. All deliberately broken or jammed!



**Tail Piece** This last story is still to do with cash registers but after I left NCR and went into partnership with a colleague from NCR, Glen Carter. We called ourselves Cash Register Services and one of our services was hiring out tills.

The following phone call we received we thought to be a wind up – it proved otherwise:

“You hire out tills mate! How soon can I have one?”

“Where are you Sir and what type of business is it for?”

“Central London and it is for bar work”

“You can have one today Sir”

“No, leave it until tomorrow morning at 11am”

“I’ll go through the terms of hire with you and the deposit required. Oh, by the way, do you have a bank account?”

“Of course we have! What do you think we are?”

“The address Sir?”

“Buckingham Palace Road”

“Number Sir”

“No number, first side entrance on the right coming up Birdcage Walk.”

## IN A COMPANY’S HOMETOWN, THE EMPTINESS ECHOES

*By Dan Barry*

DAYTON, Ohio

Every 15 minutes the chiming bells of the Deeds Carillon mark time’s passage in Dayton. Their ever-repeating song reminds the city of its deep connection to the NCR Corporation, formerly known as National Cash Register, for generations known here as The Cash.

The carillon, a 151-foot tower of limestone and steel, was a gift from a former NCR chief executive and his wife. It sits beside a boulevard named after the eccentric man who founded NCR, not far from other NCR touchstones: an office building here, a former warehouse there, and acres and acres of land.

As those bells tolled one day last June, the company, which specializes in automated teller machines and other self-service devices, announced a “major investment in innovation and people,” though not the people of Dayton. NCR stunned the city of its birth with the news that it was moving its world headquarters to suburban Atlanta.

The decision broke a bond dating to 1884, when John H. Patterson began a cash register company here. That bond tightened as Patterson developed a reputation for ruthless dismissals and eccentric benevolence (having employees weighed, for example, to monitor their health); as NCR helped save Dayton from the great flood of 1913; as technological advances and missed opportunities led to gleeful expansion and painful reduction.

It’s all just history now, a stipulation in a contentious divorce.

The company said its public goodbye from the safety of 500 miles, in Atlanta, where Bill Nuti, the NCR chief executive, and Gov. Sonny Perdue — whose state had promised a lucrative incentive package — posed for photographs. The images galled Dayton, given Ohio’s contention that Mr. Nuti had sidestepped several invitations from its governor since 2007 to discuss NCR’s needs and desires.

Simply put, said Lt. Gov. Lee Fisher, the company’s behaviour was “shamefully irresponsible.”

But Mr. Nuti said last week that Ohio had been given a fair chance — or, perhaps, fair warning. He also noted that the NCR of today has 22,000 employees around the world, and that by the time of the break-up announcement it had more employees in Georgia than the 1,200 it had in Ohio.

As a result, Mr. Nuti said, the practicality of Dayton demanded a hard look. Transportation costs were high, and flights to and from the airport often required “multiple hops” for customers and employees. And attracting top talent was a struggle, he said. “We had a very difficult time recruiting people to live and work in Dayton.

True, downtown Dayton is profoundly challenged. And true, its main airport simply cannot match Atlanta’s vast offering of nonstop flights.

But Dayton chafes at the backwater implication. The metropolitan region is expanding, the Wright-Patterson Air Force Base is booming, and the good quality of life might look even better from the rearview mirror of a car stuck in Atlanta traffic.

In addition, Dayton is within a 90-minute drive of Cincinnati and Columbus, the home of Ohio State University. To suggest that talent is not already here and cannot be attracted here is “insulting,” said Ellen Belcher, the editorial page editor of The Dayton Daily News.

And by the way: Doesn’t 125 years count for something?

Mr. Fisher, who is running for the United States Senate, said NCR had a “moral obligation” to give its home state a fair chance. And once the company decided to relocate, he said, it had a second obligation to explain that decision to the people of Dayton — “to look them straight in the eye.”

But it seems now that NCR began winking back in 2005, when its new C.E.O., Mr. Nuti, did not move to Dayton as was initially required by his contract. (“Serious family issues,” he said.) While civic leaders did not expect Mr. Nuti to make the Monday meetings of the Rotary Club, they soon came to see him as a brash New Yorker harbouring disdain for the modest Midwest.

One example: NCR was a dues-paying member of the Dayton Development Coalition, a business-advocacy group, until Mr. Nuti took control. After that, Jim Leftwich, the coalition’s upbeat president, said, “It became difficult to reach out to them and hear back from them.”



Another example: Mr. Fisher said that he and Gov. Ted Strickland have sought meetings with the chief executives of the state's top companies to encourage expansion and head off problems. Of the dozens he has dealt with, he said, only one never returned his calls: Mr. Nuti.

Mr. Nuti countered that he had donated a "substantial portion of personal money to Dayton charities." He also emphasized that he has responsibilities throughout the world, and does not "involve myself in many, many locations."

Of course, pieces often come together after things fall apart.

In 2007, NCR opened executive offices in New York City, Mr. Nuti's home turf. In August 2008, as *The Atlanta Journal-Constitution* later reported, Mr. Nuti had a private half-hour meeting in Georgia with Governor Perdue, who presented him with a golf putter engraved with the state logo.

In February 2009, Lieutenant Governor Fisher and other Ohio leaders, fearing that NCR had become a "flight risk," met with company executives at NCR headquarters. Mr. Fisher said the group could not get a straight answer about NCR's plans, and his repeated requests to meet with Mr. Nuti were denied. One NCR executive, he said, "acted as if we had asked to meet with the emperor."

NCR officials said the meeting was about economic development in general. They also said that Mr. Nuti was waiting for the visitors, they were late, he had another meeting — and, well, they just never connected.

Jon Husted, an Ohio state senator, came away from the meeting feeling angry and frustrated. "They already knew they were leaving," he said.

Dayton is not alone in feeling slighted. Mr. Nuti said that he attended a renewable energy conference in New York the month after that disastrous meeting, and during lunch sat next to Governor Strickland — who, he says, not only did not know who he was, despite his name tag, but never introduced himself.

A spokeswoman for Mr. Strickland noted NCR's "repeated ambivalence" about meeting with the governor, and said he would have been happy to talk to Mr. Nuti about NCR's plans if he had been approached.

In April, NCR officials said, they shared an independent analysis with Ohio delegates that strongly recommended relocation, and asked what the state would do to retain the company — though, in retrospect, this did not afford Ohio much time.

In late May, state officials frantically tried to contact NCR about the growing rumours of the company's imminent departure; the answer was a telling silence. Ohio hurriedly offered an incentive package that was much less attractive than Georgia's, though Ohio officials say they could have matched the rival offer if given the chance.

No matter; time was up. On June 1, Mr. Strickland and Mr. Nuti finally spoke — by telephone, though — and mostly so that NCR could say goodbye.

NCR is now settling its affairs. It is leaving its archives here, as well as a data centre that some company workers will continue to run. But of the 1,200 employees who were here in June, more than half have retired, resigned or been released. The company will not say how many were offered jobs in Georgia, or how many accepted.

In addition, NCR sold its headquarters last month; the building will soon be home to the University of Dayton Research Institute. But there is nothing the company can do about the Deeds Carillon, or what thoughts are conjured by the song of its bells.



1887



1987



2010 – ATLANTA GEORGIA



## The Dayton Closures – The other side of the picture!

The previous issue of *PostScript* contained some observations from our "mole", an ordinary employee on the spot. He has now sent his final comments:

"All the equipment is now reinstalled in Peachtree City, Georgia and Dayton is totally abandoned. No instructors have been moved, having all been "retired" one way or another. Now that there is no direct contact information about company, performance is not accurate. Like all companies in the States at present the future is tough but they are down to one factory with lower costs so the future should pick up. I no longer have contacts in either the school or the factory and relied on information from employees working right up to the move time. Now, like everyone else, I will only see local pictures in the press or on TV. So I will not be able to help in the future.

What is clear is that the company will take time to settle in the new location and then, perhaps, we will be able to glean some information about the financial situation. Sorry there is no better news but it may soon perk up. We know the new terminal has high acceptance in shopping malls, etc. So let us hope that this positivity keeps going."

Thanks "Mole" for your past reports. Ed.

## Obituaries

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

### Fellowship Members

Mr	D	Barton	6/01/10
Mr	A J	Bromley	10/03/10
Mrs	I	Cameron	25/11/09
Mr	M A	Collins	01/01/10
Mr	J M	Denny	05/12/09
Miss	R E	Dimond	28/03/10
Mr	B E	Dyke	08/02/10
Mr	D S	Ekless	19/01/10
Mr	K T	Elkins	18/12/09
Mr	W E	Featherstone	17/09/09
Mrs	M D	Hill	21/12/09
Mr	H R	Homer	19/01/10
Mr	J E	Hopkins	20/12/09
Mr	B J	McDonnell	19/03/10
Mr	R	McIlwraith	24/12/09
Miss	M M	Pye	01/03/10
Mr	T	Reardon	30/11/09
Mr	W	Rigby	08/12/09
Mr	P A	Robinson	10/09/09
Miss	M	Sharma	22/01/10
Mr	A J	Sharpe	19/12/09
Mr	D R D	Smith	25/03/10
Mr	R L	Thomas	17/12/09

## Devoted Brian Loses His Battle



Brian Driscoll

A well respected NCR FED man and Friend of the Earth lost his battle with cancer on July 1st last year. Brian Driscoll from Northfleet had worked for NCR as a field engineer based at Sittingbourne for many years. He was suffering from mesothelioma, an asbestos-related lung cancer. We are indebted to his daughter Susan Callinan for information about Brian's later life and interests. She told us "My father was a good, decent man, who had his beliefs and acted on them". He was well known in North Kent, living and working in Gravesend all his life.

He campaigned on local, national and global issues and had many letters published in the Press. He was also a long-standing member of Friends of the Earth and spent a lot of time keeping an eye on planning developments. A fellow Friends of the Earth member, Judy Duffield said: "It



Grandad with Grandson Daniel



will be hard to find another campaigner with such a depth of local knowledge and such dedication to making the world a better place". The MP for Gravesham, Adam Holloway said he was sorry to hear of Brian's death and explained that he had over the years received more letters from Brian than any other constituent, these on some eighteen different subjects, all of which were very pertinent.

In his final six months Brian was unable to go out but continued his campaigning work from home in Northfleet, writing all his letters by hand. He will be much missed by all who knew him.

## IAN LEADER

Jim Kembery writes: I was sorry to learn from John Jones of the death of Ian Leader. Ian joined NCR as did most of us at Bristol straight from school. In those days it was the best way to progress up through the company and learn of its business ways. Training at the Brent school on the North Circular Road was a frequent experience and Ian became a much respected and valued member of the Bristol team. At one stage in his early years we needed some additional support for our users in the Channel Islands; Ian went to Jersey as a bachelor and returned to Bristol after his tour of duty as a married family man!

In 1991 Ian achieved 25 years service with NCR and was part of the celebrations in Birmingham of the largest group of NCR employees to reach this milestone. On the closure of the Bristol office and being too young to retire he joined the local NCR distributor of C & H Systems. When the rules of the NCR Retirement Fellowship were relaxed Ian was able to join and attended our get togethers in the last few years of his life and gained great pleasure from doing so. Ian's funeral was very well attended by members of Region 7 of the Fellowship and also by members of Bristol Private Flyers Association, membership of which was a result of Ian's main hobby.

Our sympathies go out to Mary and family for their loss.

## SCOTT CALDOW

Most of you will have been distressed to learn of Scott's untimely demise. Well don't be because he hasn't gone! Mark Twain (quoted in last issue viz: "News of my death has been much exaggerated.") must be chuckling up there! An unfortunate mix up in the Pensions Department resulted in Scott's name appearing on the list they sent me. Apologies Scott from all of us and here's hoping that you will not be appearing in that section again for many years to come.

## A SILVER JUBILEE

I HAVE JUST NOTICED THAT I EDITED THE FIRST ISSUE OF POSTSCRIPT 25 YEARS AGO IN JUNE 1985 – AN A3 SHEET OF FOUR PAGES – HOW WE HAVE GROWN!

Editor

## The NCR Mechanical Training School 1950

When National Cash Register machines were first sold in the UK in 1896, and for many years afterwards, responsibility for the Guarantee Repairs and Maintenance of lay with the Sales Agents who either performed the repairs themselves or employed mechanics some of who also acted as Sales Assistants and were known as 'combination men'



*P. J. TOWNSEND at the wheel of a service van outside the Store Street window of the old Head Office Premises in Tottenham Court Road.*

**P.J. Townsend was appointed the chief instructor in 1932 and in 1950 wrote this history of the UK Training School.**

Before the First World War mechanics received their initial training on the lever-operated Registers and then graduated to the rotary classes. This stage of the training lasted six months.

The only theoretical instructions these men received were given one evening each week after hours, but after the First World War a Regular Betterment Repair School was put into operation taking Registers of all classes. The first qualification of a student for this School was ability to make up the necessary punches, screw drivers, etc. to the standard pattern required—and within a certain time. Fifteen months was then the training period.

The need for organised classes be-came necessary on the introduction of the Total Printing Registers. To begin with, classes followed the old procedure of two hours per week after hours, but with the introduction of the Class 2000 in 1923 came the necessity for more theoretical work. Provincial Mechanical Inspectors were then given a two weeks' course on practical application by MR. A. S. LUPTON and theoretical lectures by MR. W. B. WOODS.

The first organised classes for Accounting Machine Mechanical Inspectors began in 1930, following the acquisition by the Company in the previous year of the Ellis Accounting Machine (now the Class 3000). In 1932 training was made an individual operation under the



control of the Service Department. It was in-augurated by MR. G. A. MARSHALL and MR. P. V. SHOE, and the School was given its own projection room, instruction manuals, etc. Owing to the expansion of the London Head Office the School had to make several moves before it was finally established in its present day situation on the sixth floor of Head Office. It began with 27 students from A.M.D. and Retail; by this time the line of machines had increased due to the acquisition of the Remington Cash Register Company and the Record Cash Register Company in 1930 and 1933 respectively, and the introduction of the Class



**Chief Instructor TOWNSEND on the Adding Machine shuttle mechanism.**

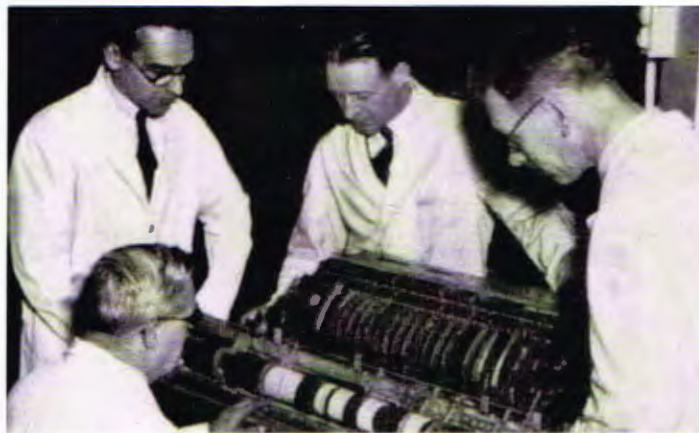
14000 and 16000 from Berlin in 1935. When war came and many of our mechanics were called up, the Company turned to employing female mechanics. In July 1940 the first batch of ten women commenced training, and up to June 1944 nearly one hundred female mechanics graduated to carry out service maintenance for our users. During the war period training was also carried out at a mansion in Chalfont St. Giles, which was known by all as the "Vache." Small batches of provincial junior mechanics received basic training there from MR. A. MANSON under ideal conditions

In 1945 the School moved to the fifth floor of Head Office where bench space was increased to 72 to make provision for the men returning from the Armaments Section and the Forces. Each man was given a three months' refresher course.

At the end of that year the School moved back to its original site on the sixth floor of Head Office where lecture room facilities again became available. Its present layout provides for 72 students and it is divided into five sections : Section A and B, Accounting Machine Class 3000, 2000 and National Adding Machines under MR. F. R. SHERWOOD ;

Section C Retail, Classes 800, 900, 1000, 1100, 1700, 1800, 1900, 6000, 14000, Record 200 and 400 under MR. J. WRIGHT;

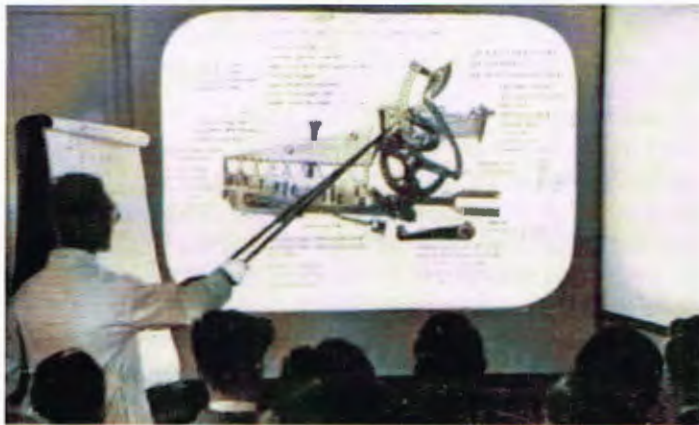
Section D Retail, Classes 300, 700, 700T, Remington Record 2000, 5000 and 100 under MR. F. WESTON ; and



**Instructor SHERWOOD (standing, left) discusses the, Public Utility Machine.**

Advanced 3000 Class Section under MR. H. S. NEWMAN where students handle regular Service Division 3000 Class repairs on a productive basis.

With the exception of the Class 3000 Section A, the school is a productive unit by providing Maintenance Repairs and



**Instructor Reg Sherwood lecturing with slide films.**

Overhauls ; and in the- case of the Adding Machines — alterations, inspection prior to delivery and developments. Before its return to the user each machine is finally inspected by MR. W. C. RHODES who has had 35 years' service with the Company.. The School records and costing are handled by MR. OLIVER. TWIST. New applicants undergo an aptitude test before they are finally engaged. Trainee mechanics enter Section D for a period of three months, graduating to Section C for a further three-month period which carries their training up to the Class 900.

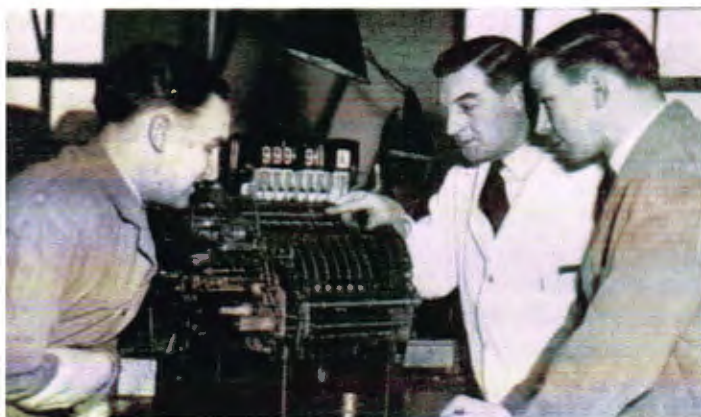
Four-fifths of their time is spent on practical work; the rest is devoted to theory which takes the form of lectures. Progress sheets are kept for each student which gives details of efficiency on practical work, application to the job in hand, and general conduct.

Up-grading courses on Classes 1500, 1900 and 6000 are subsequently given to these men after a period of eighteen months to two years in the field.

The Class 3000 training programme in Section A is



practically continuous. There are four three-monthly classes each year consisting of fifteen students each. For purposes of instruction the machine is divided into fourteen sections, and fundamental principles of each one are explained by the instructor with the aid of slide films. The actual section is removed from the student's own machine and studied with the help of instruction material. After completing each stage the student undergoes a short examination.



*Instructor WRIGHT (centre) on Class 6000 mechanism.*

His efficiency rate at the end of the course takes into consideration practical application, theoretical knowledge—the personality of the student and his suitability for dealing with customers.

The National Adding Machine Study Course lasts two weeks and comprises a study on similar lines of all our models.

The Instructors of the N.C.R. Service School are all men with more than twenty years' practical experience and all of them have spent several years as outside mechanics.

As many as 150 Mechanical Inspectors receive training annually in the School and up to the present time a total of 844 men and 86 women have received training here—many of whom have joined N.C.R. Organisations overseas, or had been sent to London from abroad.

### Lunch

An old nun who was living in a convent next to a building site noticed the coarse language of the workmen and decided to spend some time with them to correct their ways. She decided she would take her lunch, sit with the workmen and talk with them.

She put her sandwich in a brown paper bag and walked over to the spot where the men were eating. With a big smile she asked "Do you men know Jesus Christ?" They shook their heads and looked at each other very confused. One of the workmen looked up into the scaffolding and yelled out "Anybody up there know Jesus Christ?"

One of the steelworkers yelled back down "Why?"

The workman yelled back "Cos his wife's here with his dinner".

## NEWS FROM THE REGIONS



*Jack Whyte the new organiser of Region 1*

### Region 1 - An Apology

**Wallace Hay** points out that, in his report for Region 1, in the previous issue **Hamish MacKenzie** was described as Hamish Hamilton ( This is the same Hamish that sent us "An Irish Trilogy" published in **PostScript** No 36.) Sorry! Ed.

### Region 2E - Pat Keogh

We had another very enjoyable lunch at Otley Golf Club on Wednesday 12th May with 36 attendees.

Our latest drive to switch our group to email for communications, to ease on postage cost and workload, has been very successful. I now have 63 people covered by email which also allows me to forward pension information as I get it and not wait for the next lunch. Within this group some people cover others who do not have email but live close by.

We had a lengthy discussion on the pension increase report from Stephen and live in hope of further progress.

As normal the after dinner banter carried on for some time. Appreciation was expressed on the running of these fellowship lunches as it the only opportunity some of us have of getting together.

Our next lunch is on Wednesday 13th October.





Region 2E



## Region 2W Spring Lunch

Our spring lunch was arranged as usual by **Charles Southall** who has always provided an excellent venue and marvellous food at an extremely good price.

This year was no exception; the lunch on April 6th met all our expectations with one omission. Our genial host was missing, it was only when the invitations were sent out that he realised that he had not only arranged the lunch for Easter week but that he had also picked a day when he and Rhian were on holiday. We did miss you both Charles!

Although many were unable to attend through holidays or illness we did managed to have forty people meet on the day.

We were pleased to welcome to our re-union, **John Chedotal** an ex engineer from the Liverpool centre and **Maureen Burdis** from region 2E and were sorry to hear that **Ian Beveridge** and **Frances Mills**, wife of **Tom Mills** have both been in hospital recently.

**Ron Pugh** who was taken ill at the October lunch was not able to attend, although he is feeling well he is not able to drive until he has a pacemaker fitted.

**Stephen Swinbank** was unable to attend but sent us an update on the pension plan and the cost of living increases which have been held up by the company.

Our next lunch is booked for Tuesday October 12th 2010, we enjoy meeting our colleagues from other regions so if you would like to attend please contact me.

Ian Ormerod



Region 2W

## Region 3 - Eric Grace

The Fellowship Lunch held at The George Hotel in Litchfield on 22nd October 2009 was another happy occasion. There were 31 Members and guests who enjoyed the usual good three course Carvery meal.

Unfortunately we were unable to get anyone from the Trustees to address the meeting but **Steven Swinbank** sent me his report which I, assisted by **Ian Ormerod**, presented to the gathering.



**Harry Ridge** and his wife called me at the last moment, as they had to call off due to an accident, we wish them well and hope things are better now.

We had some new members join us for lunch namely, **Terry** and **Sandra Martin**, **Anita Nolan** and **Joy Maskal** and we welcome them and hope they will attend future events.

There were messages from the following members who were unable to attend but they all sent regards.

**Jill McPhail** had already booked a previous arrangement, **Malcolm Alliband**, **V L Etheridge**, **Brian Briggs**, **John Atkin**, **Lin Sandell**, **Paul Glynn**, and others.

The Fellowship Lunch, which, once again, was held at The George Hotel in Litchfield on 15th April 2010, was another happy occasion although we were a small group.

There were only 19 Members and guests who enjoyed the usual good three course Carvery meal. We were to be 23 members and guests but **Sue Waggett** was unable to attend at the last minute.

**Keith** and **Dane Templeman** also had to pull out due to hospital appointments.

**Doreen Butterfields** husband is in hospital undergoing tests.

Also several of our regulars were unable to attend, **Duncan McCondochie** and **Harry Ridge**, to name but two, and their wives were away at the NCR Golf Society do in Stevenage.

**John Phillips** tells me that he is recovering from his sixth hip operation and it has not recovered sufficiently yet, I assume he is having trouble getting them right, not that he has six hips!

**Tom Aubrey** telephoned to say he was busily tied up "dangling his toes at the seaside".

**Lucy Tilley** was busy Grandchildren sitting, what would the modern Mum do without Grandparents?

**Roy Scambler** was at his son's stag do in Portugal, I hope he has recovered from his hangover.

**Harry Hardacre** and **Nation-Tellery** are having some health problems as a result of, as they say, being in their eighties! I have a way to go yet!

The following all sent their regards and best wishes and hope to see you next time, which, by the way is October 7th. **Brian Briggs**, **Malcolm Alliband**, **Bill Daniels**, **John Latty**, **Jill McPhail**, **Ian Simpson**, **John Stone**, **Ray Swingler**, **Joe Teeling**, **Anita Nolan** and **Clarence Allbut**.

Finally, I was able to read the report from the Trustees, (which luckily for me **Ian Ormerod** had supplied a copy) to the gathering and this was received with the usual comments.

## Region 3 Lunches 2009/10





### Region 3 Lunches 2009/10



### Region 4 – Roger Whelan

The next lunch has been organised for 6th October and details will be available in due course – don't contact us we will contact you. It will be at the Corus Hotel again but please note numbers are limited to 100 so apply early when you get your invitation!

### Region 5 - Peter Bodley

It is hoped that the next lunch will be on 19th October, details in due course.

### Region 6 - Alan Hutchins

There have been no lunches in the period but we hope to have one in the first week of October – details in due course.

### Region 7 – John Jones

This year's June get together for Region 7 was not as successful as the one last October.

Of the 26 invitations sent out only 5 failed to reply by some means or other and of a further 8 sent out by email only one failed to respond.

But for various reasons only 14 people were able to attend. Holidays, health and travel problems coupled with family commitments were the main reasons for being unable to attend.

Changing the day from Wednesday to Tuesday didn't help although it aided four members to attend, it stopped four others.

One success was that of a couple of contacts made over the internet on Friends Reunited one **Fred Macey** was able to make it but the other **Bob Kirkham** had family commitments, as did **Keith Ponting** and **Dickie Keitch**.



*"Trying to Think What to Order" has*

*Left to Right: Fred Macey, Dave Robinson, Dave Jones, Pat Keene, Mary Leader, Jean Jones, Janice Robinson, Maurice Keene, Peter Bodley (hidden), Wayne Edmund*





*"The Male End of the Table" has  
Left to Right: Maurice Keene, Peter Bodley, Wayne Edmund,  
Roy Back, Fred Macey, Dave Robinson and Dave Jones*

**Doreen Butterfield** had planned to attend with **Ian Omerod** but plans went astray at the last minute, **Bill Hudson**, **Graham Watt** and **Chris Mumford** were on holiday.

**Alan Wall**, **Geoff Batcup**, **Maurice Davis** and **Dorothy Davies** have transport problems that we were unable to resolve.

**Paul Bryant** had to work, something that is a distant memory to most of us.

Of the Welsh contingent **Johnny Watts**, **Dave Calford** and **Elwyn Davies** were otherwise detained only **Wayne Edmond** managed to get over the bridge as **Ken Bloxham** had to cry off at the last minute due to illness

The regulars **Dave** and **Jean Jones**, **Maurice** and **Pat Keene**, **Dave** and **Janice Robinson**, **Roy Back**, **Jim Kembery**, were joined by **Mary Leader** and **Peter Bodley** for a good natter.

Greatly missed was **Bill Park** who didn't feel well enough to attend, he did however send his thanks for all the messages of condolence that he received upon the recent passing of his wife **Eileen**

Another regular **Betty Vickery** unfortunately had a previous engagement and our special guest **Geoff Jackson** had family from the US to entertain.

With only 14 of us the smaller number made it easier to chat and mingle.

Hopefully I can learn from this and arrange a get together in October that will suit everyone even if I have to hold two on consecutive days.

Finally as we were leaving the restaurant **Dave Jones** suffered a puncture (Not him his car) so a hasty wheel change had to be arranged talk about a McClaren pit stop !!! Nothing like it.

PS. Sadly we have had another funeral to attend, that of **Eileen Park**, wife of **Bill**. Both had been regular attendees at our lunches for many years and Eileen's presence will be sorely missed. Bill wishes me to thank everyone who attended the funeral and all those that sent messages of sympathy.

## Region 8 – Richard Craigie

"Our lunch was at The Rosery again on 22nd April and as usual I think every body enjoyed their meal. I had a sad announcement to begin with, that **Peter Timlett** had passed away. We missed several of our regulars due to both previous commitments or illness and I hope we can all get together on 14th October. A surprise guest was **Wally Ackers** former manager of Ipswich then Witham, it was nice to see him again. **Dennis Pearce** gave an update on the state of the pension, fingers crossed!.

As a footnote I have the sad news that **Geoff Walter** has since passed away, he will be missed."



*Tom Boles and Wally Ackers*

## Region 9 - Jessie Wallace

We held our Annual Lunch on 7th December and this was reported on briefly by Geoff in the last **PostScript** – here is my full report:

The Exeter Toby Carvery was chosen by us for the 2008 lunch and it was decided to return in 2009. The venue lived up to our expectations such that we plan to return in 2010. 20 members and guests were able to attend and all enjoyed an excellent carvery lunch. We welcomed **Stephen Swinbank** and his wife Janet to the South West, Stephen giving us an interesting update on the Pension Fund. We also welcomed new members to the group in the form of **Ian Buxton** and his wife and **Derek Knibbs**.

Unfortunately 5 guests had to cancel at the last minute due to ill health and a bereavement. Sadly, during the past year, 2 of our members have died, **Victor James** and **Albert Barden**.

The plan for this year will be to have the Lunch at the beginning of December and hope that members and guests will be able to come along to enjoy both the meal and the conversation. I will inform everyone in the Autumn of the arrangements.

Best wishes to all our members and their families.



THOSE WERE THE DAYS !

## "National" Service Depots throughout the British Isles.



745 British Employees in this Country.



## AROUND THE PROVINCES *by Alan Bowley*

I meet a man who was blown off an Isle of Wight ferry by a wartime bomb; another who worked on the first biplanes to be used in warfare; and another who travelled through the Low Countries on a wartime mobile Repair Unit.

### GUILDFORD

Just before Christmas 1949, I visited Guildford in Surrey on a rainy, windy day when, as I wrote 'torrential rain came sweeping over the Hogs Back, lashing the red tile roofs and worn cobblestones and shop-signs swayed and creaked and the famous old High Street streamed with water.'

Then I found a 'charming old world atmosphere with picturesque inns and a hotchpotch of ancient and modern'. Today, as a nearby resident of Guildford since those days I can report that the old town has inevitably changed. The University on Stag Hill brought many hundreds of students to the town with the result that the town had to cater for them with more modern shops and cafes and a big sports complex. Many more houses have been built on the town's outskirts and traffic has increased. Thankfully, the town's old centre has been protected by a one-way system which has pedestrianized the High Street.



Back in 1949 the NCR office was in Bridge Street which crosses the River Wey in the town centre. The Retail Agent was **Jim Sanders** who had come to the company from British Home Stores in 1947 and in that time had clocked up nearly 5,000 sales points, had gained 120% of quota with an Honorary CPC membership and in 1948 he made his first full CPC. Jim had become a well-respected man in the town, making many business friends and his Swiss-born wife Olga ran an antique shop in the town. He remained in Guildford until he retired from NCR.

His office clerk was **Betty Strudwick** from an old Surrey family, she had served in the WAAF for five years. Life in the office was always full of surprises – one day turning round to serve a customer she heard entering the shop, she found herself gazing into the soulful eyes of a cow; and then there was the little girl who came in eating a large jam bun and putting sticky fingers on a cash register, she asked Betty if she could have one to play with!



*Agent Jim Sanders (left) with Chief Mechanic Steve Holloway of Guildford*

The Service Depot (as it was then called) had a staff of four, headed up by the man who opened it in 1934. **Steve Holloway** had 30 years of memories in the Company – too many to record in a brief meeting. His colleague on the retail side was **Dick Macy**, who had joined NCR in 1938 and who had worked in a dozen depots on relief work in the early years of the war before he joined the wartime RAF. Their junior mechanic was **Colin Norris** who was just 17 years old.

Guildford was the depot for a wide area of accounting machine users. It had two Class 3000 mechanics – **Rolly Newman** and **Len Harvey**. Rolly had spent a lot of time on relief work. Based at Portsmouth during the war, he had a narrow escape when a high explosive bomb blew him off the Isle of Wight ferry. Len was a wartime navy man serving on motor torpedo boats and mine sweepers. He also could tell of many hair-raising wartime experiences. He joined NCR in Glasgow.

### ROMFORD

My travels around the country brought me face to face with many NCR people who had very interesting stories to tell about their lives – stories which, if collated, would have made a fascinating book.



*Sales Representative Charles Knox and Office Clerk Edna Bland (Romford)*

My visit to Romford in early 1950 produced several of these stories, the most colourful of which was that of the Sales Representative, **Charles 'Collie' Knox**. Born in 1901 in Clacton on Sea, Collie joined the RAF's predecessor, the Royal Flying Corps in 1916. As a boy mechanic he worked



on some of the first biplanes to be used in warfare. Thirsting for adventure he joined the old Union Castle Line, but his service was cut short in 1926. Three days out from New Zealand in a violent storm he was knocked flying by a huge wave and almost washed overboard. With a badly smashed kneecap he spent the rest of the voyage in the sickbay, followed by 18 months in hospital.



*South Street C.1965, Romford*

On returning to shore life he earned his living selling advertising space, vacuum cleaners and vending machines before joining NCR in 1938 as a Rental Rep. Doing well he was given a sales territory in Central London, Leyton and East Ham before Romford, where he had already appeared on the CPC Honours List four times. In Romford he was helped by **Edna Bland**, his office clerk.

Romford had no Chief Mechanic in place then. It had lost **Johnny Stapleton** who had died after looking after Romford for 10 years. In all, he had served NCR for forty three years which took him back to 1907, the days of Edward VII! In his youth he was a fine athlete.

The senior Romford mechanic was Class 3000 and Retail trained **Bill Davies** who joined NCR in 1930 after working for Remington. He had worked in Portsmouth, Gloucester, Leeds and Birmingham Depots and in 1938 transferred to Ireland. Two other Romford mechanics were **Alex McIntyre**, an interesting combination of Scots blood and Belgian birth who joined NCR in 1939 as the Romford office clerk before training as a service mechanic.

**Don McInerney** was of Irish parentage who joined NCR in 1947 after serving in the RAF as an instrument repairer, travelling in the wake of the Allied Armies in a mobile repair unit through Belgium, Holland and Germany. He saw the full scale of destruction which the war had brought.

Romford like so many places in the greater London area was, in 1950, changing fast from a small peaceful market town into a busy expanding suburb of the capital with new factories and housing estates.

## READING

Another town that was already showing signs of post war expansion was the Berkshire town of Reading which I

visited in the month following my visit to Romford. The NCR office and depot in Reading was then staffed with, as I described it, 'as jolly a crowd of NCR folk as you could wish to meet'. Working with the Sales Representative, **Pat Dent**, they were all young – average age of 24 – and almost all including **Pat Dent** had seen service in the RAF.

Pat was born in Croydon in 1907 and after school in Ealing, went into a ship broker's office. He wanted to go into farming and after an apprenticeship on a Wiltshire farm estate he managed a farm in Sussex. Tiring of this he took an apprenticeship in engineering and in particular auto-electrical equipment. This led him eventually to being taken on in the NCR Electrical Department under **Sydney Symes**.

This most unusual career path led to Class 3000 training and a job in the Worcester office before being called up into the wartime RAF and training as a navigator/radar operator in Canada where he visited NCR offices in Toronto and London (Ontario). He came back to NCR after the war and after London training went to Reading as a Sales Rep gaining CPC Honours each year.

Reading had two clerks – 18 year old **Pat Moorhen** who had only just joined NCR and **Lionel Whittingham**, who, I had the impression, had ambitions of something more technical as he had studied aerodynamic design at an aeronautical school after 'demob' from the Royal Navy.



*Depot Manager Reading S Flack supervises the loading of a 3000 Class by A. M. D. Mechanics Wally Joanes and Alf Debacker*

The Reading service depot was managed by **Stanley Flack**, formerly at Northampton and Luton. He came to NCR in 1936 after 12 years as a hosiery salesman to train on Class 3000 machines, becoming Reading Depot Manager in 1947. When younger he was a keen yachtsman and was blessed with a fine tenor voice singing in amateur opera.

There were four retail mechanics at reading, senior of whom was **Arthur Steele**, a clever craftsman and bibliophile. The other three all served with the RAF during the war – **John Tuson** on aircrew duties; **Ralph Ivans** with a bomb disposal unit and **Ron Harris**, a keen motorcyclist





*Broad Street, Reading C.1965*

and instrument repairer.

Senior of the Depot's two accounting machine mechanics was **Alfred Debacker**. He was originally on the London Head Office clerical staff but transferred in 1935 to the mechanical staff. **Wally Joanes** is the other, who also served with the RAF as an instrument repairer.

Looking back on my visits to these three offices I realise how the working life of people in the provinces has changed for ever. Their life had its stresses and strains, but it had purpose to it; you were not in it for the money, but to do a good day's work. It is called 'job satisfaction' – a very rare commodity in our modern life.

### Did You Know? – No.1

*by Ken Carr*

#### DID YOU KNOW...

...in 1916, the NCR Printing Department received a supply order from a cash register user in Greece. There was nothing unusual about the transaction except for name on the order. Requesting the supplies was J. Pappathodorokouminountouigeotopoulos. That name was and probably still is the longest of any NCR customer. The NCR News article of the July, 1916 indicates that everyone took their shot at trying to pronounce it.

Apparently, industrial espionage is not even close to being a new phenomenon. Over 100 years ago in 1902, Mr. Patterson thought he had that very problem. NCR was an emerging industrial leader in manufacturing and he suspected that individuals other than employees were getting access to the NCR buildings. He ordered a test search throughout the factory and discovered 40 unattended non-NCR people roaming about. They had gained access by blending in with the workers as they entered the buildings. He immediately put in place "a door-keeping system." Doorkeepers were installed at building entrances and workers were issued printed passes which had to be presented upon entry. Department heads and assistants were issued buttons which were worn at all

times. Today it's all electronic and doormen need not look at the ID but the intent is the same as it was 100 years ago, if you don't belong, stay out.

NCR was probably the first company to have a United States Post Office located in its facility. The new postal station (as it was called then) was opened in February, 1907 and was located on the first floor at the east end of building #10, World Headquarters. The station was manned by five fulltime clerks and two letter carriers who delivered the mail to the surrounding community. The station was made necessary by the large amount of mail issued by NCR, mostly advertising. In 1906, the year before the station opened, NCR mailing represented 23% of all mail posted in the city of Dayton. The month the station was opened, NCR's postage bill was \$10,000 and the number of pieces processed was nearly 800,000. What would that be in today's dollars?

At one time, NCR provided transportation for its employees from the NCR complex to downtown Dayton. In 1907, public transportation was just one of many City of Dayton provided services which Mr. Patterson considered very much lacking, so much so that he considered moving the company out of Dayton. But, that's another story for another time. The company was growing at a rapid rate and most of the employees at that time relied on the street car for transportation to and from work. The Oakwood Line and the Main Street Line which serviced downtown Dayton to the southern suburbs couldn't expand fast enough to handle NCR's increasing need. To Mr. Patterson thinking, the sometime one hour wait for space on a street car was way to long in the cold of February. He ordered all of the company's transportation equipment to be placed at the service of the employees. Everyday at 5:30PM, lined up in along Main Street, were 20 horse drawn wagons and four new horseless trucks ready to transport workers downtown. In the spring, as the weather improved and as the street car service improved, the company went out of the employee transportation business. This was just another example of Mr. Patterson acting on his belief that happy and satisfied employees were more dedicated and produced better products.

### Field Engineering Conventions

1979	Birmingham	(Royal Angus Hotel)
1980	Jersey	(Hotel de France)
1981	Harrogate	(Old Swan Hotel)
1982	Birmingham	(Metropole)
1983	Eastbourne	(Queens Hotel)
1984	Edinburgh	(Forth Bridges Moat House)
1985	Oxford	(Blenheim Palace)
	<i>(see Jim Kembery last issue)</i>	
1986	Chester	(Queens Hotel)
1987	Heathrow	(Heathrow & Windsor Safari Park)
1988	Bournemouth	(Royal Bath Hotel)



## Pension Fund Update – June 2010

... Light at the end of the pension increase Tunnel...???

At our Trustee Meeting on 20th May 2010 we invited the Corporation to explain to the Board and it's Advisors (Lawyer, Actuary & Investment Consultant) the 'delay' in authorising the release of the past pension increases applied and accounted for within our Funds based upon the 2006 Statutory Valuation when the Scheme had generated a small Surplus of £5m.

The Director of International Pensions updated us on two matters, including the outlook for our pension increases, as follows.

i). **NCR Board announced on 22nd April in its Q1/2010 results that the Corporations Pensions Plans are underfunded by approx' \$1bn.**

The Board has instructed the CEO to implement a strategic program to reduce this deficit and the associated investment volatility over the next 36 months. (This action is also necessary to comply with new US legislation).

The current underfunding is primarily attributable to the US Domestic Pension Scheme, although, due to recent economic events most of NCR's International Schemes are also carrying small deficits. - E.g. At our Statutory Valuation in 2009 our £500m Scheme was underfunded by £38m (\$60m) and the Corp' has already agreed to pay into the Plan £10m (\$15m) a year, for the next 6 years. (Monthly payments of £800k are already being received).

The Corporation has requested the Trustee's to 'consider' adopting a similar strategic Investment strategy to that announced in the US where they will move from a 60/40 Equity/Bond split to 100% Corporate Bonds. The Trustee's will certainly consider this but our Scheme is very strongly funded and we are already following a much stricter strategy that should see us being fully funded on an even more secure 'Gilts' basis by 2015.

ii). **Pension Increases** – The Corporation offered to 're-start' discussions to conclude a formal Pension Increase formula for our members. We welcome this and the Trustee's have responded to Dayton confirming our proposed 'Next Steps'. [The first of these requests the release of the past increases, which were ring fenced by us when the Fund was in Surplus].

The Trustee's have requested 2 further meetings during June to work up a draft Agreement that will combine a flexible Pension Increase formula with a supporting Investment Strategy. This will then have to be 'negotiated' and a formal legal agreement reached with the Corporation.

The Corporation has said that it wants to move this forward quickly. Whilst these new discussions are promising, at this stage no firm promises or commitments can be made as to the final outcome. We will report on progress, in the meantime enjoy the Summer.

Stephen Swinbank – Chair of Trustee's

## NCR Retirement Fellowship January 2009 – December 2009.

### Membership summary:

UK members	513
09 New members	29
<b>Total membership 09</b>	<b>542</b>
Deceased members	13
Duplicates and non renewals	17
<b>Starting membership 10</b>	<b>512</b>

### Membership by region

Region 1	22
2E	41
2W	42
3	41
4	202
5	36
6	24
7	28
8	22
9	28
10	11
11 (overseas)	15
<b>Total</b>	<b>512</b>

### Financial Summary:

<b>Income</b>	
Total b/f 08	693.28
Membership fees	4890
New members	200
Donation	122
Early payments 10	50
<b>Total</b>	<b>5262</b>
<b>Outgoings</b>	
Expenses	1070.08
Postscript	3933.54
<b>Total</b>	<b>5003.62</b>
<b>Balance c/f</b>	<b>951.66</b>

NB. Subject to audit planned June 10

Expenses covers all administrative costs (eg. postage, copying)



## NCR RETIREMENT FELLOWSHIP

### CHAIRMAN'S REPORT FOR THE YEAR 2009

2009 was the sixth year of the new Fellowship and I am pleased to report that it continues to flourish having 29 new members during the year, to whom I extend a warm welcome. We also had two changes in regional organiser - Jack Whyte took over region 1 from Wallace Hay, and Ken Carson took over from Ronnie McGowan in Ireland. I would like to again thank Wallace and Ronnie for their years of effort and support and to wish them well for the future, and to thank Jack and Ken for taking on the organiser role.

A couple of years ago we amended the membership criteria contained within our constitution in order to extend the range of possible members. For your information the criteria statement reads -

*Membership shall be open to all NCR Pensioners , their spouses and surviving partners, and all other past and present NCR Employees.*

It was good to see that some of the new members in 2009 are existing employees of NCR and we would welcome any others who may like to join. If you have any friends or colleagues who would like to join, but thought that they needed to be an existing NCR pensioner to do so, please get them to contact one of the committee members.

2009 also saw the first full year on the fellowship operated on a calendar year renewal basis. Although this change has clarified the renewal process for many, I would like to re-iterate that renewal forms are issued with the December magazine each year (unless the SO method of payment has been selected) and payment is due in the new year. We do issue reminders with the June magazine however this increases the administration costs and we would obviously like to keep the number of reminders as small as possible.

As at the end of April we have some 100 plus members who have not renewed for 2010, and I encourage them to do so as their support, as always, is very important to us. **If we have not received your payment you will find a renewal form enclosed with this magazine.**

You may remember that late in 2009 we were able to offer standing order as a method of payment for renewals. As a result of issuing SO forms at some of the lunches in the autumn 53 members paid their renewal for 2010 by this method and some 87 more members have requested SO forms to start next year. **If on your renewal form you requested a SO form, and have not received one, you will find it enclosed with this magazine.** We have used this distribution method in order to save postal costs.

My records show that a few members took a SO form at an autumn lunch but obviously changed their minds and decided not to have them processed by their banks. However, as we had issued the SO form, these members were not sent a renewal form last December but will find one enclosed with this magazine.

You may also remember my recent article 'How do we spend your money' . In this I mentioned that the Committee members were taking actions to try to reduce the costs of administering the Fellowship, and I am delighted to say that the 2009 expenses were significantly less than those in 2008. I would like to thank them all for their help and support in achieving this objective. Based on the final figures for 2009 and the projections going forward I can confirm that the membership fee will remain at £10.00 for 2011.

As is customary I will now report on the annual meeting of the fellowship Committee held on April 21st 2010 in the Century Suite at Head Office. All the Committee members were in attendance, with the exception of Des Woodall , Richard Craigie, and Ken Carson who sent their apologies, and we welcomed Jack Whyte for the first time. We were joined by Stephen Swinbank, Chairman of the Trustees, and Keith Pyle, Secretary NCR Pension Plan, who were invited to address the meeting. The Chairman's report for the year 2009 was presented by Lin Sandell and was accepted by the Committee. The Treasurers report was also presented and accepted and it was agreed that both should be published in the next edition of *Postscript*.

From a financial viewpoint 2009 continued to be a volatile period. The Trustees made some changes to the investment strategy and in so doing managed to minimise possible negative impact on the plan value. At the end of 2009 the fund was no longer in surplus and NCR had made the commitment to make up the short fall over the course of the next few years based on a planned and agreed schedule.

However I understand that as of March, the improvements in the stock market have had the result of removing the deficit, which means that the fund is once again in very good shape, especially when compared to other UK pension schemes.

As far as pension increases are concerned discussions continue between the Trustees and the Corporation, however the appointment of a new CFO may help to move the subject forward. You will find more details in the Pension Update article, provided by Stephen Swinbank, Chairman of the Trustees, elsewhere in the magazine .

As usual I would like to extend our thanks to all the Trustees for their continuing efforts on our behalf during very difficult and frustrating times.

Finally my thanks all our members for their continued support and for the messages and notes which often accompany your cheques. I cannot respond to them all but I assure you that I read them with interest . Also I would like to pass thanks from us all to the Committee for continuing to give their time and effort in keeping the Fellowship going.

I hope you all have a good summer.

*Lin Sandell Chairman*



# The NCR Retirement Fellowship

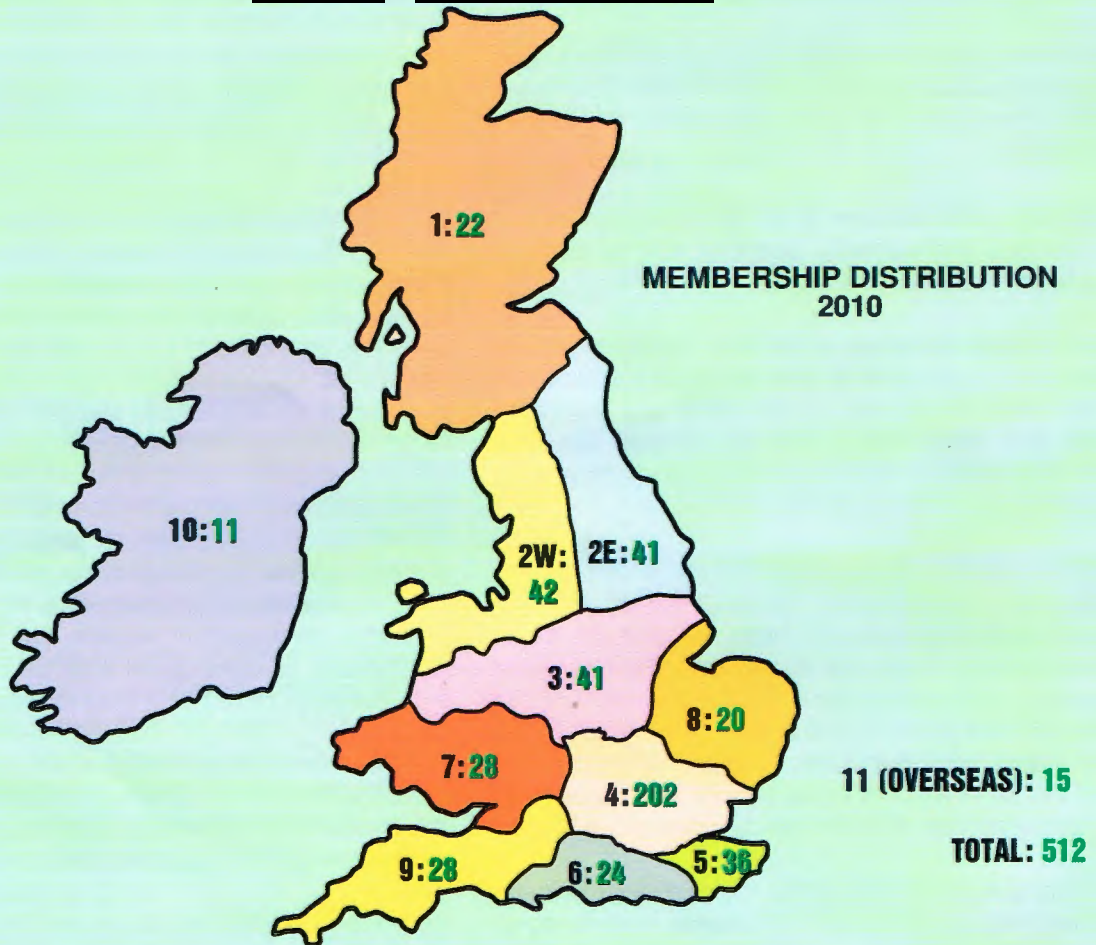
*PRESIDENT: Harry Redington*

## ORGANISING COMMITTEE

*CHAIRMAN & TREASURER: Lin Sandell*

*SECRETARY: John Atkins*

*EDITOR "POSTSCRIPT": Geoff Jackson*



## REGIONAL ORGANISERS

Region 1: Jack Whyte

Region 6: Alan Hutchins

Region 2E: Pat Keogh

Region 7: John Jones

Region 2W: Ian Ormerod

Region 8: Richard Craigie

Region 3: Eric Grace

Region 9: Jessie Wallace

Region 4: Roger Whelan

Region 10: Ken Carson

Region 5 (Kent): Peter Bodley

Regional Adviser: Des Woodall