



BACK IN BUSINESS!

Strong Customer Demand for Parry Building Products so Key Staff Remain at Their Posts

The Winding Up order on Parry Associates by the High Court on July 8th caused over a month of dislocation of the businesses on the Cradley Heath site. However, a resourceful intervention, provided the means of putting the popular and profitable small machine export activity back into operation under licence to PPM Ltd.



With machine production now restarted Mr Mohd Jama (in chequered shirt) a Somali customer visits workshop on Aug 20th to view his new plant being assembled

PARTNERSHIPS DISCUSSIONS WITH CHINESE RAIL CO

An experienced Chinese rail industry company has approached PPM Ltd with a fascinating proposal relating to two light rail projects that it has been contracted to handle.

The plan is to combine conventional light rail for main lines running to the edge of the central zones, then build a series of 'spur' lines using lightweight technology to spread out the coverage of the system in the outer districts.

A delegation is expected to be visiting Britain in the next few weeks to explore partnership prospects between the Chinese firm and Parry People Movers.

Also in this Issue...

- ◆ National R&D Strategy Proposed, P3
- ◆ Need for Warehouses Identified for Somalia, P6
- ◆ High & Dry Success in Benin West Africa, P6
- ◆ Proposed Status for Cradley Heath Site as Knowledge Centre, P8

CONCERNS OVER HS2 COSTS THREATEN NEW RAIL POLICY HIATUS

All of a sudden senior figures of Network Rail have started to be evasive over where investment will be concentrated in the next few years. Having been appointed as a Chief Executive with an impressive track record for getting things done, on time and within budget, (e.g. the infrastructure needed for the previous Australian and more recent London Olympic Games) Sir David Higgins is moving on, and the search begun for a new Chief Executive.

Meanwhile having prepared for the forthcoming railway 'tea party', Billy Bunter, in the form of 'HS2' is due to come but is apparently twice as big and hungry then originally envisaged.

Continued on Page 3....

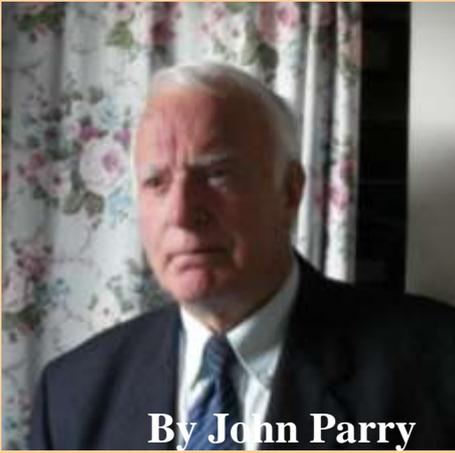
'PI' Ltd TO SPIN OFF R&D AS A COMMUNITY INTEREST VENTURE

In 2012, the Directors of Parry People Movers Ltd acquired the Intellectual Property relating to the driveline and flywheel energy store of the Class 139 railcars and this includes the yet-to-be built stretched version, the Class 139/2. This will be fitted with bogies instead of two fixed axles. Work on designing the stretched version of the railcar is well advanced and, up until the moment of the High Court order, was being funded by the Technology Strategy Board under its 'Smart' Programme.

Strategic and corporate changes are now under consideration which will assume the continuation of JPA's work under different corporate arrangements. The ongoing R&D work will continue as a 'Parry' activity under the new banner of 'PI' (Parry Innovation) which may be reconstituted into a Community Interest company because of its reputation for environmentally responsible products and services. Rail projects will be directed by PPM Ltd.

Feature Article Pages 4 & 5

- ◆ For information about **Parry Innovations** go to www.parrypeplemovers.com > Press Room > Downloadable Leaflets & Brochures



By John Parry

JUST OCCASIONALLY YOU HAVE TO STAND YOUR GROUND...

Stubbornness is rarely a good attitude to adopt in the face of what seem to be overwhelming odds, but just occasionally that which is pragmatic and that which is right are so different that there is head-on collision. When doing the right thing demands being stubborn then that's the way it has to be. I will come to this point later.

The Parry companies have followed a straightforward path in technical decision making guided by a rare commodity, common sense. The outcome has been some extraordinary achievements but rather muted market success, until now. This is due to a systemic failing on my part, to have a continuing appetite for R&D while at the same time striving to address the market. Separate funds for R&D have needed to be found to avoid depriving the businesses of the cash required to promote and thrive in the market place.

The troubles that found Parry Associates face to face with the Agents of Doom in the High Court in London on July 8th were brought about by match-funded R&D. Valuable grant money having been put on the table by the Technology Strategy Board and Regional Growth Fund depended upon, in the first case, half, in the second case, two thirds of the cash being found by the Company itself.

In today's climate, for ventures that already have cash, those with the means to assist, put it their way, but for ones that are short of cash, the funders hold theirs back... A paradox!

JPA's most notable technical achievement in its 40 year history has been to have developed the Hybrid Light Rail concept in the form of the Class 139 railcars which you can ride on every day on the UK rail network. A market which is worth many million of pounds stands there ready for the taking. All it seems to require is a relatively simple stretching of the Class 139 design increasing the vehicle length by 8 meters, and give it a bit more power in order for it to accommodate about 50 more people. Several organisations are urging us on to press ahead with the R&D work, but keeping their hands firmly in their pockets:-

- Network Rail
- The Train Operating Companies
- The Rolling Stock Leasing Companies
- Prospective manufacturing partners

Only two agencies, both within the Department of Business Innovation and Skills, have shown willingness to provide useful backing for essential design and development activity, with just a little help from Her Majesty's Revenue and Customs via tax relief (yes, the same organisation that tries to exterminate ventures it does not believe in).

But public sector grants require match-funding and also considerable reporting and form-filling activities which add to a small company's overheads. In order to obtain development capital for investment we have needed to call on is the backing of shareholders at a time when shrinking returns from other investments have been making it harder and harder to find spare cash to back the venture.

The 'crunch' came at the end of 2012 when shortage of cash led to a stark decision; either to stop the R&D work, laying off design and engineering staff or to seek permission to delay paying already-overdue taxes until funding comes to hand in the form of sales revenue.

This is where steadfastness to the point of stubbornness was called for. Our R&D programme was working against 'milestones' and with the market governed by the timing of rail franchise changes we were like an aircraft flying across an ocean, with the fuel on board that had been paid for but the tax on it not paid. When the tax is called in, do you turn the engines off? Do so, and you crash the aircraft.

By the beginning of 2013 the tax authorities and bank had stopped listening to descriptions of the emerging prospects and decided to move against JPM Parry & Associates Ltd. The bank thwarted the use of funds intended to be used to bring the tax arrears up to date, HMRC persuaded the High Court to issue a winding up order of JPA. As a result responsible people, including the directors of PPM are helping us mount an appeal for rescission, for which money has needed to be found. Difficult, but by no means impossible.

What happened subsequent to the High Court action has been a battle which has now caught the attention of some of the highest people in the land. The Parry venture has had an encounter with the Official Receiver whose job is to roam the battlefield dispatching wounded soldiers. Being in that category, but with important tasks to be getting on with, we strongly resented minor officials thinking they can stick in the bayonet, so we reached for the musket. The first bullet to be fired was that though condemned as 'insolvent' by HMRC, the company was not insolvent, but temporarily short of money which is a different thing altogether. Insolvency, if you believe in Old Time Religion is when you cannot settle all debts immediately if called in. That however would make not just Northern Rock but almost every bank in the World insolvent. The normal and more helpful interpretation is that the directors have reasonable expectations of being able to settle all debts if the **circumstances arise. A 'going concern'.**

The measures that have had to be taken to gather the necessary funds together have mainly involved arranging disposal of certain assets and by again calling on external support. Thankfully, even though the events of the last few weeks have been bruising, it is turning out to be likely that JPA and its supporters can assemble sufficient money. To get back into business having been brought to a standstill, rather than just keeping going, **may turn out to have added £60-70,000** to the costs. The next question is where to aim our second bullet? All this commotion has brought about the need for a New Plan involving separating off research and development activity into an entity constituted to attract investment specially for that purpose. The ways and means of doing that are described in **Pages 4 and 5** of this newsletter.

Parry at The Crossroads

Spurred by recent external events, the Parry entities have arrived at a crossroads and the conclusion that the businesses with products to sell; people movers, and building materials equipment should get on with manufacture and selling, and the R&D work tackling what needs to be designed and developed must be promoted as a separate entity, with a separate supporter base.

In the September 2013 issue of the leading Rail Industry Magazine, 'Modern Railways', page 9 mentions both the departure of Sir David Higgins and JPA's troubles.

A National Strategy

That entity is 'PI', Parry Innovations and its initial agenda of work is already queuing up:-

There is a 'grand vision' of a National R&D strategy setting the context for the agenda of work for PI. The site at Cradley Heath, illustrated on page 8, might indeed be the ideal base for this vision:-

Affordable, job creating, low energy-using, lightweight technologies to refresh the economy, cheer up the population, protect the environment and open new markets for UK

NEW TRANSPORT POLICY HIATUS THREATENED

Continuation from page 1...

Authoritative voices including former Chancellor of the Exchequer and Transport Secretary, Alistair Darling MP and prestigious economic 'think-tanks' such as the N.I.E.S.R. are advising that Billy Bunter should not after all be invited to the party because there will not be any cakes for anyone else.

Senior 'economic journalist Liam Halligan believes that HS2 will harm prospects for a major programme for railway branch line service reinstatements.

Parry People Movers sources say the company will however have quite enough work to deal with in the short to medium term

with a 'Sprinter' replacement programme. But the HS2 effect makes it essential to take a closer interest in export markets. Looking around the world there are few places which will not benefit from having available a more affordable form of suburban railway.

Examples include Antarctica, the Gobi desert and the Rock of Gibraltar.

The caption reports correctly that the financial difficulties affecting JPA prompted London Midland, the Train Operating Company to supply two technicians from Tyseley to support the service when Parry technicians were no longer available. There is also an allusion to reliability issues with the Class 139 railcars. This is bizarre - Stourbridge Branch Line services continue to be among the most reliable in the country.



SETTING THE CASE AND PROSPECTS FOR A NEW TECHNICAL INNOVATION COMPANY, P.I (Parry Innovations Ltd)

Why Us?

There are probably a million designers and engineers in the World whose innovative ideas classify them as 'inventors', so this indicates a need to justify why our base at Cradley Heath should be seen as a source of truly world-changing innovations. Our claim is validated by the fact that we have achieved so much and more can be expected from applying the same resourcefulness and focus on Intermediate Technology.

The starting point is always a real need. For instance, looking forward there are three that stand out:-

1. A common problem for communities in dry countries is not having sufficient water throughout the year. We should seek a solution which provides more water or, better still, conserves what is already there.
2. After natural and man-made disasters there is a problem providing adequate **shelter for refugees, and not 'tent cities'**. There should be technical solutions that take people further along the way to achieving proper resettlement, an intermediate step towards low cost, permanent housing.
3. As urban populations in rich and in poor countries grow rapidly, routine daily movement between home and centres of activity (industry, commerce, education) has become an intractable problem. Assuming increasingly chaotic road traffic and inefficient time-consuming journeys, there should be technical solutions which provide better means of movement around main centres and rural towns.

Dancing Around A Flickering Fire

When in the 1960s Dr Fritz Schumacher perceived the need to work on technologies which do not try to 'eliminate the Human Factor' (because we are the human factor) he declared war in

his own gentle, witty, way on speed-and glamour-merchants who were simultaneously perfecting the design of Concord and private cars able to do 200mph. Schumacher conceived the **notion of Intermediate Technology**, a 'fire' which could still be burning brightly providing it is fed with fresh fuel. Sadly, organisation after organisation that were originally formed to do just that have fallen under the control of people who are more inclined to dance around the fire than feed it. It was Fritz's greatest frustration. He once complained to John Parry that 'People keep coming to me to tell me how much they agree with what I am saying, but what I want to see is for them, like you, to start doing something about it, but then they go away and write another paper'. Right from the beginning in the early seventies Parry coined the motto '*Actions Speak Louder*', to guide the intermediate technology facility at Cradley Heath.

Immovable Objects

40 years on, the flame of intermediate technology development still burns brightly in the small Black Country town of Cradley Heath. Being based on simple logic and common sense it should be an irresistible force testing the immovable objects in its path; the bastions of self-serving complacency, erected by people, creating zones of comfort for themselves that are not too bothered about anyone else.

Who Will be Interested?

There are numerous International agencies and multilateral aid programmes that are involved in improving the availability of fresh water, of which Water Aid is most prominent.

Disaster relief efforts are headed by agencies such as the International Red Cross and Christian Aid. Transport projects come under the World Bank but on a smaller scale local authorities and private firms such as bus companies will become involved.

AN AGENDA OF PROJECTS FOR PARRY INNOVATIONS LTD

Technologies to Reduce Loss of Fresh Water Due to Evaporation

There being incontrovertible evidence that exploitation of sources of ground water is lowering aquifers so that wells and boreholes are having to be sunk ever deeper, is an issue which can only get more serious as populations grow. Desalination of seawater is a possible means of substitution for river water in coastal zones. Fresh ideas are needed and these are most likely to have to concentrate on storage. Most of the **World's regions wet and dry periods occur** seasonally so that rainwater that is abundant at one time can be stored for use during droughts.

Parry technology is already used fairly widely in the construction of water tanks using inter-locking curved blocks which provides a convenient means of capturing rainwater

Diameter	2m	3m	4m
Height	3m	2m	1.5m
Capacity	9,500 L	14,000 L	18,500 L

from house roofs. However most water harvested from

seasonal rainfall is stored in reservoirs and ponds and, being in the open, is subject to evaporation. This can lose up to 2 tonnes of water from every square metre of uncovered surface. For a hectare this amounts to 20,000 tonnes of water lost to evaporation in a year.

Parry technicians have discovered a low cost means of producing a form of aerated concrete which is also impermeable and has been under test for 4 years without sign of deterioration. The material entraps evenly-distributed particles of 'EPS' (Styrofoam, commonly used for packaging and fast food containers) in the concrete which can be produced in a highly concentrated form making the concrete buoyant.



EPS Packaging



With the correct processing & particle grading a new type of impermeable concrete can be produced which floats on water

This new form of concrete (titled 'Stabilite') can provide the key to covering the surface of open water leading to considerable reduction in the losses due to evaporation. With this revolutionary form of low cost concrete floating elements can be made in a small plant close to the dam or pond yielding availability of additional fresh water through the dry seasons.

Another technique which would make it possible to store considerable volumes of fresh water from rainfall is under the ground floors of buildings if they were suspended rather than resting on the subsoil.

House Floors and Platforms for Refugee Camps

A technique can be developed by which lightweight slabs can be supported at their corners on thin props or stilts making it possible for the space created to be lined with an impermeable membrane so that water can be stored below the floor.



Simple stilts, using pairs of bricks embedded in ground

Lightweight slabs manhandled into position



Experiments are in progress producing precast units, light in weight so as to be convenient to manhandle which assemble into a complete floor.

The same method could provide a means of erecting a raised area of hard-standing for temporary settlements such as refugee camps later to be recycled to provide the ground floor slabs of low cost housing for displaced persons when resettled in the same area.

Construction of Urban Tramways on the Upper Surfaces of Roads



Conventional tramway construction is a major & expensive undertaking

Some residents of Edinburgh have formed a choir which can help them cope with their most annoying problems putting them to music to be sung as a way of getting their complaints off their chests.

The most frequent current topic is 'The Stupid Tram Scheme' which has blighted people's lives for several years and emptied public coffers. A solution is to hand awaiting further development into a readily implementable form. This is Carpet Track which was demonstrated in prototype form in a series of urban demonstrations of the People Mover system.



Inspecting sample of Carpet Track, 1993



Demonstration of system in Birmingham

Rail Transportation Powered by Renewable Energy

More work needs to be done to bring up to date the earliest (1990s) form of the People Mover which, before the hybrid version came along, was powered intermittently at stopping places where connection to electric current was provided to spin up the flywheel energy store. In many poorer parts of the world the biggest drag on finance is the cost of the imported fuel for the trucks and buses used for transportation. However, energy in the form of the sunshine and wind is available free in the areas where vehicle fuel is most unaffordable.

Also in more hilly places, cascades and waterfalls are a further source of micro-hydro energy. All of these can be turned into electric current which is a potential source of traction for vehicles. The proposition is to achieve the greatest efficiency in the use of renewable energy by establishing lightweight railway use, probably narrow gauge where there is a continual demand for movement of people and produce. This can be provided in an intermediate technology form of interruptably powered vehicles using renewably-generated electricity.



Ultra light railcar powered by low voltage renewable electricity

Growing Interest in West Africa

Report by Oliver Glendenning

Currently Parry Associates' biggest market is East Africa and that is where our machines have and are still being used in major reconstruction and housing projects in the past and the present. Recently the Chairman and myself have been on trips to London to Promote the Parry products to Ghanaians' and Nigerians at Diaspora conferences and we now have interest groups in Light rail in Ghana and a number of parties interested in manufacturing building products. Nigeria is a powerful and oil rich country and in recent years resources have been better managed and Nigeria is now set to become the richest country in Africa by 2015-16. Nigeria already has the largest population of the 52 countries in Africa and so the demand for housing is big!

Since the appointment of a local representative in Cameroon demand and interest in Parry products has grown in the region. Next month we have visitors from Yaounde coming to visit us for training and to complete a purchase for a roofing tile plant. We have also had interest from London-based investment bankers from Cameroon interested in promoting and purchasing equipment. We look forward to meeting their delegation and presenting our products to them in October.

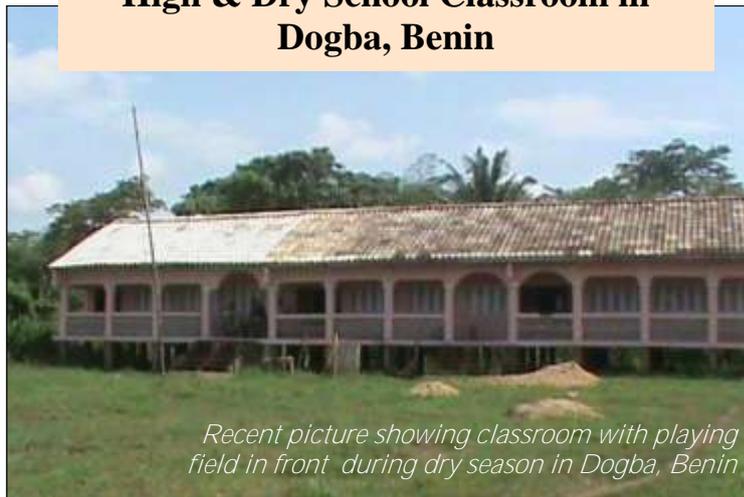
Demand for Machines for Somalia continues now they have a need for warehousing

The Somali people have a growing interest in affordable construction and after seeing the pictures of our railcar depot building in Stourbridge they are keen to use the same construction method for warehousing. We have had several potential customers interested in the depot design for this purpose.



Railcar depot design suitable also for use for warehouses for agricultural produce such as coffee beans, tea, rice or sorghum. The Stourbridge building provides a covered area of 160m². In a developing country it could be built for less than \$20,000.

High & Dry School Classroom in Dogba, Benin



Recent picture showing classroom with playing field in front during dry season in Dogba, Benin



Earlier photograph with the normal seasonal flooding. Teachers arriving at same school by dug out canoe

Construction in Ethiopia

Since coming back from Ethiopia plans have been progressing for creating affordable houses in Jijiga the Somali border town in Ethiopia. Their government is minded to give an option to the local construction company Country Building Associates who are our agents on the ground to develop a number of affordable homes which is 50% complete. The project is to be part funded by Ethiopian development institutions and private investment. The investors are set to get a 20% return on investment on the completion of this project and all future projects carried out by the company for the next 5 years.



August 2013 Oliver Glendenning with prospective customers from Ethiopia - Hattu & Senedu Shuramo

Through the connections we have in the African Diaspora and the growing contacts in overseas construction I feel very confident 30% of the funds needed will be raised within the next 6 months to start the project and the return on investment will be receivable for a £10k stake within 2 years.

Parallel but Separate

From a historian's perspective, there have been two parallel imperial-cultural combinations in the modern world (by 'modern' I mean since the beginning of industrialisation). On one side have been China and Japan and on the other, Britain and America. The history has not been a peaceful one and great wrongs have been done leaving uncomfortable scars. But the greatest harm have been self-inflicted, examples being when religious/intellectual elites were in control. In China, after Confucius and Shogunate Japan, there had been periods when all contacts with the outside world were discouraged. For a while a decision was arrived at to ban the use of wheels for transport. This rather got in the way of economic progress!

In Victorian times Britain and the US achieved positions of world economic leadership due to its special talents for ingenuity and creativity (and the use of the wheel) Then began an adoption of curious disdain for the abilities which had generated these nations wealth, i.e. doing things and making things. The beginning of The Great Confusion.

Eclipse of the 'Doers'

Having educated our young into the totally confused belief that a long, secure and congenial life was more likely to come from being wordsmiths or counters of beans rather than bashers of metal ('doers'), we stood by and watched them us up the garden path towards a 'post-industrial society!'

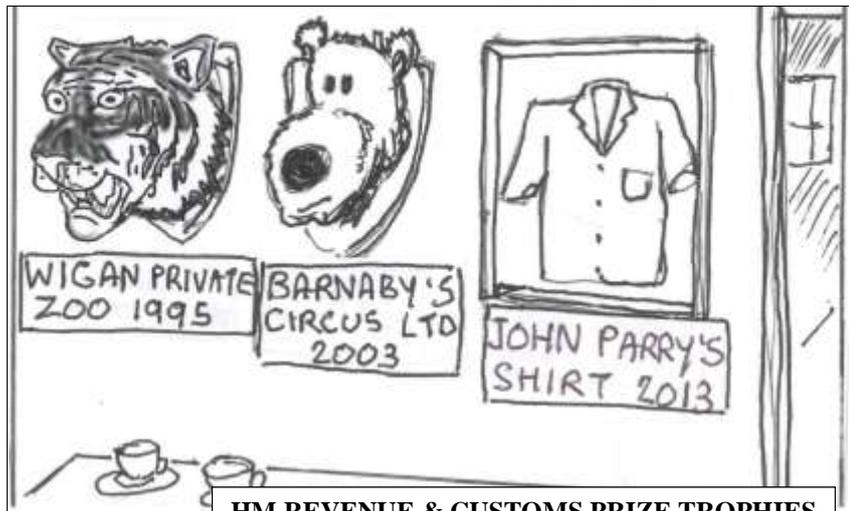
It all began to come unravelling in 2007-8 when the apparent miracle of continued prosperity based on consumption, service industry growth and cheap labour from Asia turned out to be fundamentally unbalanced and bound to capsize the ship.

Fritz Schumacher the founder of Intermediate Technology used to muse about the Titanic disaster as the most classic example of doing everything carefully except steering the ship. He coined the famous 'moving the deckchairs' analogy widely used by business folk.

It is possible to take the analogy further and point to the folly of grandiose ambition driven by the excessive short term focus on money.

Concentrating on the Takings

The good ship Titanic was in fact a money-making business and the directors of the White Star Line created it to earn sufficient revenue to exceed the cost of labour and fuel so as to pay off the investment of building it. The ship's officers were man-



HM REVENUE & CUSTOMS PRIZE TROPHIES

agers of the business and on that fateful night in 1912, the chances are that their minds were focussed on the takings from the bars, the rate at which the boilers were consuming the coal in the bunkers, and on estimating whether the voyage back from New York was booked sufficiently to make the return trip profitable.

The look-out made it known that the ship was on a collision course with an iceberg, but it could well have been that the officers were so busy with the money making business of running the ship that they did not heed the call to alter course until it was too late.

One of the keenest backers of the work of Parry Associates, Hugh Marriott, up until his death, in 1995, was a direct descendant of the family which owned the White Star Line. Hugh's belief was that clear foresight should be applied to guide technical innovation to keep the business on the right course.

Making the Rules & Profiting by the Rules

John Parry found attending the High Court on July 8th very instructive. The surroundings were superb with no expense spared. Rows of comfortably seated, smartly attired, mainly young, barristers waited excitedly for their cases to come up. Meanwhile standing huddled against the walls were business owners, some like JP obviously in their 70s and worrying about the fate of their staff, shareholders, customers and suppliers. During the legal proceedings they were treated as having low status, like anonymous prisoners not allowed to speak and awaiting pardon or execution at the whim of the lawyers.

As each case came up and the barristers leapt to their feet to answer 1 or 2 brief questions, you could almost hear the 'ching' of cash dropping into the legal tills. One day self serving professions will be seen for what they are - rule makers that profit by the rules that they make - and comeuppance will surely follow.

Back to 'Doing'

With an Appeal pending against the Winding Up Order a legal procedure was implemented for Parry People Movers Ltd to operate JPA business, now in receivership, under special Licence. Not before time, because with firm orders for £36,000 worth of equipment already in hand, the sales department are expecting a further £100,000 new orders to be placed in the next few months. Orders confirmed in the last few days of August for building materials, production plants for Cameroon, Somalia, Zambia, Nigeria and Tanzania.



A good start has been made catching up on lost time. Above can be seen seven vibrating tables at various stages of completion at Sept 2nd 2013. 10 days earlier they were just sections of steel waiting on the suppliers' racks.

TESTING LONG TERM PERFORMANCE OF BUILDING MATERIALS & SYSTEMS AT CRADLEY HEATH



One of the houses built in Krillipone shanty for US **Save the Children's Sri Lanka 1980s project** to develop a low cost house for shanty upgrading. Workshop prototype unit (right)



Malawi schools building programme sponsored by DFID with over 3000 classrooms completed country wide. Roofing system pre-trialled here.



Prototype flood refuge building after Mozambique floods in 2002. Now also in use at school classroom

Route of Intermediate Technology railway

Asian Tsunami Disaster: prototype safe house built 2004

Hexagonal roof system development for Build IT International Zambia school project, 2006

Freeze-thaw exposure samples of 'Stabilite' very lightweight concrete, 2009

Earliest example of Parry lightweight tile roof 1983

Experimental tiled roofs with support structure made from rough pole timbers for UN International year of Shelter for the Homeless Publication 1987

(Illustration from cover of 'Shanty Upgrading')

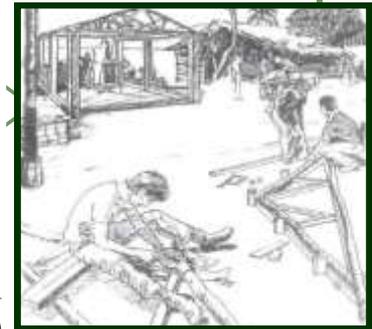
Manufacturing and training workshops for building products

Roof of clay tiles (trial for Tanzania church project) 2001

Govt of Sudan project. Lightweight frame structures with infill panels using traditional techniques

Pre-trial desert building for AL-Sarir new town, central Sahara.

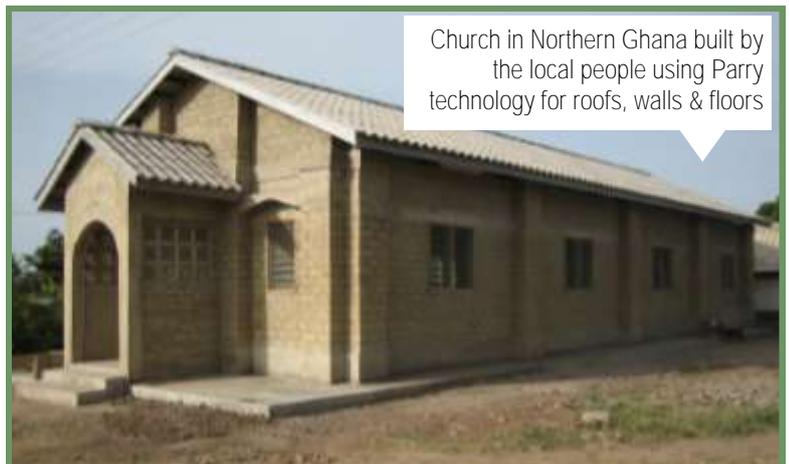
Mayor of Lima's shanty upgrading scheme 1980 pre-trial structure



Additionally a micro-concrete tile roof on a full scale warehouse type building is under long term durability trial at Stourbridge 3 miles to the west of the Cradley Heath site. Constructed in 2006. Serves as depot for PPM Class 139 railcars on Stourbridge line.



Al-Sarir Libya



Church in Northern Ghana built by the local people using Parry technology for roofs, walls & floors

