

Review

SUMMER '83



South Staffordshire Waterworks, Quarterly Magazine



The unexpected hot spell brought out a "flotilla" of yachts at Blithfield.

**WIN A SPARKOMATIC SR 306F
DIGITAL DISPLAY STEREO CASSETTE**

See Page 22

from the editors desk . . .

I apologise for the slight delay in publishing the Magazine, however, hopefully the content in this slightly bulkier edition will help you accept my apology.

As a result of information provided by you the reader, I have managed to again produce a variety of interesting articles for which I am totally in your debt.

Thank you for the letters I have received, especially from retired members, and although I do endeavour to reply to them all, it is not always possible due to pressure of work.

Enjoy the glorious late summer, but as true waterwork associates, remember to use water sparingly.



FROM BOTSWANA TO BIRMINGHAM

The Middlesex Polytechnic and British Council sent me to this Company for attachment to the Water Works. I was met at the station, Birmingham New Street, by Ken Hart and given a very warm welcome to this Company.

I am married and have three children aged 17, 13 and 9 and come from Botswana one of the African States in Southern Africa situated between South Africa, Namibia, Zimbabwe. I was born in Tlokweg Village, situated 5 kms. East of Gaborone, the capital city of Botswana.

I work for the Government Department of Water Affairs on the Operation and Maintenance Section, being responsible for both technical and administrative duties of 17 major rural village water supplies.



Roy shown here with Mrs. Evers and the children.

I would like to thank all members of staff of this Company who made my stay in the West Midlands a success during my field studies.

I have to note with appreciation the officers such as Ken Hart, Bill Winter, Alan Evers and others who performed beyond the call of duty on my programme and transportation to and from where I was staying.

All the Engineers who I met did their very best to give me the knowledge I required. Some of the technical information and instrumentation were in advance of me, but I have the background of what the Company is doing. The knowledge I gained I believe will help me to go through my course and I will be able to apply it to my work when I get back home. The only unfortunate part is that my colleague Mr. Fredy Ndhlovu had to return home because of illness.

My gratitudes would not be complete if I did not mention my happy stay with the family of Alan Evers, who regarded me as a member of the family and not a visitor. Mrs. Evers looked after me well and always wanted to make sure that I had good meals. Over the weekends I was taken to places of interest such as Coalport to see Iron Bridge National Park, Museums, the Marathon Race in London and the sea off North Wales. I was also taken to a football match by Ken Hart. (This must have been of special interest to Roy as he is Manager of an up and coming young football team in Botswana).

Lastly, I must very sincerely thank the Managing Director and hope to have more of our trainees admitted to this Company for further training and what ever technical help we might need in future.

Thank you. Roy Abel Katse.

ANNUAL ACCOUNTS FOR 1982/83

At the Company's Annual General Meeting on Thursday 30th June, the Directors were able to report to the shareholders a satisfactory financial position, with an excess of income over expenditure for the year of £601,000 after transfers to reserve fund of £759,000.

Our actual income from water sold to industry was more than £½m lower than was thought likely in early 1982, when the water charges were set, and this reflects the effects of the deepening industrial recession of which we are all very much aware. Fortunately, this loss of income was offset by reduced expenditure, again mostly as a result of the country's economic position – local authority rates were lower than expected and interest rates fell sharply during the middle of last year, reducing the net cost of Company borrowing. Reductions in National Insurance surcharges also helped us to save £¼m.

In spite of this, early indications at the end of the first quarter of the 1983/84 financial year can give us no cause for optimism. Trade consumption continues to be slack, having a markedly adverse effect on our income, and recent salary and wage awards were greater than expected. Also, the international economic situation is unclear and there are signs that interest rates may rise again, though we hope that the current stability in energy costs will continue.

Although it seems likely that the Company may well break even in the forthcoming months, minor changes in the economic climate could blow us off course and we cannot afford to be in any way complacent. In these circumstances, I hope that every employee will continue to carry out his or her work as efficiently and economically as possible so that we can help our consumers by keeping water charge increases to a minimum level.

A leaflet describing the out-turn of 1982/83 will shortly be circulated.

July 1983

W.A. MARKHAM,
Managing Director.

THE NEW H.

Although it is clear that the shape of the new Headquarters being constructed at Green Lane will ensure that it is immediately recognisable by the public the Company is keen to provide a feature or features at the front of the building to associate it with water supply.

An ideas competition has, therefore, been devised for past and present employees to give some thought to an appropriate feature or features located between Green Lane itself and the entrance to the new building.

The two drawings opposite illustrate the entrance details and suggested areas for treatment and these are developed below to assist competitors:

1. DISPLAY OF THE COMPANY'S NAME

On completion of the present phase of the development it is intended that the gate and fence at the front will be removed and the frontage landscaped.

A prominent feature incorporating the Company's name, initials or logo is an essential element in the treatment of the landscaped forecourt area and a suggested position is shown on the plan opposite.

2. FORECOURT LAYOUT AND LANDSCAPING

Despite the constraints of drainage, steps, ramps and fire engine access in front of the lift shaft, the forecourt area should be capable of development in an aesthetically pleasing way.

3. WATER FEATURE

Considering our business, the greatest scope for ideas must be in developing the water pools which are interconnected and located either side of the main entrance.

In an attempt to involve the local community the Company are consulting with Walsall College of Education to see if at an overall reasonable cost their visual studies department can produce designs for the glass panels overlooking the pools based upon the theme "Water in the Community."

The Company would be pleased to receive ideas, preferably illustrated, developing the water feature which might also complement the decorated glass panels in the entrance.

Prospective contestants requiring further background information should contact Alan Evers or Tony Jowle and suggestions should be forwarded to the Managing Director by Friday 16th September, 1983.

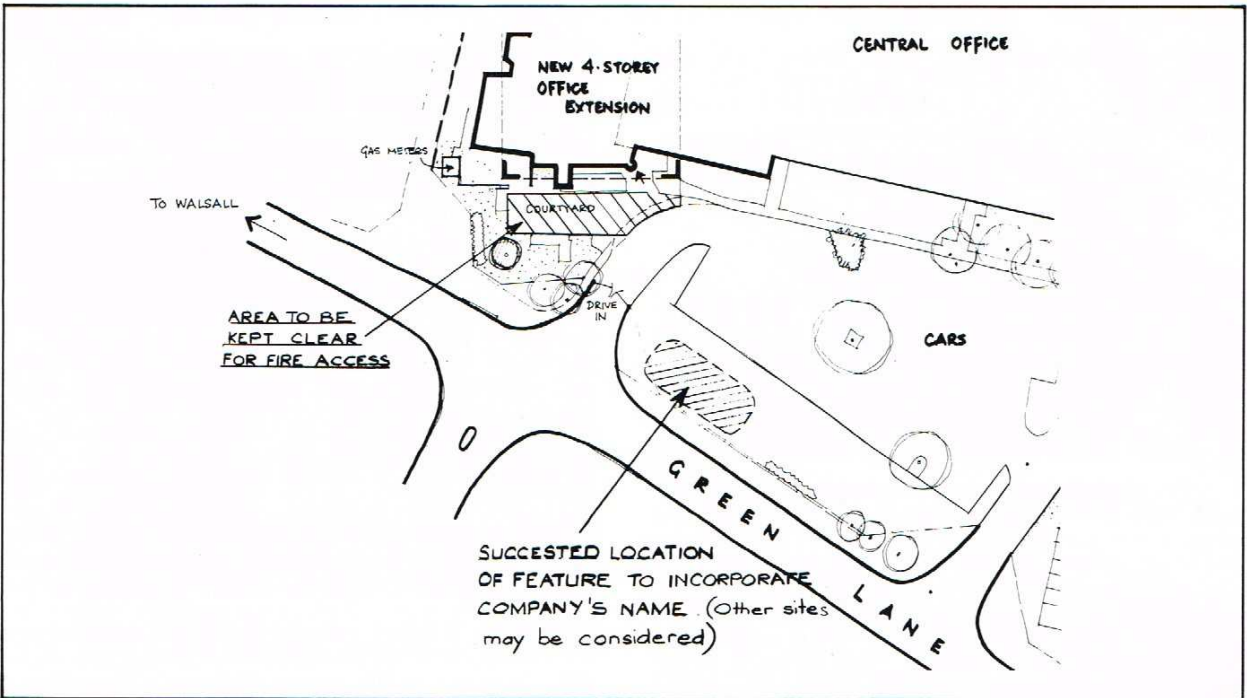
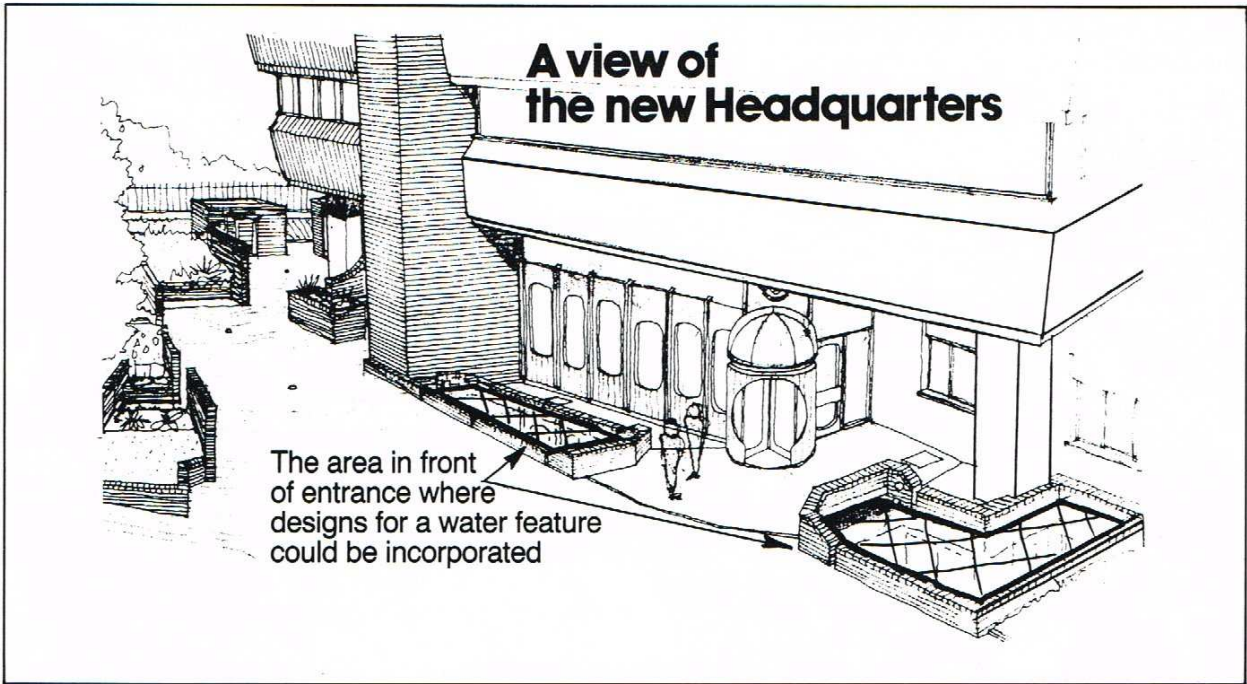
The competition will be judged by a jury comprising W.A. Markham, our Consultant Architect and Walsall College of Education, with prizes being awarded to the winning entrant/entrants reflecting the originality of the idea and the amount of thought given to developing the concept.

4. NAME OF COMPLEX

What shall we call the completed complex? Should it be "Central Office," "Head Office," "Headquarters" or another name?

Mr. Markham looks forward to receiving your comments and suggestions by the closing date for the competition. The successful suggestions will hopefully be incorporated in the design and put forward to the Board for consideration.

Q. IDEAS COMPETITION



TIE AND SCARF COMPETITION

I regret NO decision has been reached on this competition and as

soon as possible I will inform the competitors of any results.

It was in the middle of a mini heatwave on the 6th July that pensioners and their guests assembled at various meeting points to join the 10 coaches that were to take them to Bewdley Safari Park, where they were welcomed by the Chairman, Mr. E.J. Thompson, the Managing Director, Mr. W.A. Markham, and other Senior Officers of the Company.

PENSIONERS OUTING



Mr. Cliff Bateman gave a brief resume of the timetable to be kept, telling us where to go and what to do. We were then on our way around the Park, the coach taking us at a gentle pace and giving an excellent view of animals living in comfortable surroundings and looking in the best of condition. Afterwards, some took a ride on the "Rio Grand" Safari Train whilst others strolled along meeting friends old and new, reminiscing and recounting stories of many happy days spent together. The highlight of the afternoon was an acrobatic display by the sea lions who surely revelled in the water. After a lovely afternoon, everyone got back on the coaches for the journey to the Grand Hotel, Birmingham where we were provided with an excellent tea. How difficult it must be for our organisers to find a room big enough to accommodate us all. Mr. Markham made a speech of welcome and went on to tell us about the progress



Mrs. Markham presenting basket of flowers to Mr. and Mrs. W.S. Paterson on the occasion of their Diamond Wedding Anniversary. Mr. J.R. Harris read out their telegram from The Queen.

of the Company during the past year. A nice point was to mention those 15 members of 80+ years, rising to Mr. J. Fisher of 90 years, and for the grand old men to have their photographs taken together. Mr. F. Crowe responded on behalf of all the members and asked that our thanks and appreciation be made to the Board for such a marvellous day. Chatting continued after tea over drinks but time was all too short.

Cliff Bateman and Pat Rea must deserve full marks for their tireless efforts in the months beforehand to make sure everything went smoothly, and to all others who helped to make this day another memorable one. Our most grateful thanks.

WALTER KEELING,
(ex-foreman Seedy Mill retired April 1978).



Mr. E.J. Thompson, Chairman, enjoying a relaxing moment on the outing.



Mr. W. Tonks Garage Assistant/Chauffeur, ex Head Office retired 31st July 1982.



14 OCTOGENARIANS

W. Arms	aged 89	F.C. Jauncey	aged 81
S. Royall	aged 87	W.S. Paterson	aged 81
W.O. Freeman	aged 86	P.V. Wheeler	aged 81
D.G. Hunt	aged 85	J.W. Hancock	aged 80
W. Tranter	aged 84	W.C. Niblett	aged 80
A.E. Marsh	aged 83	J.W. Price	aged 80
F.G. Church	aged 81	R.D. Waller	aged 80

and J. Fisher aged 90

ASSOCIATION OF WATER OFFICERS LTD.

Registered No. 539193

MIDLANDS AREA LADIES DAY 1983



Saturday the 25th June, 1983 will be remembered as the second Midlands Area Ladies Day in succession held in brilliant sunshine.

Sixty-five members and guests gathered at the East Worcestershire Waterworks Company's Head Office, Bromsgrove and on arrival were greeted by Midlands Area President Mr. Allen Booker.

First on the itinerary was a tour of the Company's Head Office to show how micro-electronics have helped to improve efficiency within the various departments. Then on a tour of the Sugarbrook Pumping Station and New Works Depot. The programme was running slightly late at this point due to the reluctance of members to leave these two absorbing venues.

Lunch at the beautiful 17th century Ragley Hall at Alcester was next on the programme.

After a splendid cold buffet luncheon Mr. Allen Booker welcomed the National President Mr. G.T. King (Secretary of Mid-Southern Water Company, formerly a Director of Manpower Services, National Water Council), Mr. T.S. Ringrose (Chairman East Worcestershire Waterworks Company), Mr. W.A. Markham (South Staffordshire Waterworks Company) and several other V.I.P.'s all accompanied by their ladies.

In reply Mr. G.T. King reaffirmed to those present the aims and importance of the Association, its contribution to the Water Industry and the necessity for the recruitment of new members.

In addition a presentation was made to Mr. Ken Long thanking him for his long and devoted service to the Association and wishing him a long and happy retirement from Avon Division of the Severn Trent Water Authority.

After the luncheon a couple of hours were available for the party to tour the house and grounds (even sit and soak up the sun) finally returning to the East Worcestershire Waterworks Company's offices for a welcome cup of tea before the members went their separate ways.

The above is a typical visit of the Association combining a social day out with the ladies and the opportunity for members to meet and exchange views and opinions regarding the Water Industry as a whole.

The management of the South Staffordshire Waterworks Company strongly support the above Associations as membership is open to **everyone** within the Water Industry.

For any further information or an application form please contact G.T. Williams (A.W.O. Meetings Secretary) at Walsall Area Office, Green Lane, Walsall, telephone Walsall 38282, extension 236.

BECOME A MEMBER NOW

Our membership grades cater for all personnel engaged in:

Distribution, Engineering, Supply, Revenue Finance, Administration, Water Pollution Control, Sewage Treatment, Laboratory or Supervisory functions.

The Association needs YOU. YOU need the Association.

If you want to know more about us ask our local Hon. Secretary for a copy of our Aims and Objects and an application form. His name and address is:

Paul Symons, T.Eng(CEI), F.A.W.O., F.S.CET.,
48 Willowfield Drive, Franche, Kidderminster, DY11 5DF.

Watch for notices of our future meetings.

NON MEMBERS ARE MOST WELCOME.

Water Aid – Wessex Challenge

A FUN RUN FOR WATER AID – SUNDAY 6th MARCH 1983

It all started from a telephone call from John Thackray, Assistant Director of Finance, Abelson House, who thought I may like to run 7 miles round Ashton Court Estate in Bristol, as training for the London Marathon.

I thought this would be a pleasant change from plodding round Sutton Park and would be a day out for the family. However, my 6 year old son, James, was not happy to simply come and watch, insisting that he took part in the 3½ mile fun run as well.

About 160 competitors turned up for the event from throughout the Water Industry in various states of preparedness, from top athletes like myself to St. Trinian girls, complete with stocking tops and hockey sticks.

The course was very hilly but was in a marvellous setting with a superb country house available for a ploughman's lunch and a few pints, preferably of course, after the race.

James was the youngest competitor and I was a bit concerned that he would get lost on the way round, but I need not have worried. He stormed round in 38 minutes and some of the 30 senior competitors whom he beat, said that try as they might, they could not catch him up.

After the race, my 8 year old son, Alex, who cannot understand all this devotion to physical exercise, was pleased to report to Mary, my wife, that I had completed the 7 miles in 49 minutes and was first in the "Old Men" category.

The prize-giving, drinking and eating, took place in the Ashton Court and, afterwards, we spent a pleasant

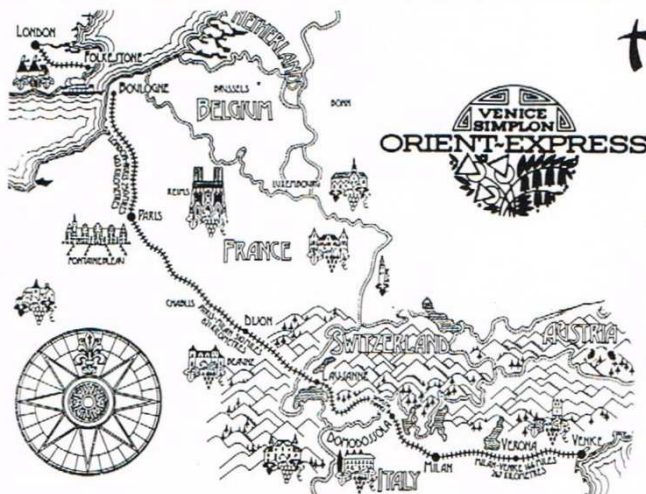


James Evers – a pint size participant with gallons of pluck.

afternoon visiting the S.S. Great Britain and the Clifton Suspension Bridge, from which, incidentally, 41 people had jumped last year to go to that great bridge in the sky!

All in all, it was a superbly organised and a most enjoyable day out, all in a good cause, with James having raised £30 for Water Aid through his efforts and the generosity of the Company staff.

I believe there will be a similar event next year, when I hope a South Staffs. coach party may wish to take part – an idea perhaps for the Social Club.
A. EVERS



the Orient Express

**'To Travel in Luxury
for a Worthy Cause'**

This was the prize offered in a draw organised by Newcastle and Gateshead Water Co. in support of Water Aid. The winning Ticket No. 00870 was sold by Mrs. J. Harris of the Sunderland and South Shields Water Authority to a MR. DAVID GRAY. A total of £5,000 was raised for Water Aid.

NEW CHAIRMAN – SEVERN TRENT WATER AUTHORITY

Midland Industrialist, Mr. John Bellak has been appointed New Chairman of the Severn Trent Water Industries.

Sir William Dugdale had agreed to stay on as Water Chief of the £320,000,000 a year Midlands Water Industry, until a suitable successor could be found.

Mr. Bellak will be leaving The Royal Doulton Pottery Industry, where he is Managing Director, at the end of August, and he will then take over his new duties as head of the new Whitehall appointed Board of this large Midlands Authority. Mr. Bellak is also Chairman of Royal Crown Derby Porcelain and the Lawley's retail shops chain.

A MARATHON MAN'S MATE MUST BE CONSIDERATE

Alan Evers spent the night with Marie Veitch in Walsall and it took a very considerate wife to not only accept the situation but also to worry only about the possibility of him catching cold.

The night was shared with other "fools" who because of some masochistic desire were determined to get a place in The London Marathon and even were prepared to queue some 24 hours to realise their ambitions.

After 4.00 a.m. Alan and Marie, having left someone to save their place, surprised Denis Drew in The Control Office by an unexpected visit and were able to thaw out with a cup of coffee.

At Christmas they were informed that they had been successful.

Dark winter nights training need a great deal of grit and determination and Marie and Alan supported and encouraged each other during this gruelling time.

Alan encouraged by the results of his training began to see the possibility of an



under three hour run and when the day dawned, he was able to produce a magnificent time of 2 hrs. 58 mins.

Marie on her first London Marathon came home in a creditable time of 4 hrs. 50 mins. and Alan Lander, having a bad spell in the middle, finished in 3 hrs. 50 mins.

Alan was fortunate to meet Trevor and Rosemary Wright, who both sent their best wishes to all at South Staffs. Trevor finished in 2 hrs. 12 mins. and Rosemary in 2 hrs. 45 mins.

Sadly Alan Evers was beaten by just 46 seconds by Charles Pickett of Taylor Woodrow to a bottle of Champagne offered by DATUM LINE to the Civil Engineer (in the over 40's category) who came in first.

C. TURNER.

MR. 'JIM'LL FIX IT' BUT NOT FOR ME

After doing an article on the London marathon last year, it was my intention to give other people a chance to have their say this year, but Celia insisted I do a few lines, and she's one of those girls to whom I can never say no.

We stayed at the Clarendon Hotel in Blackheath, which is about as near as you can get to the start line of the Blue Section on Blackheath Common. Having unpacked my gear on the Saturday afternoon, I went down to the hotel lounge and there sprawled across an easy chair in the centre of the room, holding court and puffing away at an enormous cigar, was Jimmy Saville. It seemed quite natural to start a conversation with him, and his response was cordial to the point of affability. He jokingly had me tagged as a 2½ hour man, and was obviously pleased when he found out his best time was better than mine. It followed that I should ask him to 'fix it' for me to win the following day. It was with a wry smile that he imparted I was about the ten thousandth person to make such a request. He sat in the same chair for about three hours and conversed freely with everyone who approached him, and most people entering the room did. His open friendliness was very impressive, and he can now count me as one of his fans.

It was good to see Trevor and Rose Wright over here for the race, and didn't they do well. It was amusing on the tele-recording to see a dog stray out onto the course and almost trip Trev. He used to have problems with dogs when he was training, and Barry Hand (Central Workshops and local S.D.P. candidate) has a theory that it's the same dog following Trev around.

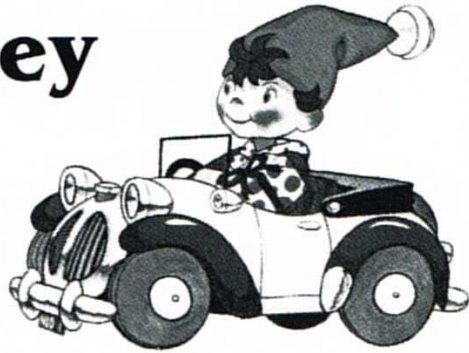
Just a word on our other two entrants. Alan Evers' time of less than three hours was outstanding enough to astound me. He always complains of insufficient training and lack of proper preparation - what's his potential when in tip top condition? Maria Veitch completed the course in a very creditable time. Again, I know she was not able to train as she wanted, and when you consider her slight physique (which I often do), you wonder where the energy comes from. In addition to her beauty, she obviously has lots of guts and determination. I think she's great.

Another colleague to keep your eye on for next year - John Lindley from Telecommunications Section. After a very short career, he recently did 1-28 for a half marathon. Another cocky youngster who's going to show me a clean pair of heels.

ALAN LANDER.

The 'Noddy' Riley

I suppose owning a car that is nearly 30 years old isn't everyone's idea of fun, but for Peg and Ron Harris, their 1955 1½ litre Riley has been a source of interest and hard work for the past three years. Ron Harris first came into contact with the 'Abingdon engineered' car as a very young Electrical Engineer in the Army, but it wasn't until three years ago that the chance came to buy a Riley. They found it tucked away in a yard in Saffron Walden, in a very sorry state of dis-repair, but despite the rust and a roof that curled upwards towards the heavens, the potential seemed to be there and when they found that the first owner had been Enid Blyton, 'Noddy' was purchased and the first hard work started on it in 1980. Some of the work was professionally done, the roof was completely re-built and after the rust and holes had been attended to, the car was re-sprayed in its (or as near as possible) colour, a very dark maroon. The engine was dismantled and spent many months soaking in various baths of oil and was finally re-assembled and started without trouble. Then work began on the inside; the woodwork is in walnut and oak, this was removed and completely rubbed down and re-polished, then the leather seats were completely restored, the interior roof re-lined and new carpet fitted. The Harris's



are lucky enough to have the original log-book and were also put in touch with one of Enid Blyton's daughters, who wrote to them and said she remembered the car, and her mother taking her for picnics in it and telling her stories about Noddy and his car, hence the 'Noddy' Riley, which is how it is entered in competitions. She also said that it was eventually sold to make way for yet another Rolls Royce! Last year the car came second in a Concours d' Elegance competition held in Ripon on National Riley day. The Harris's have already used the car for one wedding and they are looking forward to using it again this year when Jayne Arthur (Lab. Admin.) gets married in August. They are also planning a tour of the Loire Valley in France (courage, mon Kapitan) in June. Members of the Riley Register and R.M. Clubs, they say that the car has already introduced them to many more fanatics, all equally obsessed by these Classic Cars. Peggy Harris (Labs. Central Office)



PARIS TRIP

Once again the Social Club (Birmingham) embarked on a long weekend to Paris, taking with it a full coach of 52 members and guests. The appeal of Paris appears to be never ending as this was our third venture to the capital of France.

Unlike the previous two trips the travel firm responsible for looking after our interests was based in Walsall. The local connection with Hoverland Travel Ltd. had enabled the Social Club to arrange a competition, the prize of which was two free seats on the trip. The winning entry was received from Terry Breeze (Chilcote), who you may remember was featured in the last Review.

Another added advantage of going local was that our Courier, Bernie, arrived at Central Office with the coach, thus enabling him to be with us from the onset of the trip. Bernie with his shock of curly hair and bushy beard was likened unto an exploding mattress. His personality and sense of humour were also aspects of the trip that would linger long in the memories of the passengers.



On to Head Office to pick up the balance of the "Tourists Anglais" who were about to take Paris by storm.

The coach trip to Dover was largely uneventful with several toilet stops, a night view of London, and Hoverland Administration the only factors to break up the journey. On arrival at Dover the coach boarded the P. & O. Ferry to Boulogne and thoughts of a smooth crossing passed through the passengers' minds.

As luck would have it the gods smiled on us and we suffered no fatalities through 'mal de mer'. We docked in Boulogne at 2.50 a.m. local time with most passengers full of duty free liquor and Kwells.

The final leg of the coach journey to Paris passed in silence, only broken by the occasional snore and other night time noises.

A breakfast stop on the outskirts of the city gave our weary explorers chance to try out their French phrase books on "How to order Coffee and Croissants in one (or two) easy lessons." By this time Bernie had fully awoken and had started his comments on the history of Paris and French ingenuity. We passed under the runway of Charles De Gaulle airport, through the suburbs of Paris and onto the Peripherique (a sort of 6 lane Indianapolis 500 race circuit).

First port of call on the Tour de Paris was the area known as La Defense. This is a new part of the City which grew up on a bomb site. It houses the most futuristic buildings in Europe, they come in all shapes, sizes and colours. The reason the area has grown up in this way is because all planning restrictions were lifted. The result is a fairyland of glass, metal, pastel coloured bricks and optical illusions. A place well worth visiting on your next trip to this fair city.



Leaving La Defense in the distance the group made its way to more familiar landmarks: The Arc De Triomphe, Champs Elysees, Place de la Concorde, Louvre, L'Opera, Vendome and finally ending up at Notre Dame. Here the coach rested for an hour to give us time to snap away to our heart's content. A stern warning came from Bernie "Beware of pickpockets, especially those of 12 years and under." Apparently it is now big business in Paris to employ young children (usually S.E. Asian or Portuguese) to pick the pockets of the unwary tourist.

After re-boarding the coach at Notre Dame we made our way slowly through the Saturday morning traffic (it was 11.00 a.m. by the way), taking in some more sights accompanied by Bernie's ever increasing knowledge of Paris. So on to our hotel, the 4 star Hilton Orly. Following our 'check in' the group had 4 hours to freshen up and catch up on some sleep prior to departing once more to the City.

The evening arrangements, for those who so desired, had been made by Bernie, they included a meal at a local restaurant followed by a trip to the Folies Bergeres (for only £5 per person). This proved to be one of the memorable highlights of the whole tour.

The Folies provided a magical nights entertainment with full supporting cabaret comprising gorgeous dancers in exotic, revealing costumes, including one rather well endowed male dancer. So back to the hotel for a well deserved nights sleep.

Sunday was either a day free in Paris sightseeing or further arranged trips to Montmartre and Sacre Coeur with a boat trip down the River Seine thrown in for good measure. The boat trip proved to be eventful as one of the fleet of river boats had crashed into the concrete supports of one of the many bridges across the river. Fortunately there were no casualties just total confusion.



Our roving reporter J.M., note the background to prove he's really been there.

The Sunday evening was one of leisure, with members of the group either making their own arrangements or eating and drinking together in the local restaurants.

Monday morning came around far too quickly. We departed from the hotel for the last time to visit the famous Fragonard perfumery in the centre of Paris. Here customers are allowed to sample, and purchase the famous smells of the world at vastly reduced prices.

The last leg of the journey 'French Side' took us to the picturesque town of Chantilly with its chateau and well known racecourse. Following a long stop for lunch we departed to Boulogne for the 5.00 p.m. ferry crossing to Dover.

The crossing was somewhat different to that of the outward journey—it was rough! Large numbers of passengers turned a vivid green colour and spent most of the time at sea shouting "Hughie and Albert" into paper bags.

Once safely on firm ground at Dover the final hurdle was to get through customs without getting caught, this we all did successfully and then proceeded to board the coach for the journey back home.

We finally arrived back at just turned midnight none the worse for our experiences.

My thanks to all those who travelled and to Hoverland Travel Ltd. for organising a full itinerary during our stay.

JOHN MORRALL

**SOCIAL CLUB (BIRMINGHAM)
PROPOSED TRIP TO THE RHINE VALLEY
21.10.83**

The Social Club (Birmingham) plan to visit Rudheim for a long weekend stay during October of this year. Full details of cost and itinerary will be issued shortly. Subject to support the estimated **bargain price** will be £54 members, £57 guests.

WATCH OUT FOR FURTHER DETAILS ON YOUR NOTICE BOARDS.

**POSSIBLE SHOPPING TRIP TO
LONDON, NOVEMBER 18th**

Anyone interested please contact C. Turner, Central Office. Approximate price, £4.00 each.

YORK

The ever popular annual outing was well attended and two coaches left Green Lane at 8.30 a.m. and, at the same time, two coaches left Head Office, all bound for York.

Amazingly we all managed to rendezvous at Woodall Service Station on the M1 within a few minutes of each other and we were able to enjoy breakfast or a coffee break.

The packed lunches proved to be a veritable feast and my thanks go to Sylvia Pawloski and her willing band of helpers for preparing and producing 170 of these lunches.

The torrential rain that greeted our arrival at York may well have dampened some of our ardour but the true optimists among us were pleased to be dropped outside the race track ready to take a gamble regardless.

South Staffordshire Waterworks outings have a record of producing sunshine against all odds and around 2.00 p.m. the sun shone through to keep our record unbroken.

Although a little hampered by soggy shoes and umbrellas, with true British spirit, we determinedly set about to enjoy ourselves.

Many, I believe, visited, as expected, the many historic places of interest but I reckon that a great many like myself took the opportunity to catch up on a shopping spree and Marks & Spencers seemed to be an annex of South Staffs.

Only one small church manages to draw me back to view a little bit of history.

The Church of the Holy Trinity, dating from the 18th Century, is off Combgate and holds a magnetic appeal to me and I never fail to step through its ancient doorway into its unbelievably quiet interior.

Almost forgotten by the general public, its strange lonely boxed pews and worn, uneven floor seem to teter on the edge of decay and destruction.

Imprinted in the stone floor are sad epitaphs for those so young in age (one only 15 days old) to have hardly credited an everlasting notification of existence.

Back to the 20th Century and we find 'Cream Teas' are rather an expensive luxury and make do with a coffee.

As the sky darkened and thunder threatened, an opportunity to enjoy a meal and remain dry seemed a lovely way to end the day.

The torrential rain conveniently timed itself to our eating pace and we again stepped out to clearing skies.

We made our way in the general direction of the coach stop and met two of the girls from Green Lane, Bev and Jane.

Both seemed to have enjoyed their day and over a bottle of wine in an attractively decorated wine bar, we exchanged interesting aspects of our visit. Jane was pleased to have bought something to wear on her forthcoming honeymoon.

Back into the coach and after a great deal of chatter we settled back to enjoy being driven back to Brum.

Sadly one coach, which remained behind for an extra half-hour to wait for some late comers, eventually left without them. This was the only thing to mar a really enjoyable trip.

CELIA TURNER.



The Church of the Holy Trinity, dating from the 18th Century, is off Goodramgate and holds a magnetic appeal to me and I never fail to step through its ancient doorway into its unbelievably quiet interior.

'SIGNAL' TO SUCCESS

Rarely do I feel the old sin ENVY but there are occasions when it takes hold and when I heard that RICHARD FOSTER had succeeded in having a book accepted for publication I was overcome by it.

My envy was directed at the steadfast ability and tenacity to dedicate years of one's life to one sole ambition and to finally reap the harvest.

RICHARD, who must be acknowledged as an expert in his field, has all his life been fascinated by the Railways and especially the signals that have been used to control the magnificent trains safely along the lines that stretch from coast to coast connecting villages and cities through-out the British Isles.

Richard's book covers specifically the Signalling System of the old London North Western Railway, which styled itself 'modestly' THE PREMIER LINE.

It was some eight years ago that Richard first approached the Publisher, The Oxford Publishing Company, with the idea of producing a book on this subject and received a favourable response which encouraged him to research this topic.

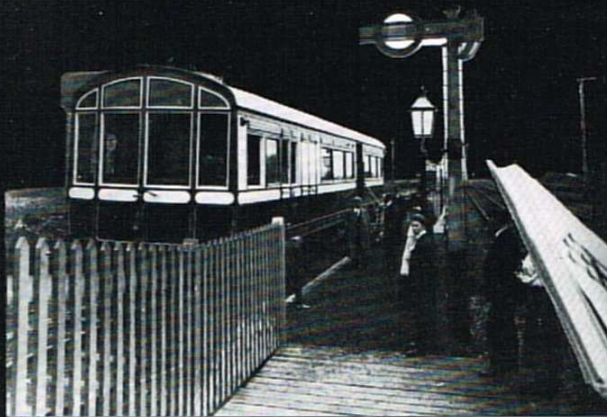
This enormous task involved countless hours of perusing old documents in The Public Record Office in London and many visits to Railway Offices and installations where Richard received generous help from all the staff.

At long last his document complete, he retraced his steps back to the publisher's, apprehensive as to whether or not they would be as favourable to publishing a book that had almost doubled in size since his first approach.

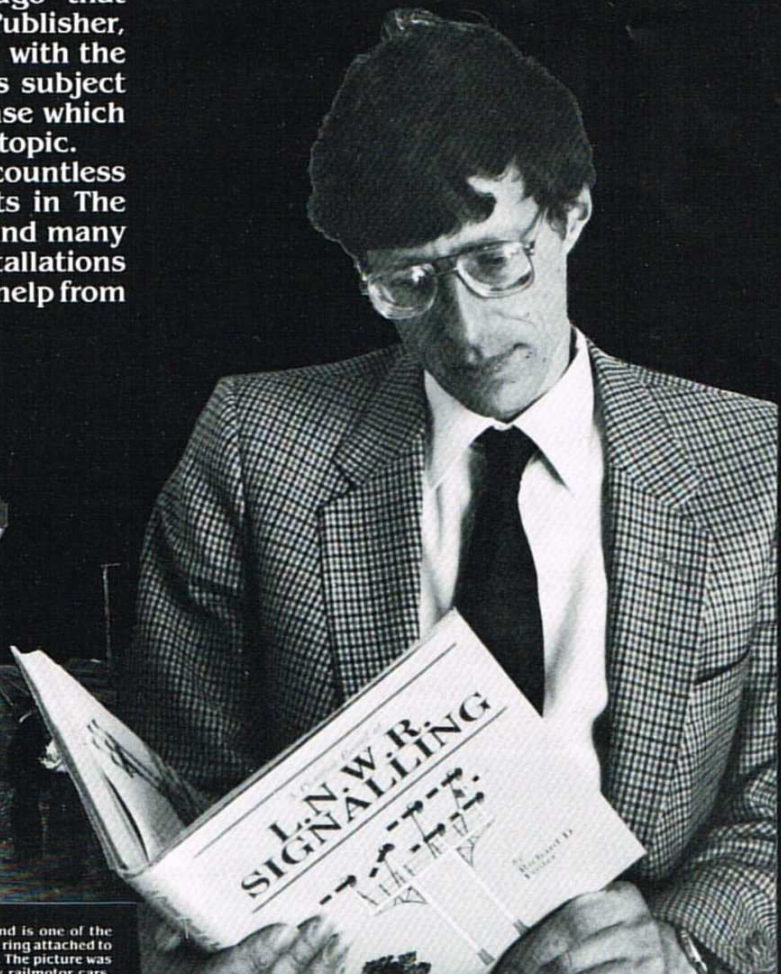
In February 1983 the first publication, a great volume of information containing some 280 pages with hundreds of illustrations, appeared in the Book Shops. A book to really enthral the serious enthusiast.

I hope that it will be received well by those who are knowledgeable enough to comprehend its content and maybe Richard will be fired with enthusiasm to produce another masterpiece in the future. Footnote: Up until the end of March 1983 1,400 copies had been sold.

Celia Turner



One of the many photographs from the book. In the foreground is one of the distinctive London and North Western Railway signals, this one has a ring attached to the arm to aid recognition by drivers where there were parallel lines. The picture was taken at Prestatyn in 1905 and also shows one of the LNWR's new railmotor cars.



SOCIAL SCENE

FISHING CLUB

1983 / 84

Existing Members:

Your membership fee of £1.50 is now due.

New Members Welcome:

THERE ARE A FEW PERMITS STILL AVAILABLE - FIRST COME, FIRST SERVED.

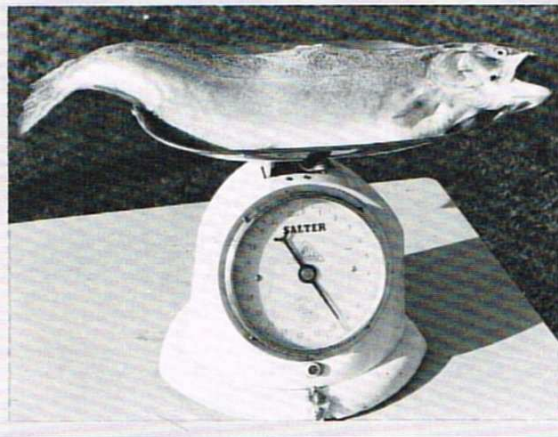
DAY OUT TO BRISTOL

If any club member is interested in a day out fishing please let me know.

Subject to numbers, the cost of a mini-bus is between £5.90 each (if 12 go) and £11.70 each (if 6 go). This includes petrol.

Bring your own food.

If sufficient support, arrangements will be made for September.



NALGO NEWS

J.S.C.C. COMMITTEE

Representatives

Mr. J.P.M. Dunne
Mrs. A.R. Gould
Mr. R.D. Woodhouse
Mr. J.P. Simpson
Mrs. G.P. Winfield
Mr. J. Harris
Mr. T.A. Smith

J.S.C.C. (Joint Staff)

QUIZ FINALS

I regret that John Morrall was unable to write the article I promised in the last review due to pressure of work, and for me to try and imitate his style to produce a detailed article of a subject that I am not fully conversant with would be folly, so I will merely repeat that the winners of the Final, which was between THE TECHNOCRATS and THE BIG SPENDERS, were THE BIG SPENDERS by a very small margin (19-21).

The original TECHNOCRATS who competed in THE KNOCKOUT Competitions were Chris Patterson, Robin Comley and Ken Hart. Unfortunately, on the evening of the Final, due to previous commitments two of these competitors had to stand down and Nigel Ridgway and Garson Cummings acted as substitutes.



WINNERS - THE BIG SPENDERS
Peter Hopkins, Alan Atkinson, John Hatfield.



RUNNERS-UP - TECHNOCRATS
(Back row) Chris Patterson, Robin Comley, Kent Hart.
(Front row) Garson Cummings, Nigel Ridgway.

J.I.C.C. NEWS

Your Representatives and their Locations

Chairman: H. Fryers (Seedy Mill)

Secretary: P. Treasaden (Hinksford Pumping Station)

Members:

W. Francis (Tipton)	M. Broome (Building)
B. Bradley (Tipton)	L. Bryan (Trent Valley)
C. Allsopp (Walsall)	G. Webster (Hampton Loade)
J. Winnal (Cannock)	L. Pick (Chilcote)
E. Yapp (Cannock)	B. Hand (Workshops)
W. Greenwell (Burton)	M. Asbury (Workshops)
	R. Leach (Sutton)



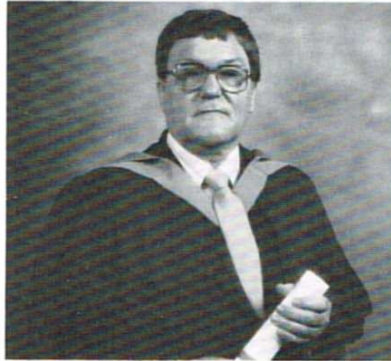
mainly people

VOYAGES OF LEARNING

My first introduction to the Open University came, perhaps, in the same way as for many people, the accidental glimpse of a programme for O.U. students whilst in the process of changing T.V. channels from the B.B.C. Western to Coronation Street, then finding the programme interesting – and staying with it.

I enrolled as a student with some misgiving. An education which had ended at fifteen and a half, although leaving me fairly proficient in the three R's, seemed a million light years away when viewed from the mid-forties. Deciding to pursue my new scholastic career in Arts and Social Sciences (have you ever watched O.U. Maths on T.V.?), I launched myself upon the academic waters by way of the Arts Foundation Course. The year passed in a flurry of tutorials, assignments, agonising hours of study and note-making, punctuated by the maelstrom of Summer School at Keele University. Success in the course exam held in October brought me at last to safe harbour for the mental refit that was necessary in order to prepare for the following year. The Company, which had looked on with some apprehension when I first launched my somewhat leaky vessel on the aforesaid academic waters, recovered from its surprise at seeing me return from what looked like a certain watery grave and very generously sponsored me throughout my six years of study.

On my voyages of learning, like all adventurers, I tried to bring something, or someone, back to show for my efforts and Management Services Section were, in the course of time, visited by Seneca, an old Roman Stoic philosopher, Descartes (I think, therefore I am), and other great names of the past, whilst the Social Science courses provided some birds of rare plumage which were greatly examined and admired.



Perhaps the favourite was a creature known as Cognitive Dissonance, a process of the mind, really, when seen in his true colours, who proved a great talking point over coffee.

Each year of study found me better equipped for subsequent years until the culmination of effort, the award of the master mariners certificate in the form of a B.A. degree.

Oh well, it's nice to feel dry land under my feet again.

Where's my wife?
Who's sitting in my chair?

Coronation Street hasn't changed much in six years, has it?
DAVE OAKLEY.

WEDDINGS

Hammond – Tilling

Philip (Water Regulations Inspector, Tipton Area Office) and Karen were married on March 26th, 1983, at Codsall Village Church.

John Douglas Healy (Computer Manager) to **Cherrill Christine Astill** on 3rd June, 1983, at 3.15 p.m. at Wombourne Registry Office. (It was the second marriage for both partners.)



Brian Greenwood (Operations) to **Helen Beynon** (Operations) at St. Margaret's Church, Great Barr, on 30th April. Helen left the Company in April and went to the Severn Trent Water Authority.



Christine Hull (Computers) to **Paul Harris** on Easter Saturday, 2nd April 1983, at the United Reform Church, Yardley.

Christine and her new husband are both very keen golfers and, as you can see from the photograph, their wedding was attended by many friends from the North Worcestershire Golf Club and the Captain, Chairman, House Chairman, Secretary, Vice Captain and others, made an archway of golf clubs.

The reception was held, naturally, at the Golf Club, although for once golf took second place.



DIAMOND WEDDING – Mr. and Mrs. William Patterson celebrated 60 years of marriage on June 2nd. Bill worked for the Company at Maple Brook for 40 years. They received a Telegram of Congratulations from The Queen.

FORTHCOMING MARRIAGES

Stanton – Taylor – Denise (Clerical Assistant – Tipton A.O.) and Paul Taylor are to be married on October 1st, 1983, at St. John's Church, Tipton.

Royall – Lynes – Kay Royall (Operations) – Peter Lynes (Walsall) are to be married on August 6th, 1983, at 2.00 p.m. at Great Barr Parish Church.

GOLD WATCH AWARDS FOR 25 YEARS SERVICE



BRIAN WEBSTER, Senior Assistant Engineer (Civil Eng.) in the Technical Services Department.



ALAN HOLDEN, Assistant Superintendent (Admin.) in the Operations Department, Lichfield.

Congratulations to: APPRENTICESHIP DEEDS



S.W. Baker and I. Talbot were both presented with their Deeds by Mr. E.J. Thompson at a ceremony at Head Office. Both of these young men shown here participating in the after-ceremony meal, work for the Technical Services Department at Bridgeman Street.

BIRTHS

Ellwood – To Bob and Judy a daughter Emma Louise on Friday 20th May 1983. Congratulations to both.

Dean – To Colin (Northern Area Office) and Elaine a son Andrew Stephen on Friday, 11th March 1983, at 4.00 a.m. Weighing in at 10lb 2oz. Congratulations to both.

McAllister – To Terry and Christine a daughter Claire Louise on the 4th March, 1983 at Good Hope Hospital. Weighing in at 7lb 4oz. Congratulations to both.

RAMBLING IN RETIREMENT IN SHROPSHIRE

During the nine years I worked at South Staffordshire Waterworks, I knew the area was a walker's paradise but not until early retirement in 1981 was I able to get out and see what joys are in store for the walker. On the longest day of the year, and what a glorious tranquil day it was, I joined some friends for walk around Chelmarsh.

I knew we had a reservoir there but exploring the area on foot was memorable.

The village lies South of Bridgnorth overlooking the green vale of Severn. No main roads come here to disturb the peace where silent white yachts seem to add to the tranquility. We explored the Norman Church which was renovated in 1345 and its tower was added in the 18th Century.

As we walked we could see the uplands and to the far left the gentle slopes of Wenlock Edge and beyond the rugged Shropshire Hills.

They were haymaking in the fields and the only sounds were of the tractor and the birds.

To end our lovely day we visited Bridgnorth, a lovely historical town, well worth a visit, and walked around the High Tower.

'Retirement is for living - are you looking forward to living?'

SARA STEVENS

CONGRATULATIONS TO



Paul Hemmings (Laboratory, Central Office), who started with the Company in September 1982, for receiving his Ph.D in Analytical Chemistry at Birmingham University. Paul specialises in the Analysis of Water by Flow Injection.

Simon Robert Cole (Laboratory, Central Office), who started with the Company in August 1982, for receiving his DPHIL. in Biochemistry at York University. Simon specialises in Microbiology of Sewage Treatment.



Retirements . . .

Many of our retiring personnel have given long service to the firm and all worthy of some notable reference. However, it is impossible for me, with limited news space to give credit to all concerned and I would beg their indulgence. I wish you all good health and happiness in your retirement.

Retirements	Retired on	Start with Company	Place of Employment at Retirement
S. Morris	31.3.83	17.5.54	Head Office
L. Stone	31.3.83	1.9.39	Head Office
F.J. Richards	31.3.83	1.8.41	Head Office
E. Clainey	31.3.83	8.6.42	Head Office
L.W. Bailey	31.3.83	1.8.49	Head Office
G. Booth	30.3.83	3.9.62	Sutton
D.I. Jones	31.5.83	3.12.51	Tipton
A. Good	6.5.83	4.12.78	Area Co-ord.
W.C. Forrester	9.2.83	12.3.62	Transport
H.K. Greenway	28.2.83	19.7.48	Ashwood
B.P. Mansfield	31.3.83	14.4.66	Walsall
M.S. Barnaby	31.5.83	12.12.74	Walsall

SAD NEWS

All our thoughts go to Jack Billingham and his wife, Jean. Jack has suffered another stroke of greater severity than the first and now is extremely ill in Burton Road Hospital. We wish him well and hope that Jack (whom we know to be a fighter) can yet again succeed in his struggle to conquer this unfortunate re-occurrence.

DEATHS IN RETIREMENT. . .

Our sincere sympathy goes to all the families of our ex-employees in their grief. We endeavour to publish all known bereavements and regret any notification that has been or will be omitted owing to ignorance.

Deaths in Retirement	Retired on	Died
W. Rippin	21.1.63	5.3.83
W.T. Cheese	9.7.71	23.3.83
Mrs. H. Tyldesley (Caretaker H/O)	9.4.60	25.3.83
Mrs. D.M. Anderson (Widow)		26.3.83
A. Yates	9.12.59	12.4.83
P.R. Povey	7.10.67	23.4.83
E. Smith	7.11.81	11.5.83
J.E. Smith (Ex. Gratia Pensioner)	6.11.63	17.3.83
J.W. Mellor (Ex. Gratia Pensioner)	8.1.50	11.3.83
J.H. Dunn	15.11.74	21.7.83
F.C. Jauncey	7.9.66	24.7.83

Deaths in Service	Started with Company	Died
N. Day (Walsall)	4.7.59	23.5.83

LONG SERVICE AWARDS

On Thursday, 28th April, the following employees received special long service awards. All had accepted retirement under Voluntary Severance and left the Company on 31.3.83.

L. Stone - 43 years - Section Leader, Revenue Department, Head Office, chose to receive a Greenhouse.

F.J. Richards - 41 years - Section Leader, Revenue Department, Head Office, chose to receive a Camera and Binoculars.

E. Clainey - 40 years - Outside Representative, Head Office, chose to receive a Clock.

ERIC CLAINAY. It was in 1942 that Eric became office boy in the Old Service Department at Head Office but in 1945 he was called upon to fulfil his duty to his country and joined the R.A.F.

After two and a half years he returned to become a clerk in the Meter Accounts Section and eventually to progress to the position of Deputy.

In 1967 he moved to Tipton Depot as assistant Superintendent (Consumer Service) and later was appointed to Outside Representative in the Revenue Department, a position he held until his retirement.

He has a daughter who is a chemist at Wordsley Hospital.

As a lover of Old Cars and a keen D.I.Y. man I'm sure Eric will have no trouble filling the hours of his retirement.

LEN STONE. Employed as an assistant collector at Smethwick in 1939 Len became one of the original members of the Company's Home Guard.

In 1942 he joined the Navy as a Radar Operator and was involved in the first Russian Convoy to Murmansk, took part in the West African Coastal Patrol Duty, in the invasion of Normandy and the South of France and in the re-occupation of the Greek Islands.

Returning to the Company in 1946 as a senior clerk in the Revenue Department, he progressed to become Head Office Cashier in 1956 and in 1967 was appointed Section Leader in charge of Meter and Sundry Income Accounts.

Len has always been a keen sportsman and represented the Company in table tennis, football and cricket matches.

He has two sons, one an Architect and the other a Civil Engineer.

Len chose a greenhouse as his retirement gift and will put it to good use I'm sure.

FREDERICK J. RICHARDS. Fred joined the Company's Revenue Department in 1941 as an office boy and immediately joined the Company's Home Guard.

He, like Len Stone, joined the Navy and attained the rank of Leading Coder. He was involved in the Atlantic Convoy Protection and served in support of the 'D' Day landings. After Armistice in Europe, he was sent to the Pacific, Australia and Hong Kong, returning home in 1946 to take part in the Victory Parade in London.

Rejoining the Company he soon became Supervisor of The Addressograph Machine System and in 1958 was appointed Deputy Internal Auditor and eventually in 1967 became leader of the Cash Control Section.

Fred, a keen sportsman in his younger days, played cricket, football and table tennis for the Company.

He has a son, employed by Birmingham Housing Department and a daughter who teaches at a private Quaker School after attaining a degree at University.

Horsing one of his life long hobbies will I'm sure fill many happy hours during his retirement and the binoculars he chose will give him a clear view of the winner.

Information on tap

WHEN TO SPEND

If like me, you have been indoctrinated all your life in the belief that one should save for a Rainy Day, or for your inevitable old age, it comes as a shock to find this philosophy proven to be wrong.

In 1983, the harsh reality of the Recession has compelled firms to either retire staff by voluntary or enforced redundancy or in many cases to close down completely. The many men and women in their mid-fifties left unemployed have little or no chance of ever working again and therefore are forced to apply for Supplementary Benefit until they are of pensionable age.

The Supplementary Benefit was designed as a last resort safety net to keep otherwise penniless people from starving and rules within its structure make anyone who has more than £2,500 in savings etc. ineligible for payment and because of this rule the previously mentioned persons stand to have to use up all the savings they had accumulated to guarantee themselves a comfortable retirement, well in advance of this time.

Take Mr. and Mrs. E.W. of Perry Barr who wrote to the Money Mail in the Daily Mail. Both in their early fifties, owning a home with £3,000 mortgage outstanding and covered by an endowment policy whose surrender value is at present £3,000. With £10,000 saved over years in a Building Society and various other smaller policies which would realise about £3,000. Having been extremely thrifty all their lives, maintaining old furniture, not having a holiday for at least seven years and running an old car, they were made redundant and were perturbed to say the least about their position.



Many will criticise this couple for being mean but is this a democracy? Surely a man has a right to do what he will with his money once he has earned it and whether he chooses to drink or gamble it all away and to live life to the full or whether he wants to put it in a tin box under a floorboard that is his right.

Neville Boyd Maunsell of the Money Mail told them, there was no way they could hide their worth by trying to hand it to some understanding relative to hold for them until retirement age, as the Supplementary Benefit Assessor can calculate "any resource deliberately abandoned" as part of your wealth.

He advised them to go out and buy all new furniture, have central heating and double glazing installed. To go on a World Cruise, buy new clothes and a new car for as he said the Supplementary Benefit people assured him they have not the least objection to applicants who turn up in a smart suit and a brand new car.

C. TURNER.

The Family Firm

The death on June 14th of Mrs. Mary Bradbury, the wife of the late Cyril Bradbury, former Foreman at Brindley Bank Pumping Station, severed a family connection with the South Staffs that had lasted a total of 97 years.

Mrs. Bradbury's father was one Joseph Plant, the son of a Lichfield railwayman, who was born in 1867, and in 1886 he joined the Company as a labourer and boiler cleaner at Sandfields Pumping Station, and was destined to spend his whole career at that location. Slowly rising through the ranks over the years, he finally became foreman engine driver, in charge of the three James Watt engines and the Jonah Davies "Cornish" engine. He became heavily involved in the modernisation of the Plant in the early twenties, when the James Watt engines were scrapped out in favour of two Sulzar "Uniflow" high speed horizontal engines. During this period of two years he nursed the "Cornish" engine through many months of continuous running, stopping only for the occasional repacking of glands etc., until the new Plant was commissioned.

He was father to seven children, all born and raised in the waterworks cottage adjacent to the station. Of these, Mary was born in 1907 and grew up amidst the sights and sounds of Sandfields, including the then long shift system, especially at weekends, that Joe and his associates worked. A fact which, at one stage in her teens, made Mary vow that she would never marry a Waterworks man!

Joe Plant completed in 1936, fifty years of service and duly retired to Christchurch Lane in Lichfield until his death in 1945. At the retirement ceremony Mr. F.J. Dixon congratulated him on being the only Company employee to have served under 3 Chief Engineers, Mr. Vawdry, Mr. Ashton Hill and himself.

To return to Mary Plant and her vow of marriage, she met a farmer's son from Burntwood who, much to her initial annoyance, soon afterwards decided that prospects would

be better if he left the farm and so Cyril Bradbury joined the Company in 1928 as an engine cleaner at Maple Brook, tending the two triple Expansion Vertical Engines. The couple married in 1933 and Cyril settled down at Maple Brook becoming a stoker and then an Engine Driver, throughout the War years, also serving in the local branch of the Company's home guard unit.

In 1946 he left Maple Brook to become foreman at Brindley Bank Pumping Station at Rugeley, a position he was to hold for some 26 years. During that time he made many changes to the appearance of Brindley Bank, both inside and out. The normal high standard of engine cleaning was improved over the years until it became a topic of conversation throughout the Company, whilst outside his gardening talents produced massive flower beds in the spacious lawns.

Like his father-in-law many years before, Cyril was also involved in a major plant reorganisation at his station but this time it was total electrification, a fact which he never really accepted with a hundred per cent enthusiasm, being a true "Steam Man". However, he was delighted to learn that his beloved engine was to be preserved in the plans and the last year of his service was spent in the restoration for static display of the Plant and some small items from other stations.

In 1972 Cyril retired after 44 years service and promptly bought an empty South Staffs house at Blithfield Reservoir at Abbots Bromley and spent there a happy five years looking after his pigeons and gardening until his death in 1977.

Mary Bradbury proudly claimed, on many occasions in latter years, that she had completed more "service" with the Company than both her father or husband and contentedly lived on until June, happy in the knowledge she had been connected for 75 years with the South Staffs.

H.G. SIMS.

OUR HISTORIANS

A history of Tipton Area Office and the area served by this office is being written by B.J. Williams and J. Van Leerzem, Water Regulation Inspectors at Tipton. Their research goes back as far as Dudley Water Company, which was later the South Staffordshire Waterworks Company and they have made some very interesting studies of working conditions and the "characters" who have worked at Tipton.

Quite a lot of useful information has been gained from talking to ex-employees and so if anyone reading this article has a story to tell or some information or photographs Brian or Johan would like to hear from you.

It is anticipated that further research and collating of information will take at least another twelve months but it will make absorbing reading when published.

Matt Gold of Ashwood Pumping Station has also been busy writing the History of Ashwood Pumping Station and has spent many hours delving into the Company's Archives to find out all interesting data about this Station and the men who have manned it since its Inauguration in 1891 up to present times. He also has spoken to many old employees and people connected by birth or marriage to the Company.

If there are any of the retired members, who have not been contacted by Matt but feel their knowledge about this station could be useful, please contact Matt on Kinver 872855.

EVENING MAIL

FRIDAY 17th JUNE, 1983

Gasping for tap water

When I was on holiday in **CHIPPER CORNER** Malta recently it

was very hot and I was always thirsty.

I soon discovered that the water did not taste very pleasant as it was salty.

Maltese water is sea-water with about 75% of the salt taken out.

This made me realise how lucky we are in Birmingham to have such nice tap water.

Sally Beard (11)

101007

King's Heath

In the age of 'Jumbos' and as the world shrinks in size, future generations are learning to appreciate the value of the service we provide.