

NCR'S 125 years in Dayton ending quietly



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The University of Dayton, which bought NCR's former world headquarters property at 1700 S. Patterson Blvd. in Dayton for \$18 million, officially took possession of the building and land on Thursday as the future home of the University of Dayton Research Institute.

A sign company hired by the university took down the NCR sign at the building's Patterson Boulevard entrance late Thursday morning. The sign on the building will remain in place for now, the university administration said. In the next week or two, the UD signs will go up.

In June 2009, NCR rocked area residents by announcing it would relocate its headquarters and nearly 1,300 jobs to the Atlanta area.

As UD takes possession of the Fortune 500 company's former core complex, NCR will leave behind on the property a windowless bunker that houses a data center and about 40 employees.

Dayton History, the regional heritage organization, stores a collection of NCR documents, cash registers and other NCR products, photographs and other memorabilia.

The NCR archive is not on public display and requires NCR permission to be examined, although there are discussions about whether to allow public display of at least some of the items in the future, said Jeff Opt, a Dayton History archivist who oversees the NCR materials.

NCR said goodbye to Dayton on Wednesday with this statement from company spokesman Peter Tulupman: "NCR has been a proud citizen of Dayton since the company was founded 125 years ago. NCR appreciates the support it has received from the Dayton community over the years."

(From Dayton Daily News, Thursday 1 July 2010)

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NEWS FROM THE REGIONS

Region 1 - Jack Whyte

There were 20 of us at the annual gathering for Region 1 at La Pulcinella in the centre of Glasgow - the same venue as in 2009. The chat continued well beyond lunchtime in a local hostelry – the Pot Still, which is well known in Glasgow for a fine selection of almost 500 malt whiskies. Discussion of medical notes, bus passes and waistlines was not permitted, but it was a good turnout and a few travelled a fair distance to join us, notably a contingent from Dundee and Aberdeen - **John McElroy**, **Peter Kemp** and **Ken Naylor** all of whom fairly livened up the proceedings.



Hamish, who has changed his surname back to **Mackenzie**, came down from Strathpeffer and was apparently a bit miffed that he didn't receive a copy of the recent **Postscript** which included his article - he knows what to do. He was off to do some DIY at his daughter's flat so we hope he will be OK in time for the next lunch.

The group also welcomed **Norman Roberts**, formerly of the Brent school, who is now living in sunny Scotland – we all wanted to know where!

There was, as usual, a good delegation from Edinburgh led by **Ian Lamb** and including **Brian Strathdee**, **John (Ginger) Gray** and **Joe Hall**. Ian is hoping to arrange a lunch in Edinburgh in mid 2011 for any edinburghers



reluctant to travel through to Glasgow. It's quite safe really as long as you're not too polite.

There was a small protest group from Glasgow and surrounds with **Allan Caldwell**, **Jim Marshall**, **Peter Hardern** and **Bob Stewart** claiming they were lowering the average age of the gathering. **Scott Caldow** was definitely there and is still trying to convince us (and himself) that it's not true. **Neil Bathie** tore himself away from the golf course for the day and **Frank McCarroll**, who lost his wife this year, was cheered up by the banter.

Although the organiser gave him the wrong dates and was a wee bit vague about the venue, **Wallace Hay** can't take a hint and arrived in his usual fine fettle from Ayrshire with **George Brown**, who is as fit and energetic and organised as ever - as long as Wallace gets him onto the right bus at the right time to go home.

Region 2E – Pat Keogh

We held our October lunch at Otley Golf Club and had a very enjoyable day as usual even though our numbers were considerably down on previous lunches. It turns out that a large number of our regulars were taking advantage of excellent October holiday deals so we are considering holding the next lunch in Spain. I will be gathering feedback on moving our second lunch into November each year and will discuss it at our May 2011 Lunch.

The day was saddened however by the report that four of our colleagues had passed away since our Lunch in May. We lost **Mike Dalby** at the beginning of August and **Colin Farrer** later that month. **John Buck** passed away at the end of September. John was a great supporter of the Fellowship and the Lunches. Then just two days before the lunch we were informed that **Costas Charalambous**, at just 45, finally lost his long battle with cancer. We paid tribute both in discussion and a period of silence.

I read out **Stephen Swinbanks** latest report from the trustees and update on the possibility of a pension increase. A lengthy discussion ensued. While we thanked Stephen for the efforts he makes to keep us updated, which is much appreciated, it was the unanimous feeling that it is time that the Trustees took some guidance from the Pensions Ombudsman on behalf of the pensioners. It was generally felt that the majority of the pensioners really need these monies which are mysteriously parked in a lay-by on the A1. It was asked why we, the pensioners don't go to the Ombudsman. The general consensus however was that the Trustees should be doing this on our behalf. This should not be a confrontational issue between the pensioners and the Trustees or the Company. The Ombudsman is there to guide and rule on issues just like this. The group wanted to know why the Trustees had not taken this action before now.

As normal, general discussion and banter continued for sometime, putting the world and the company to rights.

Our next lunch is on Wednesday 11th May 2011 when, hopefully, the discussion will be about how well we will be enjoying our pensions increase.

Region 2W – Ian Ormerod

Our Autumn lunch, on the 12th October, was once again held at 'The Grange Country Club' in the Wirral where pensioners and guests enjoyed the excellent three course meal met up with friends and relived past experiences.

Although many were unable to attend through holidays or illness we did managed to have forty people meet on the day. We were very sorry to hear of two deaths since our last meeting. **Arthur Southall's** wife **Joan** passed away suddenly during the summer and **Colin Farrer**, who had attended his first fellowship lunch in 2009, died unexpectedly in the autumn. Our condolences go to both families but our memories of the friendship and good times we enjoyed with them remain with us.

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

Our next lunch is booked for Tuesday April 1 2th, 2011, we enjoy meeting our colleagues from other regions so if you would like to attend please contact me.

Region 3 - Eric Grace

The Fellowship Lunch held at The George Hotel in Litchfield on 7th October 2010 was another happy occasion.

There were 20 Members and guests who enjoyed the usual good three course Carvery meal.

We were fortunate to get **Don Mcqueen**, one of the Trustees, who addressed the meeting regarding the reports from both the Pension and the situation within the corporation.

Due to a variety of circumstances we were a smaller group than usual. **Noel Shaw** called me at the last moment as he had caught a bout of flu and decided he wouldn't share it with us.

Susan Waggett sent a nice letter to say that although she thoroughly enjoyed coming and meeting you all she feels the time has come to forego future lunches and thanks you all for your friendship over the years.

Malcolm Alliband is having a hip replacement at Queens Nottingham.

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

Jill McPhail, Brian Briggs, John Atkins, Lin Sandell, Paul Glynn, John Phillips, Harry Hardacre, Bill Daniels, Nat Tellery, Joe Teeling, to name but a few.

Region 3



Region 4 – Roger Whelan

The Annual Lunch for the London Area was held at the Corus Hotel at Lancaster Gate near Hyde Park on 6th October 2010. This is the second time we have used this venue. We are given a good welcome there and the arrival of our 80 guests make a dominating presence but were all comfortably accommodated in the bar and reception area. The great thing is that we have enough room to mix and circulate among our old NCR friends and colleagues before settling down for lunch.

We enjoyed a good lunch all together in one large room which, on this occasion, was decorated with a series of period costumes worn by the cast of an Opera event which takes place at the same venue—although, I should explain, not at the same time! As usual our lunch was followed by an update on the subject close to all our hearts, the status of the Pension Fund, especially during these times of upheaval that NCR Corporation is going through. This year the update was well performed by **Dennis Pearce** and **Donald MacQueen** who were able to assure us all that the fund continues to be well managed in difficult times. The fund is in safe hands but still no sign of the “pipeline” increases! Dennis and Don (a catchy name for a continuing double-act!) also gave full answers to some searching questions from the floor.

Geoff Jackson, our doughty photographer and editor of Post, was not able to attend this year due to illness in the family. Luckily, **Peter Matthews** had his cameras about his person and was able to step in and take some wonderful candid shots of our unsuspecting members, so I hope you will all enjoy the medley of pictures that accompany this report.

The same venue has been booked for next year, so please mark your diaries with next year's date of Wednesday 5th October 2011.



Pete Matthews in South Africa who photographed “The London Lunch”

Region 5 – Derek Seamon

The 17th of October was the date, 1pm. The time, and the place The George and Dragon Headcorn for Region 5's annual lunch.

This year **Peter Bodley** had given us the option of having only two courses instead of the the usual three, to keep the price down, which suited some of our members although the trenchermen amongst us could still have the full menu if they desired.

There were 22 pensioners and their wives who sat down for the usual excellent meal that we have come to expect. We welcomed some new guests this time, **Alan** and **Pam Bowley**, **Muriel Seamon**, and **Neville Harrison** among them, but unfortunately **Rod Crapper**, and **Annette**, who usually attends sent his apologies as he was currently of on a course of chemotherapy. We wish you well Rod.

After lunch **Peter Bodley** gave us what news he had on a pension rise, it seems still a case of wait and see, and keep your fingers crossed.

Other members attending were **Peter Withey**, **Don Boyton**, **Doug Checksfield**, **Peter Shipp**, **Donald Ladd**, **Brian Seddon**, **Eddie Upcraft**, **Brian Booker**, **Tom** and **Wendy Elliot**, **Ray** and **Carol Howes**, **Rod Nash** and **Jenny Tiley**, **Tony** and **Fay Welch**.



THE LONDON LUNCH



Region 6 – Alan Hutchins

Region 6 held their annual lunch on 6th October. We changed the venue this year and were at The Tudor Close, Ferring. This is a very nice pub restaurant not far from the sea front near Worthing, Sussex. Nineteen of us including partners sat down to a very nice three course lunch. We were pleased to have a report from **Stephen Swinbank** on the pension fund. It would appear that the corporation is still dragging its feet but our Trustees are working hard to resolve the problems for which we are very grateful.

Unfortunately **Frank Robinson** was unable to attend due to ill health and was much missed by all his former workmates who hope to see him next year. **Nick Proudlock** paid his first visit so we hope to see him again next year. Several members were away visiting relatives which meant that we were down a little on last year's numbers.



Region 7 - John Jones

In stark contrast to our June get together we more than doubled the attendance this November.

Still at the same place The Carvery Company near Cribbs Causeway Bristol and moved into November to avoid the school half term week we mustered 31 people, who enjoyed a good meal and a very noisy natter.

Unfortunately **Bill Park** was once again not well enough to attend but sent his best wishes to all.

Stalwarts **Dave** and **Jean Jones**, **Maurice** and **Pat Keene**, **Bill Hudson**, **Roy Back** and **Jim Kembery**, were joined by **Keith** and **Margaret Ponting** who brought **Annie Cunningham (Weekes)** from Swindon.

The invasion of the Welsh was led by **Dickie** and **Rita Keitch**, **Ken** and **Molly Bloxham**, **John** and **Jean Watts**, **Elwyn** and **Iris Davies**, **Dave Calford**, **Wayne Edmund** and new boy **John Knight**.

Geoff Batcup and **Dorothy Davis** were unable to attend due to transport problems.

Dave and **Jan Robinson** are recovering from the rigors of moving house. **Alan Wall** had a hospital appointment, as did **Bob Kirkham** and **Betty Vickery** was recovering from an allergic reaction to some medication.

We wish them all well soon, as we do **Geoff Jackson's** wife **Marion**.

Paul and **Angela Bryant** brought news of **Bob Fairbairn** both still at Chelsea Building Society.

Mary Leader, **Graham Watt** and **Fred Macey** joined with newcomer **Barry Avery** who only got an invite two days before the event (useless organiser).

Peter Bodley once again kept an eye on proceedings and this year he was assisted by **Ian Omerod**. Ian brought along **Doreen Butterfield** who had been the office clerk for most of the engineers when the Bristol Office moved to Birmingham.

Others who were unable to attend were **Keith Middleton**, in London with Granddaughter, **Maurice Davis** with travel problems and **Chris Mumford** who I believe was fitting a bath room for someone.

Evidence of the unruliness of the members of Region 7 can be seen in the attempts to get a group photograph.

The news about pension rises was greeted with the usual ribald remarks and a few mutterings of "Tell me the Old Old Story".

Nevertheless a good time was had by all and we hope for a repeat in June 2011.

Region 7



Annie Weeks



Mary Leader



Freddy Macey



Dick Keach



Jim Kembery



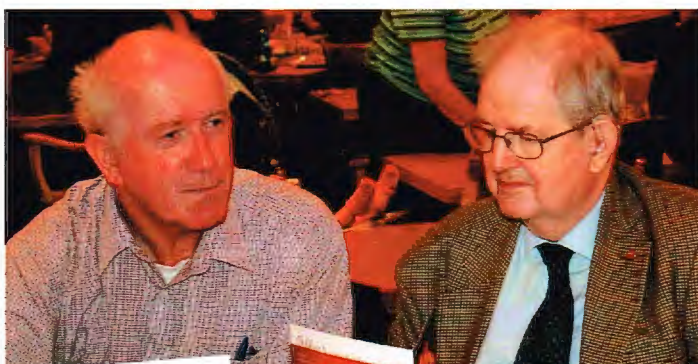
Elwyn Davies



John Watts & Jean



Ian Ormerod & Doreen



Bill Hudson & Roy Bach



Assembling for group photo

Region 8 – Richard Craigie

Luncheon 14th October

This was one of our largest turnouts – 32 in all. We had a number of new guests. **Pat Caldecourt**, formerly from Customer Services Division Head Office together with her friend, **Vicky Warner**. **John O'Connor**, formerly from Bonhill Street, and **Edith Crowther**, **Dennis Pearce's** partner.

Old friends **Des** and **Beryl Woodall** were welcomed back as was **Wally Akers**. We missed **Rita Boles** and **Dick Woodcock** and his guest **Elaine Richards**. **Denis** and **Hazel Gill** are unable to travel now and our best wishes go out to them and I intend to keep them up to date. **Geoff Walter** was remembered but unfortunately Sue his wife had to miss being with us this time.

All our members had already had a copy of **Stephen Swinback's** letter about the pension increases so it was left to **Dennis Pearce** to do a question and answer session.

The meal was a success again and our next lunch is already booked for the 14th April 2011 at The Rosery.



summer. Jessie, incidentally has very nobly agreed to continue as Regional Organiser for the present despite having moved to Hereford – her current address will be found on the back page.

Last year, the day after the lunch she was winging her way to Berlin and to vary things a bit she flew to New York the day after the lunch this year! Hence my notes on the event.

Geoff Jackson.

Region 9 – Jessie Wallace

Another fine lunch was enjoyed by 21 bodies, equally divided between members and guests plus our special guest, **Lin Sandell**, who, despite the atrocious weather, travelled down from Surrey to be with us. This, as usual, took place at the Exeter Toby on Monday 6th December.

We were sorry that our newest member, **Ian Buxton**, was unable to be with us due to his wife being unwell. Also, sadly missed was the original Regional Organiser of Region 9, **Tom Farmer** who passed away earlier in the year. You are much missed, Tom with your unique sense of humour!

Lin was able to provide an update on the current progress of the pension increases – don't hold your breath! We are considering holding our lunch back in October as it used to be and Jessie will be polling members on this issue in the



Region 10 – Ken Carson

The Northern Ireland contingent assembled on 22nd October at the 'Big Round Table' in Ginger Bistro, Hope Street, Belfast (to be recommended should you be visiting our Fair City). It's also fair to say that we all had a wonderful afternoon together catching up and enjoying the usual Ulster Craic. We had a sterling turn out and just as brilliant a time, with Lorna and Sally acting as NCR Belfast Time Team Presenters, sifting through the memories and coming up with the Gems!

This was ably assisted by **Ron McGowan** who, with perfect timing, produced a set of photographs of the staff and visitors to the original Belfast Office dating from the 1960's through to the 90's, which encouraged much interest and hilarity. Some contours and volumes of thatch perhaps, having altered slightly in the intervening years, but all still smiling just the same.



We were also delighted on this occasion to have invited along a special guest, **May Carson** (no relation), who looked after us all for over 20 years at Skegoneill Avenue. It was a treat to see May again and even better to be treated as if the clock had stopped in 1995.



Through **PostScript** may I say an enormous thank you to everyone who attended our Autumn lunch, for making my first event as Regional Organiser so memorable and to those of our Group, who through injury, illness or impairment, couldn't be with us. (all of whom registered their apologies in advance), we look forward to having even more fun when we are all together again next time.



NCR RealPOST™ 80XRT

(If you can understand this gobbledegook it is an announcement of NCR's latest product!)

Featuring next generation architecture, the NCR RealPOST™ 80XRT delivers industry-leading power, scalability and systems management to the point-of-service.

Extreme Performance and Scalability

Designed to extend POS capabilities without slowing down mission-critical transaction processing, the NCR RealPOST™ 80XRT delivers industry-leading power, scalability and systems management to the point-of-service.

Next Generation Architecture

Featuring next-generation architecture with support for advanced Intel® vPro™ technology, the NCR RealPOST™ 80XRT enables business agility to protect the retailer's investment for the future. Enhanced systems management capabilities increase uptime and help drive down the total cost of ownership.



Region 5 at The George and Dragon

The RAF Museum – Hendon

John Wellington's continuing story.

I have now been working at the museum as a guide for 8 years and recently received silver wings for long service from an ex Air Vice Marshal. We are all on Christian name terms here which is very different from being a serving airman.

Some two and a half years ago we volunteers were approached to be asked if we would be interested in taking a City and Guilds qualification which would lead to a diploma in "Aircraft heritage and appreciation". This was a series of courses sponsored by both the Imperial Museum and the National Lottery Fund.

Each course would be of one day's duration and would be held at two locations; Hendon and Duxford Airfield in Cambridgeshire. The courses totalled 13 and it was necessary to pass 6 in order to get the C & G qualification and 10 to achieve the diploma. Each course was followed by a test paper, pass mark being 80% gaining you a small certificate towards your ultimate qualification.

The courses consisted of many subjects including aircraft structures, corrosion control, surface finishing, wooden aircraft and fabric repairs to name but a few. Three of the courses held at Duxford covering both skin repairs and riveting. We used rivetting guns and other tools which were unique to aircraft repairs. Incidentally, whilst at Duxford I found myself working on the wing of a Junkers 52 poised about two feet over my head.

I eventually completed the six courses to achieve my C & G award then went on to complete ten to get my diploma. Eventually all thirteen courses were completed to receive my full diploma. I was very proud to learn that only 127 people in the country hold the full diploma and that I was number 101!

These courses were open not only to Hendon and Duxford but also to museums throughout the country, the only stipulation being that they had to be volunteers not full time employees.

WELL DONE JOHN – IT LOOKED LIKE A WHOLE LOT OF WORK!!

AROUND THE PROVINCES

By Alan Bowley

I began the year 1950 with a visit to NORWICH. This cathedral city, gateway to the Norfolk Broads, was once known as the City of Gardens because of its parks, and it also has a famous market place, where markets have been held since early Norman times.

The NCR office was in Surrey Street near the impressive offices of the Norwich Union. Here I met BERT JELFS, the Chief Mechanic, who had opened the service depot in 1930, responsible for servicing machines in five counties originally, until more servicing facilities were opened up.

Bert's 'right-hand' man was retail mechanic RALPH ROE who in his spare time refereed football matches in the Eastern Counties League. He had served with the Eighth Army during the war in the R.E.M.E. Alongside him were KEN BYE, servicing accounting machines and Retail Mechanic BERNARD SNELL, Ken was in the Devonshire Regiment during the war, serving in Italy and later, Austria.

There was also the Junior mechanic in Norwich who had aroused admiration from colleagues in the depot for his grit and perseverance. BRIAN ADAMS, aged 17, had been praised by experienced oarsmen for his skill on the river — as coxswain to the Norwich ARA and then bow man. He was also rowing in the tough Head of the River Race on the Thames. Remarkable? Yes, for Brian had an artificial leg.

I have left my old friend CECIL STAITE to last although he was the first to greet me on my visit. At that time Cecil was the youngest Retail Agent in the country having graduated from the NCR Sales School in London in 1948. On his first territory, Edgware, he had won his first CPC honours with over 1300 points in only 9 months. He had moved then to Norwich. Cecil was well-known in London sports-club circles for he was the first secretary of the NCR Football Club and played centre-half for the team. Cecil was to go on to win many more CPCs in the years ahead.



Cecil Staite

City of Norwich



Norwich City Centre



Mechanic Kenneth Dye



Mechanics Ralfe Roe, Junior Mechanic Brian Adams and Chief Mechanic Bert Jelfs

STOKE-ON-TRENT

In February 1950 I visited the Potteries town of Stoke-on-Trent, which I described as having "smoking chimneys and huddles of firing ovens and the mournful howl of factory hooters". Again I was witnessing a scene from the past, when Stoke and the other five Potteries towns were an industrial wonder. In a book recently published called *"The Lost City of Stoke on Trent"* the author describes the area today as "a bizarre wonderland of post-industrial dereliction".

In those days the NCR office in Stoke was run by an

enthusiastic team of eight — the Sales Representative 'DOUG' INGLEBY and his Office Clerk JOAN RICARDSON, Chief Mechanic CYRIL HOYLAND and four Mechanics.

Manchester born DOUG INGLEBY began in NCR as a rental salesman after some years in a variety of jobs including a shop assistant and a paint salesman. Interviewed in January 1939 by G.V. CUSACK — who later became Manager of NCR South Africa — he went to Wolverhampton as assistant to FRANK CHERRY, then to Birmingham office before joining the RAF on war service. On return to civilian life he came to Stoke in May 1947 and in only little more than two years gained 5,000 points, mainly in rental machines.

CYRIL HOYLAND came to the Stoke depot in 1937 and a year later he was joined by NORMAN CLEWLOW who had serviced Class 3000 accounting machines before joining the RAF as an instrument repairer, serving in Palestine and Egypt. The other Mechanics here were ALAN THOMAS, PETER JONES, and 17 year old GERALD BOURNE then the 'boy' of the Depot. Peter came from a large family whose members served in the Royal Navy over several generations. On my visit he had dropped into the Depot in his naval uniform as he was awaiting 'demob' in April. He was serving on the cruiser HMS Sirius.

At Stoke as in other offices and depots I had visited, I found the same friendly and helpful approach to my visit.

City of Stoke-on-Trent



Stoke-on-Trent city centre viewed from Festival Park



Agent John Ingleby



Mechanic Norman Clewlow at work on a Class 3000



Seated at her desk is Office Clerk Joan Allebrookes (Mrs E. Richardson)



Stoke Mechanics (l to r) Eric Richardson, Chief Mechanic Cyril Hoyland, Alan Thomas and Gerald Bourne

CHESTER and LLANDUDNO

In the Spring of 1950 I went to CHESTER and its ancillary office in Llandudno. At Chester I met three men whose lives have been spent in NCR, and one of whom can claim a connection through his father with the company in late Victorian times.

Firstly, there was REG PARR who was well-known to many in the NCR sales force. With a knowledge of accountancy — he had given lectures on income tax problems — he worked in the Accounts Department before he was appointed Birmingham's Office Manager in 1929. He joined the sales force in Leicester in 1930, then Peterborough and came to Chester in 1939. He served in the RAF in the Middle East during the war.

I then talked to 'STEVE' STEVENS who had recently been appointed to Service Depot Manager in Chester. Son of a cabinet maker, Steve began his career in the Vickers aero-engine factory in Essex, but left to work on accounting machines. At home he was working on something much smaller than that — scale models for his model railway.

Retail Mechanic GEORGE GROOM was the third member of the group. A former laundry engineer, George was celebrating the completion of 28 years with the Company on that very day. He was the son of W.B.BROOM who had joined the then very young NCR Company in the UK in 1898 — in Queen Victoria's reign. He served for many years as Chief Mechanic in Wolverhampton before retiring in January 1944 after 46 years service. Father and son had therefore served NCR for 74 years!

Three other members of the Chester Office and Depot were NORAH WOOD, the office clerk, Assistant Salesman VICTOR OWEN-ROBERTS and Retail Mechanic DENNIS BASSFORD. Norah came from a Welsh mining village with an unpronounceable name — Rhosllanerchrugog — unless, of course, you are Welsh. She was expert in the difficult art of 'penillion' — a traditional form of Welsh singing. Victor, of Welsh descent, lived in Liverpool where he began his NCR career as a relief office clerk; and Dennis from Carrog, Merioneth, joined the Company in 1949 after serving in the Royal Marine Commandos during the war.

Chester



Chester Rows and St. Peter's Church



Assistant Representative Vic Owen Roberts and Representative Reg Parr outside the Chester office



Mechanic George Groom (left) with the result of a good day's angling and (right) his father, E. B. Groom, who retired from the Company after 46 years service



The Chester Office staff with their wives and husbands at Phoenix Tower on the Chester Walls



Service Depot Manager 'Steve' Stevens at work on his model corridor railway coach



Mechanic Dennis Bassford – a horse-lover and ex-Marine Commando



Mrs Norah Wood – penillion singer from Rhosllanerchrugog



The modern Chester Office in Upper Nortgate Street

LLANDUDNO

I left Chester by road with Reg Parr travelling the coast road through Welsh villages and the seaside resorts Prestatyn, Ryl and Colwyn Bay to Llandudno.

In this 'outpost' of NCR I found UNA DAVIES, the office clerk who had worked there for three years; and Retail Mechanic DOUGLAS ASHWORTH who had the responsibility of keeping the cash register bells ringing in the remote mountainous area of North Wales. In a busy week he travelled up to 300 miles - delightful in summer but horrendous in the depths of winter. In one particularly bad week he was marooned for three days in a snowstorm, seventy miles from base.

I have referred to the 'NCR spirit' before and nowadays it sounds rather trite but sixty years ago it was real and something rather special which kept everyone working together, despite difficulties and the occasional grumble.

I will be visiting three offices in Scotland in our next issue.

Llandudno



Llandudno Bay and the Little Orme viewed from the Great Orme



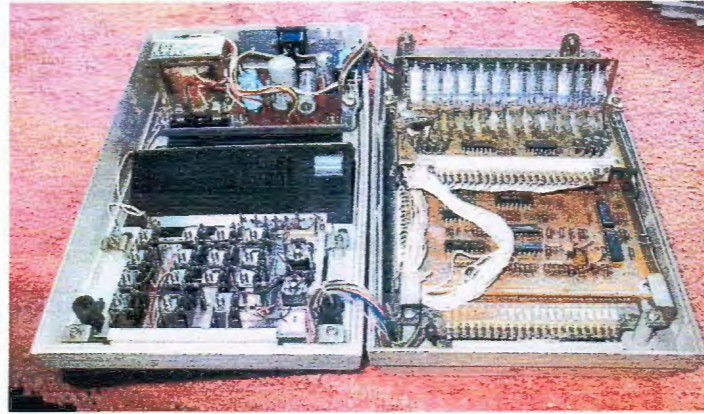
At Llandudno – Representative Reg Parr, Office Clerk Una Davies and Mechanic Doug Ashworth

NCR's Early Calculator

Jim Kembery has provided the following: In the early days of electronics NCR produced the Class 18 calculator. It came in single memory versions: the CL18-12 and CL18-15, also a multi memory edition; the CL18-3. As will be seen from the photographs, the inside of the 18-15 must have been quite costly to produce. The power source is mains; some printed circuits but most of it is "hard wired". Compared to the photo of a modern calculator with dual memory and powered by a solar battery our Class 18 is quite a museum piece.

This piece of kit was sent to me at Bristol and I have a text which reads "Being sent on tonight's van is CL 18-15 No: 9160815. It is sent to you as a TSD test bed, handbook in post tonight; repeat is a test bed only for the Region. Preston HO" – dated 20/4/71. No one ever asked for the use of it – it is still in my possession so if anyone has the need I can still provide the service!!

Jim



The CL 18-15 exposed



A modern calculator



A CL-18-15 circa 1971

GET OUT OF THE CAR!!!

(This is reputedly a true account recorded in the Police Log of Sarasota, Florida.)

An elderly Florida lady did her shopping and, upon returning to her car, found four males in the act of leaving with her vehicle.

She dropped her shopping bags and drew a handgun from her handbag and proceeded to scream at the top of her voice "I have a gun and I know how to use it! Get out of the car!"

The four men didn't wait for a second threat. They got out and ran like hell. The lady, somewhat shaken, loaded her shopping bags into the car and got into the driver's seat. She was still so shaken that she couldn't get her key into the ignition lock.

She tried and tried, and then realised why. It was for the same reason that she was puzzled as to why there was a football, a Frisbee and two 12-packs of beer on the front seat. A few minutes later, she found her own car parked four or five spaces farther down!

She loaded her bags into her own car and drove to the police station to report her mistake. The sergeant to whom she told the story couldn't stop laughing. He pointed to the other end of the counter, where four pale young men were reporting a carjacking by a mad, elderly lady described as white, less than five feet tall, glasses, curly grey hair and carrying a large handgun!

No charges were filed.

Moral of the story? If you are going to have a senior moment – make it memorable!

A DRIVE IN THE THE COUNTRY

It was an early summers' day in 1944 when Senior Mechanic Ted Meynell and I, a 17 year old junior mechanic, set off in our company van, an Austin 10 hp EGW297 bound for the Rose and Crown, High St., Glastonbury, Somerset to service 2 class 4000Ts. When we arrived Ted says "there isn't a lot of room behind the bar in here so you stay in the van and I'll do these myself".

Later there was a tap on the window and I was asked if I could move the van down a bit to allow the Draymen to get to the pub's cellar. It is at this point I have to say that despite the fact that Ted & I got on well he steadfastly refused to "let me have a go behind the wheel". It was then I made my first mistake – as the high street is on a downward slope I thought it was not worth asking Ted to stop what he was doing just to come out and release the handbrake so I moved over and let the brake off and what with the slope and the fact that Ted had left the wheels on full right lock I had to play "find the lady" with the pedals quickly as re-applying the brake didn't stop the van. Add to this my panic as I and the van were stopped in the middle of the road at an angle it was then that I made mistake no 2.

I started the engine with a paper clip in the ignition and in my ignorance I thought that you pressed the accelerator first and then selected the gear – the next few seconds are still a blur as the van shot backwards which had the effect of throwing me forwards and I floored the accelerator and we careered in reverse totally out of control until we stopped violently as we collided with a U S Army Armoured Half Track parked outside an American First Aid Station.

Shaking like a leaf I went back to the Rose & Crown to tell Ted "we've had an accident" to which Ted said "we?" and I thought never mind about that come out and sort things out. Anyway by the time we got to the scene of carnage a US Army Top Sergeant came out dressed in the Pre-war Uniform Consisting of Boy-Scout type hat – Khaki Shirt with half a chest full of Medal Ribbons added to this his rank Chevrons on both arms length of service stripes and Army Corps badges and to crown it, a great big Colt 45 revolver slung low with Riding Breeches and Puttees from ankle to knee, he presented quite a sight.

Surveying the scene I think he must have been a James Cagney fan, as standing legs apart hands on hips he loudly proclaimed "Jeeze Uncle Sam ain't gonna like this one bit" (there was only a small bit of paint damage on the half inch thick armoured steel of the Half Track).

Turning to poor old EGW297 it looked a sorry sight – Both back doors hanging by the top hinges only with the number plate lying on the road connected to the van by the solitary wire feeding the rear light. Also the van was standing over a pile of 10 years of road dirt and mud and agricultural you know what which had been so violently dislodged.

Having described the Sergeant's dress – My mate Ted cut a figure as well, due to war-time shortages he was dressed in a big brown Fedora hat a long black leather coat and (I kid you not) Harris tweed Plus-fours. So after a quick explanation from me Ted approached the Sergeant to

resolve the situation. In his spare time Ted was a Special Constable and in order to influence or baffle the Yank, Ted showed him his Warrant Card and told him that he was a Special Constable and that he would take care of the form filling and procedures from the UK end and they agreed that there was really no damage to US Property. I think what with the way that Ted was dressed and the use of the words Special Constable our Sergeant buddy thought that Ted was a "Special Constable as in M15. He certainly looked different did our Ted, Anyway it all got sorted and sealed with a handshake.

Much to my relief my Chief Mechanic didn't hit the roof or sack me on the spot as I anticipated on our return, In fact he exercised the best piece of man management I've ever seen, in that Arthur Hayes said "the best thing to do with you is to teach you to drive so that you won't do the same again".

Several weeks after I had severely damaged EGW297, it had been repaired and with a new paint job was back on the road. My Chief Mechanic Arthur Hayes true to his word to teach me to drive said "right get your coat on —I've got a job in Bath-you can come and I'll teach you to drive on the way". Later as we got to the edge of Bristol, Arthur said "right swap over—you can drive" So I sat in behind the wheel and Arthur pulled out his "Pigeon Fanciers Weekly" (That was his hobby) filled his pipe with St. Bruno Flake and settled back only to say "come on then let's go" and when I asked what do I do? He replied —"you're learning not me".

Somehow remembering what I had learned from talking to my mate Ted I managed to move off with just a howl of protest from down near the gearbox. By this time we appeared to have acquired a set of oval wheels but as Arthur carried on reading his paper without comment I was not worried as I concentrated on steering. Three miles down the road when we came to Keynsham, Arthur removed his pipe and said "change gear" so I dipped the clutch and frantically ripped the gear stick down from position 1 to position 2 as shown on the top of the gear knob. All appeared to go without problems for the next 8 miles when we reached the outskirts of Bath and Arthur told me to pull in and stop. Laying about 12 feet of rubber on the road we changed places and Arthur drove into Bath and back out again after he had fixed the R2000 job. On the way back to the Depot with me driving Mr Hayes said "Do you think you can drive now?" and unbelievably I said "well I'd sooner have one more lesson Mr Hayes" to which he said "yes OK you can take the van to Weston (21 miles) tomorrow on your own", and the rest is history as they say.

Bill Park (FED Bristol)

See Page 17 for more



IAN'S RAILWAY

I am not sure that many of you know that I work on two preserved railways, the Gwili in South Wales and the Gloucester, Warwickshire Railway which runs 10½ miles in the Cotswolds from Toddington to Cheltenham Racecourse.

At the GWR I work in the steam locomotive department doing one or two duties a month on the footplate as well as being the department Health & Safety Officer. My wife Sheila and I do on train catering together on days when I am not firing.

We currently have several engines based at the railway;

3717 City of Truro built 1903- a 4-4-0 express locomotive which achieved fame as the first locomotive to achieve a recorded 100 mph, on 9 May 1904,

92203 'Black Prince' - a British Railways 9F class, built at Swindon in 1959. No 92203 is owned by the artist and wildlife conservationist David Shepherd and at 146 tons the largest on the railway.

2807 a Churchward 280 locomotive from 1903 No 2807 is the oldest GWR locomotive surviving in private hands.

8F 45160 - Stanier 8F heavy goods locomotive, sent to Turkey in 1942 and repatriated and restored at Toddington currently in the guise of No 8476 (the last Swindon built 8F).

35006 Merchant Navy Class, Peninsular & Orient, currently under restoration at the railway

44027 (4027) - Fowler 4F class goods locomotive. This engine moved to the GWR in 2009 and is undergoing restoration



Foremark Hall built 1944 and weighing 122 tons which was the engine I was firing for the day when the photo was taken.

If anyone is visiting the railway, please contact me and if I am available I will be happy to show you around, and if you would like to join and become a working volunteer you would be very welcome.

The railway is being extended northwards another five miles to Broadway but that work is being delayed due to a landslip in the south between Gotherington and Cheltenham Race Course. The embankment is currently being rebuilt at a cost of £1.5 million much of which we have to raise by donations and share sales. If anyone would like for information our website is <http://www.gwsr.com>

Ian Ormerod

(For Ian's contacts details see back page)

Obituaries

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

Mr J E	Back	25/09/10*(2E)
Mr J A	Booth	13/05/10
Mr B J	Butler	15/08/10
Mr S	Campbell	23/07/10
Mr D H	Chamberlain	04/09/10
Mr K P J	Corander	25/05/10*(11)
Mr G	Crowley	17/09/10
Mr M	Cryer	21/08/10
Mr M J	Dalby	21/08/10
Mr C	Farrer	18/08/10
Mrs A M	Gosling	17/08/10
Mr P R	Hilditch	20/07/10
Mr S	Howard	25/04/10
Mr C L	Irvine	13/05/10
Mrs G I	Jarman	11/09/10*(9)
Mr J	Kerr	25/09/10
Mrs G	Mullineux	24/06/10
Mrs A A	Perry	08/05/10
Miss P	Ridgley	20/08/10
Mr D W	Runkel	05/06/10*(4)
Mr D A	Smith	06/06/10
Mr R D	Vessey	14/06/10*(4)
Mr G	Walter	28/05/10*(8)
Mr E D	Worsley	23/08/10

Note: Fellowship members are denoted by: *(x) where X denotes Region number.



Foremark Hall

CONGRATULATIONS TO ALL MY FRIENDS WHO WERE BORN IN THE 1930's 1940's, 50's, 60's and early 70's

First, we survived being born to mothers who smoked and/or drank while they carried us and lived in houses made of asbestos. They took aspirin, ate blue cheese, raw egg products, loads of bacon and processed meat, tuna from a can, and didn't get tested for diabetes or cervical cancer.

Then after that trauma, our baby cots were covered with bright coloured lead-based paints.

We had no childproof lids on medicine bottles, doors or cabinets and when we rode our bikes, we had no helmets or shoes, not to mention, the risks we took hitchhiking.

As children, we would ride in cars with no seat belts or air bags.

We drank water from the garden hose and NOT from a bottle.

Take away food was limited to fish and chips, no pizza shops, McDonalds, KFC, Subway or Nandos.

Even though all the shops closed at 6.00pm and didn't open on the weekends, somehow we didn't starve to death!

We shared one soft drink with four friends, from one bottle and NO ONE actually died from this.

We could collect old drink bottles and cash them in at the corner store and buy Toffees, Gobstoppers, Bubble Gum and some bangers to blow up frogs with.

We ate cupcakes, white bread and real butter and drank soft drinks with sugar in it, but we weren't overweight because.....

WE WERE ALWAYS OUTSIDE PLAYING!!

We would leave home in the morning and play all day, as long as we were back when the streetlights came on.

No one was able to reach us all day. And we were O.K.

We would spend hours building our go-carts out of old prams and then ride down the hill, only to find out we forgot the brakes. We built tree houses and dens and played in river beds with matchbox cars.

We did not have Playstations, Nintendo Wii, X-boxes, no video games at all, no 999 channels on SKY, no video/dvd films, no mobile phones, no personal computers, no Internet or Internet chat rooms.....**WE HAD FRIENDS** and we went outside and found them!

We fell out of trees, got cut, broke bones and teeth and there were no Lawsuits from these accidents.

Only girls had pierced ears!

We ate worms and mud pies made from dirt, and the worms did not live in us forever.

You could only buy Easter Eggs and Hot Cross Buns at Easter time...

We were given air guns and catapults for our 10th birthdays.

We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just yelled for them!

Mum didn't have to go to work to help dad make ends meet!

RUGBY and CRICKET had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Imagine that!! Getting into the team was based on MERIT.

Our teachers used to hit us with canes and gym shoes and bully's *a/ways* ruled the playground at school.

The idea of a parent bailing us out if we broke the law was unheard of. They actually sided with the law!

Our parents didn't invent stupid names for their kids like 'Kiora' and 'Blade' and 'Ridge' and 'Vanilla'.

We had freedom, failure, success and responsibility, and we learned **HOW TO DEAL WITH IT ALL!**

And YOU are one of them! CONGRATULATIONS!

You might want to share this with others who have had the luck to grow up as kids, before the lawyers and the government regulated our lives for our own good.

And while you are at it, forward it to your kids so they will know how brave their parents were.

A PRAYER FOR TODAY

Protect us Lord from all this hysteria,
Terminal pate and cheese with listeria
Ripe salmonella in all our birds
And incomprehensible medical words

Save us now, God, from nuclear slaughter,
Nationalised debt and privatised water,
And if you have time can you kindly repair
That bloody great hole in the ozone layer.

Help us, Almighty, to clean up our rivers,
Give up the fags and take care of our livers
Persuade politicians to be more discreet,
Lest everyone fears that there's nowt to eat.

Preserve us, our Saviour, from lobster and crab,
 Poisonous prawns and cows that are mad.
 Keep our cholesterol reasonably low
 And anything else you think I should know!

Lead us, our Father, through this mess,
 Confusion, pollution and modern day stress.
 Give us some wine and our daily brown bread,
 And just let us sleep in a warm, comfy bed....!

Did You Know? – No.2

by Ken Carr

DID YOU KNOW...

... that NCR was one of the first companies to offer a Suggestion System to its employees and may well have been the first to offer monetary awards for suggestions. The idea for a Suggestion System came to Mr. Patterson long before he purchased the business that was to become "The National Cash Register Company."

He was walking along the canal that ran through Dayton at the time, when he noticed a large number of boats tied up and idled due to a break in the canal. After studying the situation, Mr. Patterson offered to the operators of the canal a suggestion which would shorten by one week (his estimate) the time required to repair the canal break. He later received a letter from the canal management stating, "Do not presume to tell us how to run our business. Please attend to your own." It was at this point, he says, he decided if he ever had his own business he would make arrangements to receive suggestions from his employees.

Mr. Patterson took control of the company in 1884, and true to the promise he made to himself, he established a Suggestion System for the sales force beginning in 1885. Meeting in small sales groups, suggestions were solicited and approved or rejected on the spot by vote of those present. Approved suggestions were immediately adopted as a sales policy or practice. No monetary rewards were given at first but were later added to the process.

In 1895, the Suggestion System was expanded to include Dayton workers. This system was far more difficult to manage due to the number of workers involved and the wide range of subjects making up the suggestions. Initially all suggestions had to be presented to the employee's foreman who in turn would present the suggestion to management. Mr. Patterson felt that the workers seemed to lose, in his words, "incentive to originate the new system." In discussing the subject with an employee who had followed Mr. Patterson from his coal business to NCR, he discovered the problem. Mr. Patterson realized that workers were not making suggestions because a few foremen had presented earlier suggestions as their own and had taken the rewards for themselves. Mr. Patterson solved this problem by a means which was to become

standard practice for all suggestion systems in all companies everywhere, the locked suggestion box. He placed these lock-boxes throughout the factory and offices where they remained for years to come.

Not all adopted suggestions received a cash award in the beginning. Just those chosen by the Suggestion Committee were given cash prizes at the semi-annual ceremony. Cash awards for all adopted suggestions did become a standard practice years later, no doubt as a result of some employee's suggestion.

On March 20, 1895, the end of day whistle blew 15 minutes early and all factory as well as office workers gathered for the first Dayton Suggestion Awards Ceremony. On stage, seventeen workers were recognized by Mr. Patterson and were awarded monetary prizes ranging from \$30.00 down to \$5.00. Since the average worker was making about \$10.00 to \$12.00 a week, these awards provided the incentive Mr. Patterson was looking for. He kept that incentive alive by increasing the amount of the individual awards and the total allotted for the Suggestion System, going from the \$200 given at the first ceremony to nearly \$15,000 in 1903.

The Locked Box Suggestion System was such an affective tool for the growth and progress of the company that the awards eventually were made monthly and the system remained in affect until the Dayton operation was decentralized. So popular was the system with the employees that nearly every issue of the "NCR News" from its beginning in the 1890's up through the mid 1960's contained a list of suggestion winners and the cash awards.

Lion Hunt – Peter Matthews

Eight of us, all virtual strangers the day before but here we were in a safari Jeep jolting and bumping over a rough dirt track out into 35 thousand hectares of natural wild African veld. We were completely under the decisions of our driver one of six employed at the Karega game reserve only a couple of hundred miles from Cape Town S A.



All the pictures to wish for

We had seen one male lion sleeping in long grass the day before but this one gave no indication of doing anything else but sleep that day and we had to be content with elephants, zebras, giraffes and lots and lots of antelope of various kinds.



One lion in the long grass

The safari guides would keep each other informed by radio and with their in depth knowledge of their terrain we seemed to be off to a predefined area, our high hopes were not to be dashed and half an hour later we came across a pride of lions. They were sniffing the air and showing signs of eagerness to proceed through the bush.

Lions will eat perhaps every two or three days if the kill is substantial and the pride has a good fill. The females will do most of the work (just like the housewife to get in the food) the male will often turn up and certainly join in when his superior weight is an advantage. The youngsters are there to observe and learn and not to play at a crucial time and spoil the hunt. They will mostly stay with mum.



Sniffing the air for lunch

Our pride was definitely on a shopping trip, they had been sniffing the air and seemingly grouping together with a plan. Our guide knew this pride and this area so as the females began a very positive amble, they knew where they were going. Our safari Jeep followed on behind and very soon we caught a glimpse of a group of impala that seemed unaware of impending danger.

Our high viewpoint gave us a view of the impala meandering across an open area and the female lions were heading on an interception. Downwind of their prey they



Cautiously going to lunch

frequently sniffed the air and at one point they watched from a distance from behind a bush. As the pride pressed forward through the thicker bush our guide turned away and sped on ahead to where he thought the interception would take place.



Sharpening claws in readiness

Three Jeeps were waiting, engines off, as the pride came out of the sun to where we were waiting. They ignored the safari vehicles completely, this seems to have become the norm at all game parks. All the animals treat an open Jeep with no more attention than if it were an old shed. As long as the people stay seated and no flapping blankets the only thing that is important for the vehicle is never to get between a mother and her young.. The guides are very experienced and have even taken us on foot when they deem it safe, (the gun comes too).

The pride arrived. They settled down. Scratched and yawned. They seemed to have little concern, there was still a lot of the day to come.

Maybe the playful young lions had spooked the prey, maybe the wind had changed but about forty minutes later it was apparent that the impala were not going to turn up. It may be a late meal for the pride but our breakfast was ready and the luxury of the meals served at the lodge was something not to be missed. We had all the photos we could wish for so the lions were left to get on with their regular day.

Pension Plan Update for use by Retirement Fellowship Regional Organisers

OCTOBER 2010

..."Is there still any light at the end of the pension increase tunnel...?"

The Trustees' to the plan, 3 of whom like yourselves are also 'Pensioners', are still negotiating with the Company at their new Headquarters (now in Duluth, Georgia) to ensure that they 'Honour' the outstanding 'discretionary pension increases', due to our 2000+ pensioner members since 2007.

In 2007 the Trustee's had 'agreed' to an increase formula proposed by the Corporation that would pay discretionary increases in the years when the Scheme could afford them and 'carry them forward' to be paid in future years in the years that the Scheme could not afford them, or in years when the Scheme required funding by the Company.

From 2006-2008 the Scheme was in Surplus ~ and increases, although not fully matching RPI, were affordable. The Trustee's 'accrued' (put aside) the monies and requested formal approval to release them. For the next three years as you know from our updates in PostScript we were continually given of reasons by Corporate Treasury as to why it was necessary to delay seeking final CEO/Management approval to release the increases until more favourable times....!?!?

Finally, in July this year the Company formally revealed on a conference call to the Trustees' and their professional advisers, including our Lawyer, that they had 'changed the ground rules' of the original increase formula with the net result that the pension increases we had invested for and earned were now unlikely ever to be released. This news coincided with departure of the Corporate Treasurer and the appointment of a new CFO (Chief Financial Officer), ..a new Corporate Treasurer has yet to be appointed.

So what are your Trustee's doing about this...

In July, after taking advice from our Lawyer we sent a comprehensive letter to the new CFO setting out the background to our claim and informing him that since the Company had also 'Closed' the Pension Scheme to Existing employees in July 2009 the Trustees first legal responsibility is now to 'secure and protect the £550m+ monies that we do have in the fund' to ensure the future pension income of all 6000 members of the Scheme, Active Defers (Employees), Defers and Pensioners.

Typically, we would secure the funds by selling our Equities and buying Gilts. If we are forced to do this it would have a negative effect on the Company as the investment return from Gilts, whilst more secure, is negligible compared to the return from Equities and the UK Pension Regulator would require the Corporation to inject significant sums (eg., \$100m+) in to the Scheme...!!

The Trustees have now spoken directly with the new CFO and we and our Advisors received a written assurance on 1st of October that he will work with us to secure a new Investment and Pension Increase Formula within the next 3

months, and will also consider releasing the overdue increase, if a suitable agreement can be reached.

So to answer the question posed in the title of this update ..."Is there still any light at the end of the pension increase tunnel...?" ... The Trustees believe that there is still 'some light' and that after 3yrs of false trails we are committed to striving to achieve a settlement.

Thank you all, as ever for your continued patience and support. – Your Trustees.

CHAIRMAN'S MESSAGE

2010 has been a difficult year for many, businesses closing, jobs being lost and difficulties making ends meet. It is, therefore, somewhat reassuring to hear that NCR reported strong business results for the third quarter of the year which supports its view that the company will end the year in a strong position. Revenue grew by 6% on Q3 2009 and the gross margin achieved is rated among the best quarters in years.

However from the pensioner viewpoint we still have not received any of the increases which the Trustees have submitted to the Corporation, and as is reported more fully in the attached Trustees report, a new timetable for further discussion of this subject has been agreed. Some of the new senior Management team will be involved in these discussions and we can only hope that they, and the strong company results, will bring this issue to a positive conclusion this time. Whilst we all find this situation unacceptable, the Trustees have continued to do all in their power to find a resolution, despite the ongoing frustration, and I thank them for all their efforts.

I am pleased to report that the majority of the fellowship members renewed their membership for 2010 and that well over 100 members have taken up the option of paying by standing order in the future. We have also had 16 new members to date and there is still a possibility of a couple more.

Finally my thanks to you all for your continued support and well done to the Fellowship Committee members for their excellent organisation during 2010. I know that many of you still very much enjoy the regional lunches as well as PostScript. I would like to wish you all a very merry Christmas and all the best for 2011.

Lin

NCR at a Glance

2009 Revenues	\$4.61 billion
2009 Loss from Continuing Operations	\$(30) million
2009 Loss Per Common Share from Continuing Operations	\$(0.21)
2009 Weighted Average Shares Outstanding*	158.9 million
Cash and Cash Equivalents*	\$451 million
Short-Term & Long-Term Debt*	\$15 million
Stock Exchange Listing and Symbol	NYSE: NCR
Number of Employees*	21,500

* As of 12/31/2009

The NCR Retirement Fellowship

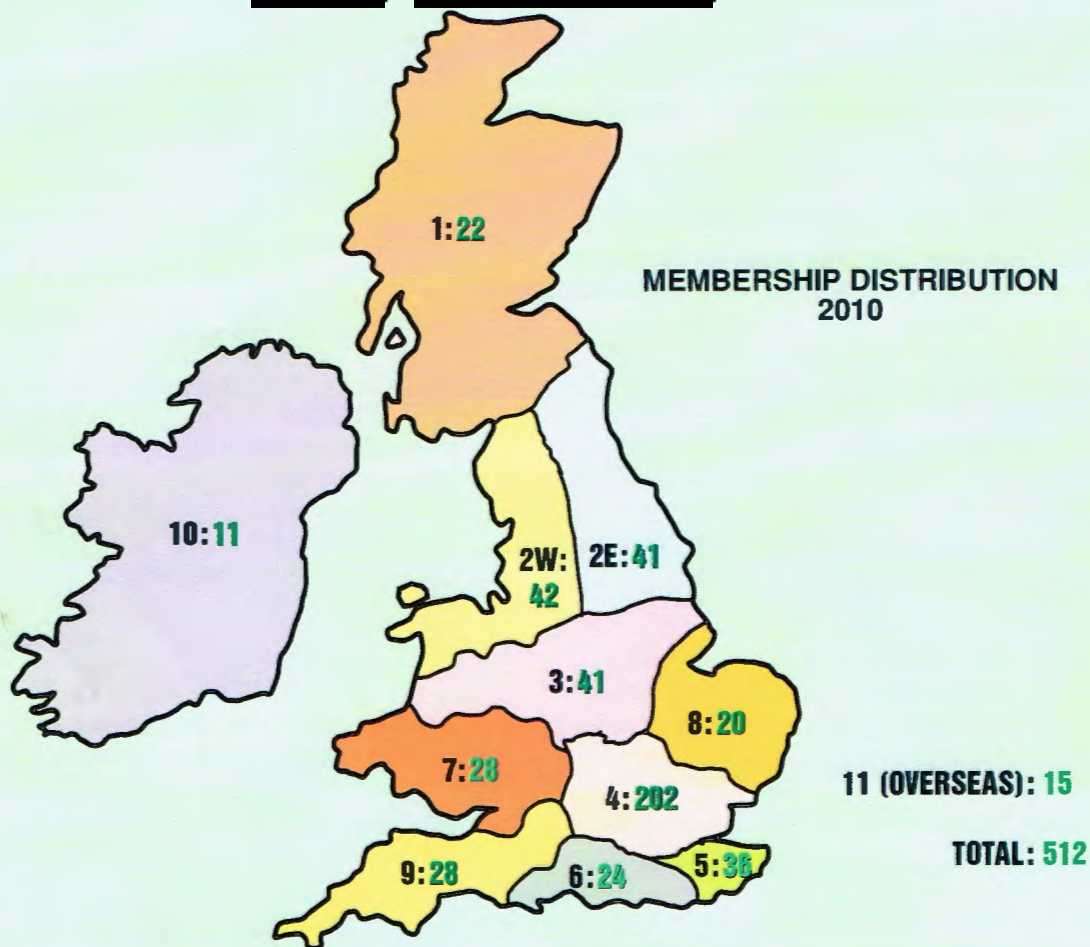
PRESIDENT: Harry Redington

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: Derek Seamon

Regional Adviser: Des Woodall