

otis^{MAGAZINE}



AUTUMN 1977 — OTIS ELEVATOR COMPANY LIMITED

AUTUMN 1977

This is the second issue of Otis Magazine. We have increased the number of pages to give more features and more news.

Patrick Cormack MP, secretary of the All-Party Heritage Group, writes about the preservation of commercial buildings. Member for the Cannock division of Staffordshire, and an acknowledged expert on his subject, he brings a new and intriguing view of an area which is important to the lift industry.

ITN newscaster Reginald Bosanquet reports from a Cheshire Home in Kent.

Colin Reid, who makes us laugh in the *Daily Mail*, writes our Last Page feature. If you like him as much as we do he will just have to come back.

Arthur Codd writes about Sir Robert McAlpine & Sons. This giant construction firm is a good customer of Otis but even we had not realised their work was so diversified.

Iain Crawford takes us to the Edinburgh Festival, we go sailing with Geoffrey Morgan, Frances Howell suggests autumn holidays, there is a Liftmanship competition with a portable TV set as first prize—and lots more besides, including all the news from Otis.

We think it is a good editorial package. What do you think? Tell Barry Wheeler at London HQ.

Our front cover is of London House, near Fenchurch Street station, in the City of London, one of the latest tower blocks to be completed. Main contractors were Taylor Woodrow Construction Ltd; architects, Elsom Pack & Roberts; letting agents, Richard Ellis. Thames House is owned by The City of London Real Property Co Ltd (a subsidiary of the Land Securities Investment Trust Ltd). There are four Otis 12-person lifts serving ten floors and also a firemen's lift.

Brighton's new conference, exhibition and entertainment complex (picture below) is now complete. It will accommodate 5000 delegates or provide 2694 m² of exhibition space, and is probably one of the most advanced developments of its kind in Europe.

Owned by Brighton Corporation, the centre is badly needed by a town which currently hosts around 250 national and international events every year. And this figure is rising, says Tony Hewison, director of resort and conference facilities.

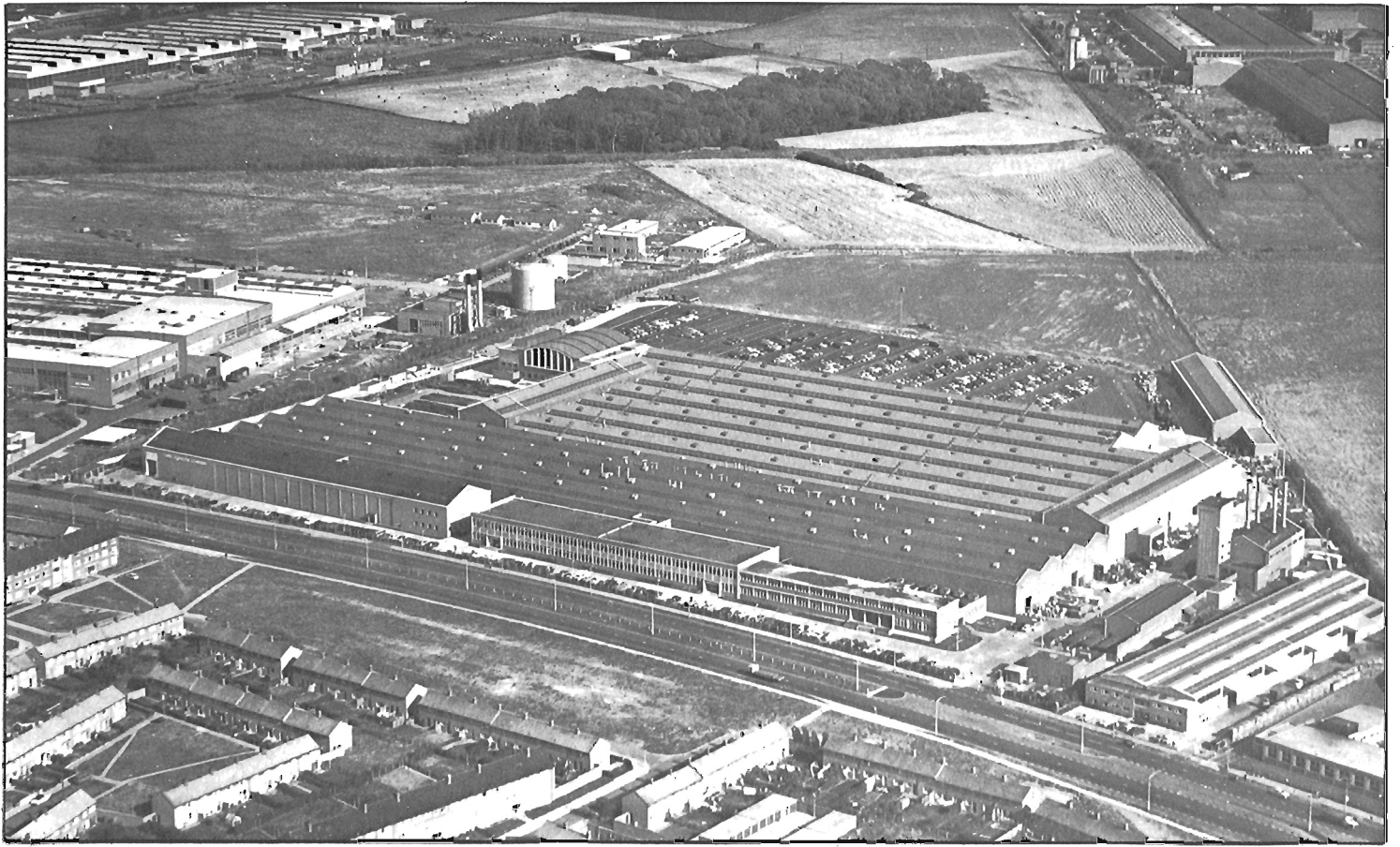
Otis has supplied 13 lifts, including a 3-car group of 260 models of 1500 kg capacity at 1.5 mps. Other Otis installations include a duplex passenger lift and goods lifts serving kitchens and store rooms.

Contract was secured by Roy Standen of London Sales and is now handled by the team at Brighton under branch manager John Watts. Frank Leonard is construction supervisor. Contractors: James Longley & Co. Architects: Russell Diplock Associates. Consulting engineers: G. H. Buckle & Partners.



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LIVERPOOL COMES OF AGE

by Bob Barnes

It is a pleasing coincidence our Liverpool works comes of age in the year of the Queen's Silver Jubilee, for it was in August 1956 that Otis began operations at Kirkby, just 21 years ago.

The Otis Liverpool works is on a 27½ acre site in the southern part of the Kirkby Industrial Estate. This is 7 miles north-east of Liverpool City and 28 miles west of Manchester, close to the A580 East Lincs road.

In the post war era of the early 1950s it was clear that a great rebuilding of our towns and cities had to start, and there would be a tremendous increase in demand on the lift industry.

Otis UK production facilities had to expand. The existing Waygood-Otis factory in Falmouth Road was pretty well at full capacity. A decision was taken to build a new factory at Kirkby. That was 21 years ago this month.

Production started on a number of press parts for motor and generator laminations which were sent down to London for assembly. But as time went on a carefully evolved plan was put into effect to transfer the Falmouth Road operation to Liverpool.

In the early days the main items manufactured were car frames, safety gears, counterweights, platforms, R-type escalators, car operating panels, hall push buttons, car doors, controllers, selectors, motors and motor generator sets.

To produce this equipment there had to be an initial range of production facilities. This consisted of the light machine shop with its capstans, milling machines, punch presses, guillotines and brake presses. Also available were the metal finishing processes of painting, cadmium plating and bonderising.

Liverpool, today, is much changed from 21 years ago.

When the original factory block was opened the total production area, with ancillary buildings, was some 145,000 sq.ft., plus a further 15,000 sq.ft. taken up by an office block, canteens and cloakrooms.

Extensions in 1960 increased the office space to 52,000 sq.ft. and in 1961/2 a raw material storage building increased the production facilities to 170,000 sq.ft.

The last major extension was erected in 1963/4 and comprised a seven-bay factory block, an additional boiler and ancillary accommodation area, and improved canteens and cloakrooms. The current production facilities plus ancillary buildings, garage, office accommodation, canteen and cloakrooms total some 492,000 sq.ft.

In addition to the main covered areas there are ample storage yards, access roads and parking for over 600 cars and a large number of motor cycles and bicycles.

The Otis Liverpool Sports Club is located at the rear of the factory complex, near the car park, and has a first-class football pitch and many other facilities. Although a later issue of Otis Magazine will cover the subject of training, it is impossible not to mention a very important section of Liverpool works, our apprentices' training school. The school is to the north side of the complex in the ancillary buildings and can accommodate 22 apprentices in their first year of pre-job training. It is well-staffed and equipped and provides a first-class induction programme for our young colleagues, who we hope will stay with Otis as highly skilled men, and hopefully graduate to supervisors or managers.

In 1977, it is strange to look back and note that the factory site was bought for £1,000 per acre on a 99-year lease, with an annual ground rent of one peppercorn.

Mr. and Mrs. Otis have no regrets since moving to Liverpool.

A former President of the RIBA was quoted in *The Times* last September as saying, 'there is a lot of talk about recycling materials such as paper and metals. Architects must begin to talk about recycling buildings'.

The jargon is not very elegant but one applauds his statement, even if one deplors the economic circumstances which provoked it. For in the 'development boom' of the fifties and sixties British bulldozers tore the heart out of many towns which had escaped or survived the blitz.

To say this is not to claim that old is always beautiful or new always bad; still less to suggest that our towns should be preserved in conservationists' aspic and allowed, unchanged, to decay. But if they change too quickly they lose their character, their individuality, their historical continuity. Those who, by their commerce and industry, seek to sustain our towns must remember this, and their own special responsibility as 'prime site occupiers'.

Almost always the focal points in a town are, apart from the parish church and perhaps the town hall, its commercial and industrial buildings. They tell its story and give its citizens a sense of identity and stability. They are, even if individually undistinguished, what gives it its character and their wholesale removal drains its life and distorts its scale.

It is because of wholesale change in towns as fine and as various as Gloucester and Worcester, Bedford and Bath, that one welcomes the acknowledgement that, 'architects must begin to talk about recycling buildings'.

In spite of what has gone there are still thousands upon thousands of structurally sound and architecturally interesting commercial buildings in our towns and cities with a continuing contribution to make to the quality and variety of the urban scene.

Their 'recycling' may take a number of forms. It may mean no more than giving them a general clean, but it may mean undertaking substantial work to bring them up to the standards of light, air and comfort properly expected by office and shop workers today.

In Whitehall one sees the magical effect that cleaning can have on great and distinguished buildings and I have personal experience of what major renovation can achieve because I have an office in the former Scotland Yard building on the Embankment, known, after its distinguished architect, as Norman Shaw.

In the early 1970's there was a move to pull down all the buildings along the Bridge Street side of Parliament Square and to replace them with a big new block to house offices for Members of Parliament and their secretaries. Many of us were opposed to this scheme on both aesthetic and economic grounds.

Economic circumstances came to our aid and the project was abandoned. In its place, and at a tenth of the cost, the North Norman Shaw building was rehabilitated. More space is certainly still needed for Members and secretaries—and that is at hand in the neigh-

We must preserve our

bouring South Norman Shaw building.

But the levels of comfort and elegance provided by the conversion are, by any standards, adequate and probably superior to what would have been provided in the ultra-modern structure we were promised.

Of course, it is not always possible to rehabilitate an old building in this way. Often the standards and requirements of an earlier age, with inadequately cramped quarters for workers and considerable space given to grand and sweeping staircases do not readily lend themselves to conversion and there is an undeniable wastage of essential space.

However, where this is the case there is often a very good argument for preserving the facade of a building and constructing something more in tune with modern needs behind it.

Recently there has been a great outcry at the total demolition of the old Holloway Prison. It was an extraordinary and enchanting Victorian building, masking behind its fairytale exterior a grim and secure prison. Certainly there was need to improve the facilities the prison afforded but how much better if the facade of Holloway, which brought delight to a drab area, could have been maintained in the way that the architectural division of Richard Ellis maintained Thames House in Queen Street for Brooke Bond Leibig.

Erected in 1911 this grandiose struc-

Patrick Cormack MP, secretary of the All-Party Heritage Group, argues the case for saving many fine industrial and office buildings of the past. They, too, are part of our history, making a continuing contribution to the quality and variety of the urban scene

ture exuded the comfort and confident prosperity of Edwardian England. The diversity of its elevations, repeated in the interior, made modernisation complicated but now Queen Street provides excellent air-conditioned office facilities for those who work there.

Only one of the old staircases has been retained as a reminder of past glory. For the rest the most intricate reconstruction has been effected within the shell of the old building.

There was a time when architects fought shy of this sort of job. They could not bear the thought of either modernising interiors or building behind an original exterior. It was a sin even to contemplate it. But the techniques that saved York Minster can be used to save and to utilise great commercial buildings

Opposite: Bush warehouse (shown above unused in 1973) has stood on Bristol's waterfront since 1832. Reconstruction was completed in 1976 and it is now the home of JT Building Group and Arnolfini Gallery, with gallery space, a cinema, restaurant and bars, bringing new life to an historic building. All floors are served by an Otis

12-person full collective 300 ft/min UMV lift with underslung roping.

Below: Thames House in London. Built in 1911 the interior has been completely modernised. Maintained for Brooke Bond Leibig by the architectural division of Richard Ellis. There are now four VIP 260 Otis installations in the building.



commercial heritage

and it is heartening to note the number of recent examples.

In the centre of Leeds for instance, St Paul's House, a huge Victorian warehouse in Park Square, midway between the station and the Town Hall, and built in 1874, has been beautifully restored on the outside, its pink terracotta facade with its extravagant frieze preserved. The warehouse behind, however, has gone and structurally independent offices have been erected.

Another warehouse conversion that springs to mind—one that won the Office of the Year Award from the Institute of Administrative Managers in 1975—is that of the new offices of the

architect, Richard Robson & Partners, in Camden Town.

These exciting transformations challenge comparison with the conversion in Edinburgh of St George's Church, an integral feature of the glorious Charlotte Square and now the Scottish Records Office, or with Bishops Stortford's Corn Exchange, a focal point in the town, now, after a variety of unsatisfactory uses (from saleroom to boxing hall), refurbished and housing elegant offices.

In Sussex Place, Regent's Park, the London Graduate School of Business Studies enjoys premises in a wholly reconstructed interior behind a beauti-

fully restored frontage. And there are many more examples.

Victorian mills have become studios and offices, warehouses have become flats, and maltings, as at Snape, concert halls. Perhaps one of the most imaginative ventures of all is at Haddington in Scotland where the whole community has gained a new lease of life from the restoration of its church and the transformation of its mill into a youth club, and of its most elegant town house into a splendid community centre.

In all of these instances one sees a happy combination of homage to the past and the skilful utilisation of the most advanced techniques to serve the needs of today. There are excellent aesthetic, economic and administrative reasons why the trend should continue.

The aesthetic reasons are easy to see. After the destructive era of redevelopment when there seemed only one thing to do with an old building—pull it down—there has been an increasing awareness among architects and enlightened developers that the buildings we have inherited from previous centuries are among our most valuable assets.

But what of the economic and administrative reasons for encouraging this trend? One architect who has specialised in this work for a number of years reckons that when all relevant factors are taken into account it is almost always cheaper to convert (and thus to rent space in) an old building than to build a new one.

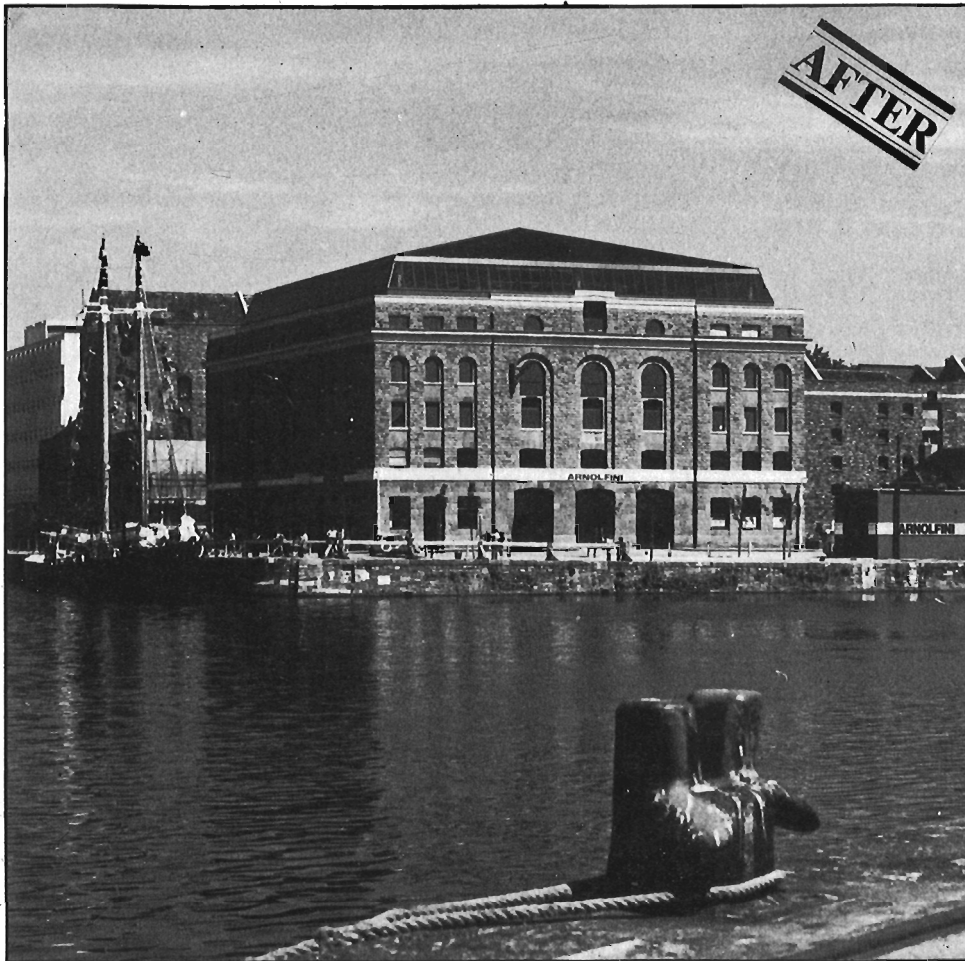
By relevant factors he includes the purchase price of the site, the cost of demolition and the time taken for planning permission to come through. Rehabilitation itself is also likely to be quicker than building from scratch, not an inconsiderable factor when one bears in mind current interest rates; and there is the added bonus that Development Land Tax is avoided if continuous ownership is maintained.

There are sound administrative reasons for considering rehabilitation too. The Town and Country Planning Act of 1971 allowed buildings built before 1948 to be enlarged by 10 per cent of their square footage without planning permission, and when it comes to commercial buildings waivers of planning standards and building regulations are frequently granted in order to maintain a listed building, especially if it is in a conservation area.

Again, office development permits, where otherwise required, are not needed for rehabilitation and compulsory purchase under the Community Land Act of 1975 is avoided in rehabilitation or conversion schemes, for these are classed as Excepted Development under the Act.

The economic and administrative incentives to rehabilitate could well prove transitory. Prosperity can increase and laws can be changed. However, at the end of the day the aesthetic reason remains.

That those who occupy commercial premises have both a special opportunity and a real responsibility to ensure that much of the best is preserved cannot be denied.



LASER LINE-UP

**In Canada Otis
is perfecting the use of
laser beams to align
elevator guide rails in
high-rise buildings**

Toronto, the metropolis on Lake Ontario that some observers consider tomorrow's high-rise capital of North America, has a striking new landmark to punctuate its soaring skyline: the 1,815-ft-high CN Tower, the world's tallest self-supporting structure. Visitors to the Tower's Sky Pod, a fifth of a mile up, ride in glass-walled observation elevators that let them look over the lake, the city, and the countryside beyond.

Ascents and descents in the four high-speed elevators are smooth as well as spectacular. The smoothness has been achieved in part by applying a laser beam to align the elevator's guide rails. Because the laser's coherent light can be sharply focused over long distances without spreading, it has found wide use in the construction industry to align tunnels, bridges and building structures.

Otis is developing a laser system for elevator guide rail alignment in collaboration with Diffracto Ltd., and Nova Laser Systems Ltd., both of Windsor, Ontario. Based on successful experience at the CN Tower, Otis is continuing development of the high-precision system to make it practical for use in conventional high-rise buildings.

Until now, elevator rails have been aligned and realigned by comparing their straightness with that of a steel reference wire alongside, held taut by a weight or turnbuckle. The taut wire method is hard to use in outside hoistways like those of the CN Tower because of swing and vibrations caused by the wind.

Guide rails have also been aligned by sighting along their length with a surveyor's transit. A disadvantage of this method is the difficulty of holding a sharp focus in sighting over the relatively great distances encountered in the hoistways of very tall structures like the CN Tower.

Job and wind conditions at the CN Tower made it impractical to install and align the full 1,100 ft of guide rail with one continuous length of wire. Rails were aligned by the taut wire method but in 300-ft sections. Consequently, once all the rails were installed, it was necessary to align the four sections with one another in order to obtain a smooth ride. The CN Tower marked the first successful application of a laser system to elevator guide rail alignment.

Beams from the laser can be focused more sharply than ordinary light. Daylight or the light from a lamp or other

source that appears white is actually a mixture of all colours from violet to red, with waves of all lengths from 38 to 72 hundred-thousandths of a millimetre.

A laser beam, on the other hand, consists entirely of light of a single colour and wavelength. The helium-neon laser used at the CN Tower generates reddish-orange light with a wavelength of exactly 63.28 hundred-thousandths of a millimetre, or 40,000 waves to an inch.

In the laser beam, all of the waves are in step, unlike the out-of-step waves of ordinary light. With its waves all of the same length, and all in step or "phase", laser light is "coherent."

The laser generator used at the CN Tower has a glass tube filled with a mixture of helium and neon gases. A high-voltage electrical discharge through the tube energizes the gases.

Mirrors, one at each end of the tube, reflect the single-wavelength, "monochromatic" light back and forth, each time releasing more energy concentrated in light of this one wavelength. An intense beam of the laser light leaves through the partly silvered mirror at one end of the tube and can be focused into a pencil-thin ray to travel hundreds of feet with little divergence or loss of intensity.

The low-power equipment Otis uses in rail alignment generates about one milliwatt, or one one-hundred-thousandth of the power of a 100-watt lamp.

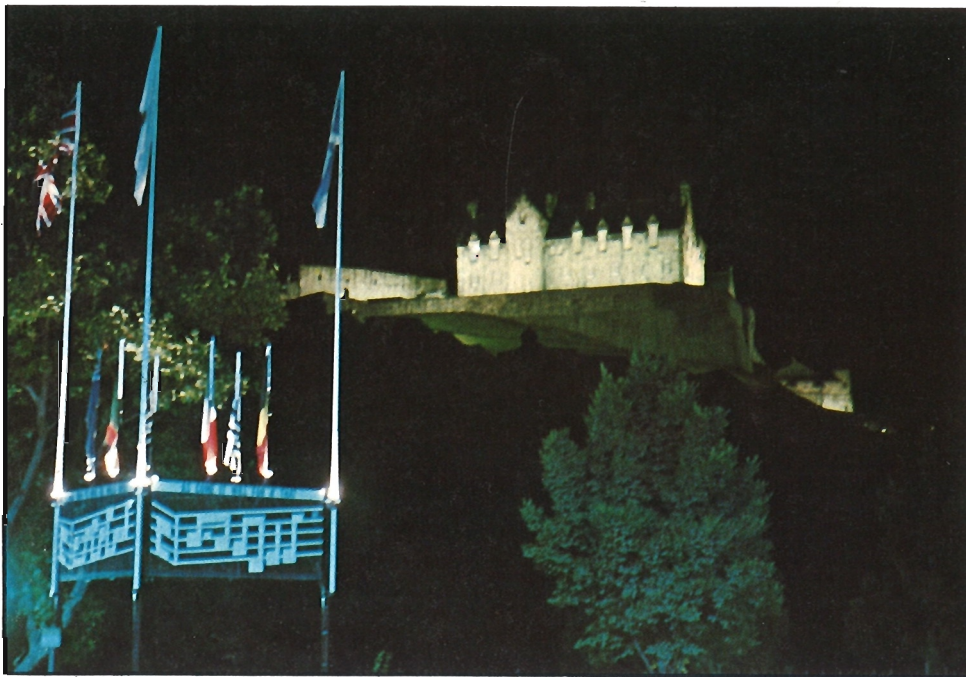
The equipment used at the CN Tower for aligning each of the two elevator guide rails in each hoistway consists of two units: a laser beam projector mounted at the top of the guide rail, and a detector and readout carried by an elevator technician riding on a temporary platform on top of the car and used by him to check rail alignment.

The four CN Tower observation elevators have been operating smoothly at 1,200 ft per minute since the Tower's Sky Pod was opened to visitors in the summer of 1976.

Results of this first major test have demonstrated the basic validity of the Otis laser system for guide rail alignment. The new laser technique facilitates detection and correction of guide rail irregularities. Otis' goal now is to develop a system using equipment and methods which can be applied under more typical conditions for alignment of rails in high-rise buildings of more conventional design.

Story and picture courtesy of "Bee Hive", the magazine of United Technologies.





All the colour and pageantry of the festival at night. The castle is flood-lit and the pipes, drums and massed bands in the military tattoo provide a superb spectacle



FESTIVAL CITY

When the first Edinburgh Festival was held in 1947, just two years after the war had ended, it was thought of by level-headed Scots folk as an act of consummate folly and pretentiousness of a kind fairly typical of a capital city often regarded as being too big for its brogues. Some astonishment still creases the brows of West of Scotland folk from Glasgow, and similar places, that this weakling infant has now grown to the lusty age of thirty-one.

In the first year, it is only fair to say, this view was shared by quite a number of the *douce* citizens of Scotland's capital, who regarded the idea of running a major international festival in their city as not just folly but more akin to certifiable lunacy.

Although, in 1947, there was an urge to travel and to exchange ideas among different peoples, brought about by the war, Edinburgh had never considered itself as a place with the intellectual stature of Salzburg or Bayreuth, Vienna or Paris.

The notion that an international festival capable of competing with the cultural beanfeasts of these supremely civilised *locales* could be mounted in Edinburgh seemed over-weeningly ambitious and dangerously impractical.

There is a cruel but true dictum that the worst things you can say about a fellow-Scot on whom fortune seems to be shining are, "Ah kent his feyther" or "Ah knew him when he wis but a laddie". Even after the tremendous success of the first Festival, there was a lot of that about. "It couldn't have been us that did it," Edinburgh citizens smirked at each other. "It must have been a fluke."

In fact, there was quite a lot of truth in this disparaging civic sentiment, for the impetus for the Festival came largely from outside.

Rudolf Bing, then general manager

of Glyndebourne Opera, wanted to create a major festival. He lived and worked in Britain, although he had been born in Austria, and he wanted to do it here, while the only two festivals in the world which counted for anything, Salzburg and Bayreuth, were moribund among the shattered and smoking ruins of the Third Reich. It was an act of calculated, cultural banditry.

In the grey aftermath of the war, with rationing of everything in sight seeming the only fruits of a hollow victory, the announcement of the plans for the Edinburgh Festival were pure euphoria. I was a reporter on the local evening paper and can still remember the thrill at the splendour and scope of the whole idea.

Unlike a lot of euphoria the enthusiasm lasted beyond the initial trumpeting. The first Festival was held in brilliant sunshine. Italian opera singers, who had arrived swathed in their Dolomite skiing woollies, sweltered in Princes' Street gardens and swore blind that whatever Edinburgh's pretensions might be to being the Athens of the North, it was certainly the Naples of the British Isles.

Together we scrambled round back streets seeking black-market restaurants (food was rationed) where the Gargantuan appetites of singers, conductors and instrumentalists could be assuaged. It may be a Napoleonic truism that armies march on their stomachs but years of research have proved conclusively to me that those glorious top C's and exquisite operatic *tessiture* have their physical origins in the same region.

It was mad, totally joyous, utterly against the dour spirit of the times and so magnificent that there was no way it wasn't going to happen again and again and again.

And so it has proved. To put on a Festival in a city with a skyline like

Edinburgh, you have to make it pretty impressive. Much thought, hard work and enterprise have gone into making this a great and comprehensive festival. The cosmopolitan flavour has been maintained. Virtually all the finest orchestras in the world have performed in Edinburgh—the Vienna Philharmonic, the Berlin Philharmonic, the New York Philharmonic, La Scala, Cleveland, Chicago, the great orchestras from London and Moscow, Leningrad and Warsaw, Paris, Rome, Stuttgart, Copenhagen and every big musical city in the world.

The list of conductors reads like a musical history of our time—Walter, Barbirolli, Furtwaengler, Klemperer, de Sabata, Cantelli, Giulini, Bernstein, Gui, Solti, Ormandy, Abbado, Barenboim, von Karajan, Beecham, Gibson, Boulez, Previn, Boehm—it would be easier to name the maestros who have *not* conducted at Edinburgh, if only one could think of them.

As with conductors, so with singers, instrumentalists, actors and dancers. All the voices from Callas to Vishnevskaya, Domingo to Siepi, have sung here and the catalogue of instrumentalists and actors is just as distinguished and just as long.

Complementing the performances and bringing audiences and artists back again and again is Edinburgh itself, one of the splendid cities of Europe, a marvellous amalgam of every kind of scenic and architectural drama. It is really two towns, perhaps three.

Along the ridge of rock which towers above the gardens and brightly-lit shops of Princes Street lies the Old Town, descending from the fortress bulk of the Castle, 400 feet above the flowers and paths below, down the cobbled Royal Mile to the turreted Palace of Holyroodhouse, built by Mary, Queen of Scots' mercurial grandfather, James IV.



Iain Crawford reviews the past and present of the Edinburgh Festival

Across what was once the Nor' Loch (and is now the railway running in a cutting through Princes Street Gardens) is the New Town. Here there are no medieval alleys running like ribs off the spine that is the Royal Mile, no close-stepped towers and high cliffs of buildings but spacious 18th century elegance.

The New Town is Georgian in design and execution, the product of a move by the aristocrats and the wealthy lawyers and merchants in the decade of the 1790s.

What makes Edinburgh's New Town unique in Georgian architecture is not only its profusion and the cohesiveness with which it was planned in the three stages of its creation, but that, despite its qualities of spaciousness and style, it cannot escape its heritage.

Around the corners of its graceful, balanced buildings and along the fine streets, there are wild views—up to the Castle with the racing clouds smoking past towers and battlements, down to the pewter estuary of the Forth.

In that setting this year (21 August to 10 September) the Festival offers two outstanding operas, seven performances of Bizet's *Carmen* conducted by Claudio Abbado, with the two greatest Spanish singers of our time, Teresa Berganza and Plácido Domingo in the leading roles, and the world premiere of *Mary, Queen of Scots* by Thea Musgrave conducted by the composer, a new opera specially commissioned by Scottish Opera.

Despite demands from all over the world, Berganza has never sung *Carmen* before, and in what must be one of the finest casts ever assembled Micaela is sung by Mirella Freni and Escamillo by Tom Krause, the producer is Piero Faggioni and the designer, Ezio Frigerio.

The title role in *Mary, Queen of Scots* is sung by Catherine Wilson and the opera produced by Colin Graham.

In the concert hall, five orchestras appear. The Concertgebouw from Amsterdam, The Scottish National Orchestra, and three orchestras from London: the New Philharmonia, the Royal Philharmonic and the London Symphony, which is also playing for *Carmen*.

Among the conductors are Bernard Haitink, Kyril Kondrashin, Alexander Gibson, Giulini, Abbado, Erich Leinsdorf, Antal Dorati and Sir Charles Groves. Soloists include Michel Beroff, Maurizio Pollini, Mayumi Fujikawa, Paul Tortelier, Janet Baker, Edith Mathis, Robert Tear, Annie Fischer, Jessye Norman, Heinrich Schiff and Yehudi Menuhin. The Edinburgh Festival Chorus takes part in four concerts.

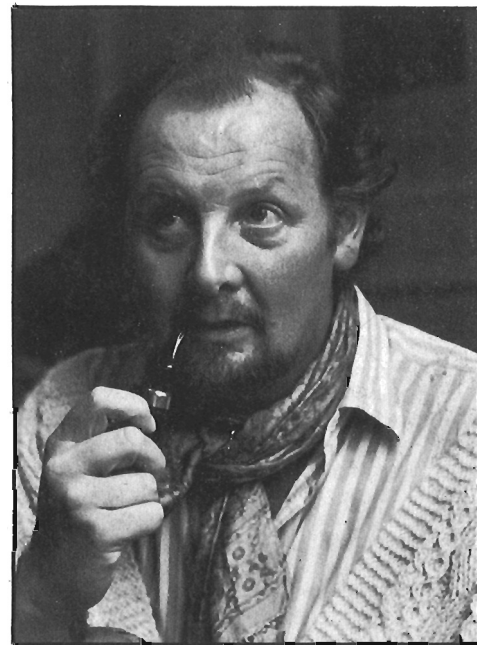
There is a special emphasis on Beethoven in the orchestral and chamber music concerts, and there is a wide-ranging programme of prose and verse recitals starring Ian McKellen, Rex Harrison, Alec McCowen, Dorothy Tutin, Frank Muir and Timothy West and on the drama side nine different plays presented by five companies from England, USA, Germany and Greece.

In open-stage productions at the Assembly Hall are two versions of the Antony and Cleopatra story; Shakespeare's with Dorothy Tutin and Alec McCowen in the title roles and Dryden's less familiar *All for Love* with Barbara Jefford as Cleopatra and John Turner as Antony.

At the Royal Lyceum Theatre, the State Theatre Stuttgart offer their hit from last year's Vienna Festival, *Das Kaetchen von Heilbronn*. There are two new plays from the Nottingham Theatre, the celebrated American actress, Julie Harris, in her characterisation of Emily Dickinson, *The Belle of Amherst*, and the most talked-about Greek actress of our time, Melina Mercouri, in the State Theatre of Northern Greece's pro-

duction of Euripides' *Medea*.

World-famous orchestras play at the festival. It also draws the finest actors and actresses. Below is Tony Robertson, artistic director of Prospect Theatre, who is producing three of the plays at the Assembly Hall.



duction of Euripides' *Medea*.

Then there is the emotive spectacle of the Military Tattoo, set against the dramatic backdrop of the Castle battlements, with its marching bands, the blare of brass and the flash of tartan to the pipes' skirling and the throb of drums. A most colourful part of the Festival since 1952.

With its brilliant colours spotlighted against the grim ramparts of the Castle crenellating the night sky, the pipes and drums, the brassy beat of the military bands and the heart-catching lament for the day of the lone piper from the battlements, the Tattoo blends pageantry and sentiment in a unique way.

In addition, there are the myriad diversities of the Fringe—200 plus performances, 80 premières. Music, drama, revue, satire and ballet all over the town.

All this, the greatest three-week spectacular in Europe, and perhaps in the world, still goes on in 1977 despite economic crises and dire warnings about the minor role that *luxuries* such as the arts must take in the grim struggle against inflation. It continues because of the devotion and dedication of a very few people—a tenth of the number who run a festival like Salzburg on sixteen times the subsidy.

The Festival pulls in for Edinburgh around 100,000 visitors (last year's certified figures) and this year it has made a bid for commercial sponsorship. Individual items were what sponsors were invited to back and commercial organizations have generously contributed.

But more industrial and commercial money is needed as local authority and government sponsorship is truncated. With what the Festival has to offer, in terms of national and international prestige, it is hoped that more sponsors may be found.

Liftmanship competition

TEST YOUR LIFTMANSHIP AND WIN A 12" PORTABLE TV

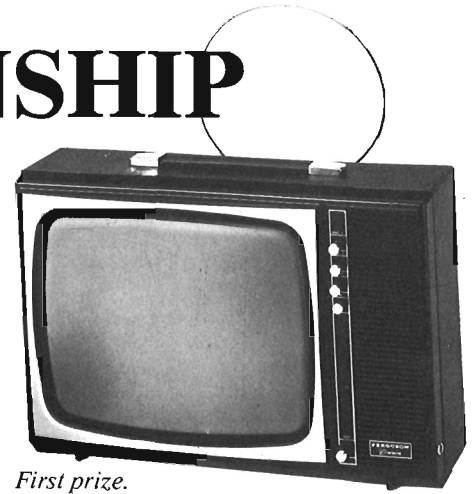
How much do you know about the lift industry? About the company for which you work? About the construction industry in general? This competition is a test of your skill and knowledge.

Each of the eight questions has been supplied by us with three answers. But in each case only one answer is right. Mark with an X in the appropriate box the answer you know is correct.

Then complete in not more than 25 words the sentence: 'Otis, the Number One in vertical transportation, will maintain this position in the future because . . .'

Clip the coupon around the dotted lines (not forgetting to write in your name, department and Otis location) and send to Barry Wheeler, Clapham Road. Entries must arrive before noon on 23 September 1977.

Please read the rules carefully before you start. The decision of the judging panel will be final and no correspondence can be entered into regarding this competition.



First prize.
Ferguson black and
white 12" portable TV set.

THE PRIZES

First Prize. 12" Ferguson black and white portable television set. Operates on 240v a.c. mains or 12v d.c. car battery.

Second Prize. Russell Hobbs automatic electric percolator. Two pints capacity.

Third Prize. Russell Hobbs automatic electric kettle. Chromium plated. Three pints capacity.

Fourth Prize. Kodak Pocket Instamatic 130 camera outfit. Complete with case, flashcube and colour film.

THE RULES

1. This competition is open only to employees of Otis Elevator Company Limited (UK), excluding Otis Board of Directors, Management Committee and members of Otis UK Marketing Department, but including Otis Long Service Association members who have retired but are not employed full-time elsewhere.

2. All questions must be answered

and written in ink pen, ballpoint pen or legible felt pen. Omissions or illegibility will cause disqualification.

3. Entries must be sent to Barry Wheeler, Clapham Road, and arrive before noon on 23 September 1977.

4. Proof of posting cannot be accepted as evidence of intent to compete and all late entries will be rejected.

5. First prize will be awarded to the entrant who correctly answers

the most questions. Remaining prizes will be awarded for next best attempts in order of merit. No competitor can win more than one prize or send more than one entry.

6. In the event of a tie for any prize(s) the answers to question 9 will be assessed by the judging panel and the prize(s) awarded for the best-reasoned and best-expressed. In the event of identical answers to question 9 there will be a draw for winner.

The decision of the judging panel

will be final and no correspondence can be entered into.

7. The judging panel (excluded from entering) will consist of John Pinkes, Principal Officer, Amenities, London Borough of Lambeth; Arthur Codd, Director of Public Relations, Sir Robert McAlpine & Sons; John Mendes, senior editor, International Publishing Corporation; Ted Meatyard, Otis Elevator Company Limited; Barry Wheeler, Otis Elevator Company Limited.

1. In what year did Elisha Otis demonstrate the first elevator safety gear which made high rise buildings possible?

1846	
1852	
1853	

2. How many Otis escalators are currently installed or on order for London's Underground?

178	
274	
291	

3. What is the longest travel of any Otis lift in New York's World Trade Centre?

962 ft	
1102 ft	
1390 ft	

4. Otis introduced the first escalator at the Paris Exposition in what year?

1895	
1900	
1910	

5. At the end of financial year 1975-6 Otis employees around the world totalled approximately how many?

49600	
55000	
76000	

6. Otis exports from UK totalled what percentage of turnover for financial year 1975-6?

25%	
35%	
40%	

7. Sir Robert McAlpine & Sons built Europe's largest office complex. What is it?

Arundel Great Court, London	
Shell Centre, London	
Driver & Vehicle Licensing Centre, Swansea	

8. Where in 1973 was London's largest hole in the ground?

St Thomas's Hospital	
New Covent Garden	
Arundel Great Court	

9. Complete in not more than 25 words the sentence: 'Otis, the Number One in vertical transportation, will maintain this position in the future because . . .'

NAME _____

DEPARTMENT _____

OTIS LOCATION _____

SPOTLIGHT on Newcastle

Meet the Geordies

Bill Hogg, Newcastle branch manager, is enthusiastic about one of the fastest-growing areas in the country

When HM the Queen visited Newcastle on Friday 15 July 1977 she passed under the Tyne bridge in the royal yacht *Britannia*. Most visitors arriving in Newcastle from the south by road or rail pass over the Tyne bridge or high level bridge, both of which are famous Geordie landmarks.

My own arrival was via one of these traditional "gateways" to Newcastle. But although I have lived and worked for many years in the south of England I was born a Geordie, so coming back in 1973 was really returning home.

The city has naturally seen a lot of development in recent years. There are many modern buildings, the A1 trunk road development has been completed, and now we have the Eldon Square shopping centre, generally regarded as being one of the most modern in Europe. The Queen officially opened it during her visit.

But the modern touch has been achieved without changing the essential character of the old city. Quayside is still the way it was 40 years ago. The Roman Wall, which runs under the cathedral, continues right under our office building on its way to Wallsend by the river. There is plenty of history left in Newcastle for the connoisseur.

The people have not changed either. It is still the same friendly city with the same abundant warmth. I am sure that has a lot to do with the success of the Otis operation in Newcastle.

We have always enjoyed a good team spirit both in the field and in the office and a lot of our people have been with the company for a long time. Joan Richardson and Doreen Riley are comparative newcomers but help to maintain our good relations with customers.

Albert Davison, service supervisor for south of the river, gets his gold watch this summer after 25 years.

Jack Harmieson, service supervisor for north of the river, has been with Otis for 13 years.

Alan Nesbit, construction supervisor, has been a fitter and adjuster, and has done 17 years with the company.



Above: Bill Hogg with Alan Nesbit, George Ingram, Jack Harmieson and Albert Davison. Below: Part of Eldon Square shopping centre.



George Ingram, service salesman, was an apprentice and fitter and probably the most senior of the northern region adjusters until he came into service sales last year, in his 22nd year with Otis.

Alf Williams was our other construction supervisor but is currently working in Zambia. Actually, as I write this, he is home on a month's leave and to attend the wedding of his son, Adrian, who also works for Otis in Newcastle.

You often find this family connection in Otis and in Newcastle it is particularly strong. Reg Wilson is a senior fitter and his two sons, Steve and Mike, both work for us. Michael Turner, the son of repair fitter Dick Turner, completed his apprenticeship with us last year.

My own connection goes back to 1962 after an engineering apprenticeship with another firm. I started in Otis in service zone, went to the export department in service and later sales, and completed three years in Glasgow as a service salesman before arriving in Newcastle in 1973.

Newcastle branch covers one of the biggest geographical areas. East to west along the Scottish border, down through Cumbria to Barrow-in-Furness in the west, then across to Teeside in the east. It is a coast-to-

coast operation.

Milburn House, our office, built in 1906 by the Milburn shipping family, is designed on the layout of a ship with floors identified like the decks of a liner. As the building is on a very steep slope a feature is that you can actually get to street level from four floors.

Naming our customers is like a roll-call of big companies. Newcastle means shipbuilding and we have worked with Swan Hunter shipbuilders on a variety of vessels.

British Home Stores and Scottish and Newcastle Breweries (where the famous Newcastle Brown comes from) are old and valued friends. So, too, are Bainbridges department store (part of the John Lewis Group) and Binns (part of the House of Fraser).

Our biggest recent job was the Eldon Square shopping centre. We have 32 lifts and escalators in this development. Then there is the Byker housing development, ultra-modern with flats designed into a circular wall. A lot of our vandal-resistant equipment is going in and is being well received by architects and consultants.

The increasing development at Washington, with its United States presidential connections, has kept us busy.

Middlesbrough, on Teeside, is the next biggest industrial centre after Newcastle, and at Redcar we are putting 12 lifts into the British Steel Corporation Development. ICI have another huge site on Teeside and are good customers.

Then there is the north-west. You might think it is all green fields and the Lake District in Cumbria but we have a resident engineer there and 50 installations to look after, including the Provincial Insurance headquarters in Kendal.

With the exception of London, I reckon the north-east is one of the busiest parts of the country. In Newcastle we have a thriving city with excellent shopping and fine restaurants and hotels. But as a London ex-commuter what I really like is that the city is only a few miles from superb countryside and the fine beaches of the north-east coast. I live in Whitley Bay, eight miles from the city centre, and can be in the office within 20 minutes.

On the entrance walls of Milburn House (it is on the site of Thomas Bewick's famous wood-carving workshop) there are 12ft hand-carved plaques depicting King Charles' entry into Newcastle and Earl Percy setting off for the battle of Otterburn. There are magnificent stained glass windows showing the coats of arms of local noble families. Nearby was once the home of Admiral Collingwood, second in command to Nelson in many naval battles.

LET'S GO SAILING

Below: New Maxi 68 (22 ft) with spinnaker drawing well. An ideal first cabin cruiser with accommodation for four.
Top right: 'Ghosting' among the Greek Islands. A bigger cabin cruiser with room for six.
Below right: This 10-ton ketch-rig motor sailor is used as a floating classroom by a sailing school



"I thought we were going sailing," Diana said, with a trace of sarcasm.

"So we are," I smiled. "But we need a little help from the wind."

"We've been stuck here for hours." Diana can exaggerate more than anyone I know.

Harry glanced at the shore. "We are moving, darling, you know."

"Of course we're moving," Mike said. "With the tide. That's why you have to work them."

Diana was still eyeing me. "But you said we were going to Walton."

"I didn't say when. That's the fascination of sailing. You can never be sure."

We had picked them up at the marina that afternoon and didn't want to rush things as it was their first time afloat; but they weren't very impressed with the scene so far. *Lucinda* was a bit on the small side for four; but it was only for the weekend and they had said they had come for some sailing experience, not for hotel accommodation. But the wind was letting us down.

We had drifted half-way down the estuary with the sails filling with the occasional puff before the breeze settled in from the south-east and the yacht came to life. After a gentle angle of heel, and the boisterous chuckle of water along the hull, our guests began to show their appreciation.

Once out of the harbour, and across the bay, the breeze freshened and there was quite a popple on the sea. *Lucinda* became livelier, spray feathered across the deck, and Diana and Harry retired below, looking a little sheepish or, at any rate, not feeling as lively as the boat. But once we were in the Backwaters, and everything had quietened down, they began to pick up.

Swinging to the anchor in Kirby Creek, that evening, they became quite enthusiastic. By the time we were sitting in the cockpit with glasses in our hands, instead of jib-sheets, they were talking about the events of the afternoon like a pair of old-timers.

It was a perfect summer's evening. The sun had gone down and the twilight stealing across the saltings brought the soft, wild chorus of the marsh birds. Mike had produced a reasonable meal and now the brandy was

giving everyone a mental glow.

"You know," Harry said at last. "This sailing lark really *is* something." He glanced at Diana. "I think we should seriously think about selling the caravan and doing something about a boat."

Diana looked at Mike and me. "What sort of boat would *you* suggest?"

"Don't plunge in at the deep end," we said. "Get your sea legs first. When you've had some experience you'll be in a better position to choose a boat that you can manage."

"Well, where do we start?" Harry asked.

We suggested that the quickest way to learn was to start at a sailing school. And after that brief weekend aboard *Lucinda*, that is what they did . . .

With more than 100 private commercial schools—and many other semi-official or sponsored teaching establishments—in a variety of holiday locations on inland waters and around the coast, everyone interested in sailing has an opportunity to learn the basic principles quickly and safely under professional instructors.

All the good schools are affiliated to the Royal Yachting Association and provide the high standard of boats, equipment and practical instruction required for recognition. Each is qualified to issue the RYA Proficiency Certificates.

All schools cover elementary and advanced day boat instruction and many offer advanced tuition in cruising boats, training pupils for the RYA Coastal Certificates and the Yachtmaster's ticket.

There is nothing rigid or compulsory about the courses. The atmosphere is informal and friendly and there are practically no age limits. Fees vary, but for a five-day dinghy sailing course, Monday to Friday, rates start at around £40 excluding accommodation and VAT; five-day coastal courses aboard a modern cruiser start from about £90 all-in, but excluding VAT.

Choosing a school will probably depend on its location (the RYA issue a list of affiliated schools, obtainable from the Association, price 30p) and whether you prefer to start in dinghies, where you are shore-based, or would be happier with the stability of a yacht, where



Boating has become a major British leisure activity. You can start with a £50 dinghy, then move into the cabin cruiser class. Geoffrey Morgan gives some advice

you live aboard for the duration of the course.

Some cruiser schools will now take pupils from scratch and at one with which I am well acquainted in my local Suffolk area, you can either spend the weekend or a week's course accommodated afloat or at the school's headquarters, a large comfortable cottage-style residence ashore.

The classroom is a sturdy 30-ft motor sailer with an exhilarating performance under sail, particularly in strong winds, and adequate accommodation for up to five.

Women average around 25 per cent of all holiday pupils, and the school's 'flagship' is well-equipped to accommodate mixed crews, with a private twin-berth cabin aft, separated from the saloon berths and galley by a spacious cockpit.

Fees compare well with an ordinary holiday elsewhere. Five-day courses, £45; accommodation ashore or afloat, £45. Weekend courses including accommodation at

£45 per person.

Keep your wardrobe simple and to the minimum. Sailing can be chilly and wet even in the sun, so warm clothing is essential—thick jersey and jeans, a wind and waterproof anorak or smock, oilskins and rubber-soled canvas shoes. Assuming you have the jersey and jeans, the remainder of the rig-out need not cost more than £15 or £18.

Once you have learned the ropes—or at least, acquired a degree of competence and confidence (you never stop learning) to handle a boat under sail, you will want to further your experience, and sooner or later you will be taking on a boat of your own.

Since the halving of VAT (down to 12½ per cent) there has been a marked up-turn in the boating industry and choice has never been so wide both in new and second-hand craft.

In the dinghy range for example, it is possible to pick up an old but sound sailing dinghy from around

£50. Second hand prices for the popular *Mirror* dinghy, an ideal beginner's boat just under 11ft. in length, start at around £200; new about £400.

Other new boats, such as the *Enterprise* (13ft. 3in.), about £800; the 16ft. *Wayfarer* around £1000. One of the smallest classes is the *Optimist* (7ft. 7in.) designed for the youngest members of the family for sheltered waters; price new £264, second-hand around £100.

Larger second-hand craft will depend on age, condition, type of auxiliary engine and inventory. A 24ft. 4-berth auxiliary cruiser with a good inventory, four or five years old, would fetch around £4000; a similar class new, between the £6000/£7000 mark, plus extras which would include some of the basic gear.

Choice of boat also depends on your base and the area in which you intend to sail, as well as the depth of your pocket. But initial and maintenance costs apart, your first venture into ownership in the cruiser class will probably be one of the smaller boats in the standard range provided by a number of builders.

One of the popular classes established here during the last four or five years is the *Maxi*. The boats are designed and built in Sweden by Pelle Petterson, designer of the Swedish challenger for the America's Cup this year. The four boats in the *Maxi* Class range from 22ft. to 32ft.

The *Maxi* 68 (22ft.), introduced this year, is one I have been sailing with the novice in mind. The roomy cabin under a flush deck has accommodation for four, and her sparkling performance is unlikely to disappoint the more experienced.

Price-wise she compares well with competitors of similar dimensions, the basic cost being in the region of £5000. She is safe, easily handled and very suitable as a first cruising boat for the person with a little experience or one graduating from a sailing school.

Choosing a boat can be a fascinating and confusing occupation; but your decision is best left until you have some experience. Certainly no beginner should venture off on his own before he is competent to do so.

For RYA List of Schools: RYA, Victoria Way, Woking, Surrey.

MEET OUR CUSTOMERS

Sir Robert McAlpine & Sons

From hotels to nuclear power stations, from steel works and dams to offshore oil rigs, the company has been building for industry since 1869. Arthur Codd tells the fascinating story

Compared with the opening of the Suez Canal the sallying forth by 22-year-old Robert McAlpine to repair a Scottish mine chimney in that same year of 1869 was pretty small beer.

As an event it was of no significance whatever to the world at large but to the recently married young Scot it was the early realisation of a long-held dream.

He was daring to become his own master in an age of industrial adventure tailor-made for the entrepreneur, and, at the end of the day, chimney repaired, he returned home the richer by 49 shillings.

Since then the company founded so inauspiciously by the restless, ambitious young man from the hamlet of Newarthill, to the south of Glasgow, has become one of the most successful and respected firms of civil engineering and building contractors in the United Kingdom.

Robert McAlpine came from what used to be called 'humble beginnings'. One of a large family, he went to work at 12-years-old in the coal mines. Later, he became a bricklayer, and earned weekend money repairing still-hot blast furnaces at an ironworks. Speed was as important as quality, a lesson he never forgot.

Knowing the unscrupulous ways of the commercial world in those times, and knowing the young McAlpine's rigid adherence to Christian ethics, it is remarkable that by the time he was 29 he was employing almost two thousand men.

An indication of the regard in which he was held by his employees is classically provided by the report that appeared in the *Hamilton Advertiser* of 5 January 1878, of a social evening at which Mrs. McAlpine was presented by the employees with



Above: At 343,000 tons Cormorant A is the largest concrete offshore structure yet built. It left Ardyne Point on the Scottish west coast this summer for Stord Fjord, Norway, to be fitted with its deck and equipment. Designed and built by Sir Robert McAlpine & Sons and Sea Tank Co, Paris, this oil production platform for the Shell-Esso partnership is the equivalent, in monetary terms, of 40 million chimneys as repaired by Robert McAlpine in 1869.

Opposite: Arundel Great Court in the Strand, London. Otis is proud to have been associated with McAlpine on this contract.

a gold necklet. A joiner stood and recited an eulogy couched in the stirring stanzas of Alfred Lord Tennyson's "Charge of the Light Brigade".

The appellation 'Concrete Bob' was bestowed that night, due homage thus being paid to McAlpine's revolutionary usage of the material in the building of houses.

His decision to cast concrete into blocks that were both physically and aesthetically acceptable brought him cheers from his own men and from those whose dwelling houses were thus made quicker and cheaper. But from his more conservative competitors, and eminent gentlemen in authority, 'Concrete Bob' was used more as an epithet than as a title of distinction.

How many of those same competitors and others professed pleasure at the young McAlpine's financial downfall in 1878 is a matter for conjecture. That their knowing smiles were shortlived is a matter of fact. Despite the collapse of the City of Glasgow Bank, Robert McAlpine, rendered penniless overnight, bounced back into the industrial arena with nothing but the strength of his earlier reputation to support him.

He not only began again from scratch, he decided with characteristic courage to expand his horizons into civil engineering.

He set his sights on the growing world of railways north of the border. He began by constructing signal boxes, went on to lay track, progressed to tunnels and bridges and saw a fitting climax to the 19th century with the 4-year construction of the 42-miles-long Fort William to Mallaig railway, driven through some of the most difficult terrain in the country.

Railway works in Ireland followed, running parallel with

such Scottish contracts as the vast Singer Sewing Machine factory at Kilbowie and the construction of what became locally known as The Holy City, a complex of dwellings on Clydebank that was the forerunner of garden cities in this country.

The building of The Holy City was as much an act of faith by Robert McAlpine as a commercial venture. Bathrooms, for example, unheard of in workmen's houses, were insisted upon in the design.

The First World War broke out and there was a resurgence of building and civil engineering work that earned the McAlpine company tributes galore, culminating in the accolade of baronetcy for Robert McAlpine, a distinction no-one could criticise. There was such a dynamism to the man, such an infectious spirit engendered by his personal involvement in every conceivable activity, that company success was inevitable.

Surrounded by sons with an equal sense of purpose, and aided by men of all trades and professions within the firm, there was never any doubt, for instance, that the Wembley Stadium and British Empire Exhibition of 1923 would not open on time, despite the ridiculously short contract period.

There was now, among the thousands in the regular workforce, an impressive nucleus of engineers, tradesmen and administrators, all well-coached in the McAlpine way of doing things. They were led by second and third generations of the McAlpine family—for Sir Robert's sons, Robert, William, Tom (later Sir Malcolm), Alfred and Granville, were all in the firm.

In the years between the wars McAlpine's built more conventional power stations than any other UK company. They constructed a dozen or more large-scale housing schemes from London in the south to Newcastle in the north.

Factories, breweries, dams, reservoirs, the Takoradi Harbour on Africa's Gold Coast, part of the Mersey Tunnel, dry docks in Jarrow, Tilbury, Elderslie, Southampton, sugar beet factories, railways, steelworks, the world-famous Dorchester hotel. In short, every conceivable type of construction.

Sir Robert McAlpine, the first baronet, died in 1934. That same year his eldest son, Robert, also died. Alfred, another

of his sons, chose to branch out on his own. The parting was remarkably amicable. None of your modern boardroom brawls preceded the creation of Sir Alfred McAlpine and Son Ltd., and proof of how amicable the parting was can be found in the high degree of inter-company co-operation that has followed.

The Anchor Project steelworks at Scunthorpe, one of the most complex jobs of its kind since the war and completed in 1975, was a joint venture between the two McAlpine companies, for instance.

The Second World War found the McAlpine family well-gearred to furthering the national effort. Munitions factories, airfields, underground control centres, and scores of other secret undertakings were successfully concluded.

In the basement fastness of their Park Lane, London, offices, Sir Malcolm McAlpine chaired the committee formed to design and construct the historic Mulberry Harbour. The Phoenix caissons which formed the harbour breakwater, 80 in total, were fabricated along the Thames by many famous contracting firms. The McAlpine firm built more of these caissons than any other.

Three decades later this same expertise in matters concrete was applied to the first offshore gravity structures for North Sea oil and gas production to be built in this country, three in all weighing over 800,000 tons and valued in scores of millions of pounds. The same sense of commercial adventure that had attended young Robert McAlpine's endeavours guided his descendants in their North Sea pioneering.

It had been present a few years earlier when they designed and constructed the world's first reinforced concrete pressure vessels for nuclear power stations, of which they have since built six at Bradwell, Oldbury, Dungeness, Hinkley Point, Hunterston and Latina in Italy.

Today, the board of directors of Sir Robert McAlpine & Sons Ltd. counts four non-family members among its number, each of them happily long-serving employees, working alongside Sir Robert's descendants in a period of building and civil engineering depression that only the strongest will survive.

If history is anything to go by, the McAlpine firm will rank among the survivors, because they believe in their client's well-being, and in themselves.



TRAV-O-LATORS LOOKING GOOD AT HEATHROW LONDON AIRPORT

Otis Magazine went to Heathrow London Airport to inspect the new subway system. It is in a good state of progress.

Nine Otis trav-o-lators within the subway will connect all three terminal buildings and will link to the new Heathrow Central underground station scheduled for completion later.

On site Otis Magazine talked with Jim Callow, construction superintendent, and Bill Lacey, supervisor. They were full of praise for the team who have overcome all problems as they appeared.

As Bill put it: "Together with BAA and main contractor John Mowlem we have a pretty good set-up

all round."

Led by Peter Hann, charge-hand, the site team consists of John Szulc, John Mathieson, Mick Joyce, Mick Corley, Martin Palmer, Ted Young, Peter Banfield, Tony Wilmott, Tony Wise, Chris Benson, Ted Jones, John Moriarty, Mick Rawley, Steve Richards and Tom Tulley.

There is little doubt they are one of the most skilled and experienced passenger conveyor installation teams in Europe. And we must not fail to mention David Coles of sales engineering who has done so much to ensure the job will be carried out successfully.

The contract for the nine trav-o-lators was signed in 1974 and is worth some £1.3 million (at 1974 prices).

Otis Magazine also talked with charge-hand Peter Hann. He has been with Otis for 11 years and has worked before at London Airport. He told us of a dicey moment on the present contract:

"When we were first putting in the trav-o-lator material a 25-ton crane was working on a bank. Then the bank started to slip. The crane almost went over the edge. And it was a 40ft drop."

Peter Hann, John Szulc and Tony Wise are shortly off to Lagos in Nigeria to work at the Murtala Muhammed airport where Otis is installing eight esca-



*Above: The site team at Heathrow London Airport
Below: Mick Corley fitting a handrail brush box*



lators and trav-o-lators.

Bill Lacey hopes, though, that they will be back with him at Heathrow by October to help on the further BAA

contract for another four 64 RAT trav-o-lators to be installed at pier 5, which extends outwards to the air-side of terminal 3.



ALL THE FUN OF THE COUNTRY FAIR

Nobody could say the London Borough of Lambeth is in the country. This

densely populated area of south London, where Otis has its HQ, is very urban.

But in green and lush Brockwell Park, Herne Hill, it seemed like the country. For this was the

1977 Lambeth Country Show.

Once through the park gates London seemed miles away. International show jumping, obstacle driving, traction engines, sheep shearing, sheep dog trials, cookery and craft displays, a flower show, vintage farm machinery, dog and pet shows—plus all the fun of the fair.

Otis Magazine was particularly fascinated by a group of campanologists (bell-ringers to you) who set up an ingenious portable set of real church bells and merrily rang changes for hours at a time. Are there any campanologists at Otis? If so, let us hear from you?

On Sunday 24 July, the second day, there was more show jumping and the Otis London Championship was won by Paddy McMahon. Our picture shows Mrs Peter Bailey offering congratulations.

OTIS TO GET HIGH WITH COKE

A low and mid-rise group of five units each, plus a high-rise group of four passenger elevators and two service elevators, will be installed by Otis in the new HQ of the Coca-Cola Company in Atlanta, Georgia. The contract is worth \$2.2 million.

Coca-Cola, always a good customer of Otis, plans to occupy the new building by September 1978.

General contractors are Beers Construction Company of Atlanta and architects are Finch, Alexander, Barnes, Rothschild and Paschal, also of Atlanta.

Otis sales manager for US south eastern region is Charles W. Jordan.

We were sitting around in the bar at Mote House. Just a few fellows enjoying a pre-lunch drink. Among them was an ex-colleague from ITN, Gordon Hesketh, and we were talking television shop.

It was the kind of scene you might see in any country hotel at that time of the day. But all the fellows, except me, were in wheel chairs and the man on my left was drinking his beer through a straw.

Mote House is not quite a country hotel. A rambling building, set in superb parkland outside Maidstone, Kent, it is a Cheshire Home for people suffering from so-far incurable diseases.

There are about 70 Cheshire Homes in the UK and about 100 others spread throughout the world. They started after World War Two when Group Captain Leonard Cheshire, VC, DSO, DFC, came out of the RAF and found he had little to do.

He used to visit a man in hospital. There was no cure for the illness and all the hospital could do was make the patient comfortable. Leonard Cheshire took the man home and looked after him. And so came the concept of homes for the incurable, where they could live in a family atmosphere.

My friend, Gordon Hesketh, is a young man. He worked as a director for several of the commercial TV companies and then came to Independent Television News. He was with us when we were covering the Apollo moon landings and had a premonition about Apollo 13 in 1970.

We were having technical trouble ourselves and for Gordon it seemed an omen that something would go wrong with the moon shot. He telephoned one night, off-duty, and said: "It is going to be a disaster. Get all the standby film you can." He was right, of course.

Later, Gordon did some light entertainment as a director, set up a new TV educational service in Hong Kong, did a tour of the USA and then went to Rhodesia. It was in Rhodesia, in 1975, that his troubles started. Gordon says:

"I didn't know what it was, of course. But the main thing was to get back to UK as fast as possible and get it sorted out."

What he had was multiple sclerosis. It is a disease of the central nervous system. Nobody knows why it starts and medical science, at the moment, cannot offer a cure. Gordon has the use of his hands but cannot walk.

He says: "It can happen to anybody. One has to come to terms with it, which is a really difficult thing to do. Funnily enough, I was so pleased when I knew what was the matter. I thought I had got cancer of everything. The knowing helped."

Gordon came to Mote House from hospital, in August 1976, on the advice of his social worker. Because he worked in TV he watches a great deal, with a professional eye, and keeps in touch with lots of friends in the business.

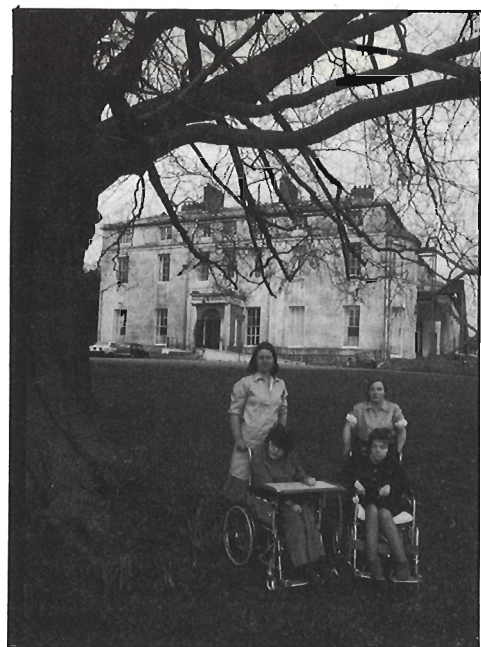
He also takes full part in the many social activities organised by the matron, Molly Ganniclyft. After my drink in the bar Molly showed me the day-time

Where Courage Lives

TV newscaster Reginald Bosanquet reports from a very different kind of country house



Mote House is in superb parkland near Maidstone, Kent. The residents all have incurable diseases. Excursions into the grounds have to be made in wheel chairs. Life in the building has been made easier by the recent installation of an Otis lift



living room, enormous and with high, country house ceilings. Many of the 36 residents were there, nearly all in wheel chairs. People without the use of their arms have electrically-driven chairs. They spin around the room, and in and out of the passages, like rally drivers.

I told one woman her chair reminded me of the Daleks in *Dr Who*. She laughed, said she had heard that before, and zoomed away shouting, "Exterminate him; exterminate him." They are a cheerful lot at Mote House.

Molly explained that she does not receive the mentally handicapped, although they are accepted by some other Cheshire Homes. All the men and women at Mote House are mentally alert; it is simply that their nervous systems and limbs will not obey the

orders given by their brains.

The building is scheduled, and has very large bedrooms, so that residents must share sleeping quarters. There seems no way of dividing some of the rooms into smaller areas. But life has been made easier by the recent installation of a new Otis lift.

I returned to the bar to say goodbye to Gordon. Sipping his pint of Guinness he said:

"This is the best place for me to be. If I were at home, say, and something went wrong, I couldn't press a bell and get instant help. Here, I can."

"No, I am not afraid. And it doesn't upset me to see people worse off than I am. My condition could get worse, of course. If it happens, it happens. That's show business."



GREAT SCOTS

When Edinburgh service supervisor Willie Duncan goes to work he does not wear the Royal Stewart tartan shown in our picture. This is the uniform of the Dalkeith British Legion Pipe Band. Willie is a drummer and plays at Highland gatherings and in competitions all over Scotland.

He joined Otis in 1947 and has worked on many interesting jobs, including the passenger lift for Holyrood Palace. Incidentally, that lift was originally meant for No 10 Downing Street in London.

Believe it or not, but John McKenzie, our other service supervisor in Edinburgh, is a drummer in the Lothians and Border Police Force Band, who are previous world champions. In August John was with them on a Canadian tour.

It looks as if you have to be musical to work in Edinburgh.

NEVER THROW AWAY THE OLD FILES

Otis was recently asked by a researcher for details of the lifts which R. Waygood & Co. put into the *SS Titanic* in 1912.

This was the ill-fated luxury liner which hit an iceberg and sank in the Atlantic on its maiden voyage.

We turned back the old files

and came up with the information.

The lifts were of the drum type, rated for a load of 15 cwt (capacity for about 10 people) and running at 100 ft per minute. They served the promenade deck, bridge deck, shelter deck, saloon deck and upper deck—a travel of 37 ft 6 in.

One of the lifts also served the middle deck and the boat deck with a travel of 55 ft. 6 in. The lift machines were DC driven with a motor speed of 500 rpm and a gear ratio of 53:1.

FLEET LINE GETS BLACK LOOK

Escalators on London's new Fleet Underground line are to have black polymer step treads instead of the aluminium treads on the Victoria line.

London Transport lifts and escalators staff have worked with Otis and the rubber and plastics industry on this development.

Polymer treads have already been fitted at a number of stations and are being fitted, wherever possible, on new and modernised escalators.

LT lifts and escalators development engineer Ian Garrett explains:

"The starting point of this project was the number of passenger complaints about the



glare from metal treads under fluorescent lighting.

"Two types of material have been used to make the black treads. The first was a synthetic rubber, styrene butadiene. Trials are now being carried out with polyurethane materials.

"Both materials were subjected to stringent tests for wear, fire and safety requirements." In our picture Ian Garrett shows escalator tread sections of black polymer (right) and standard aluminium.

—Story and picture courtesy LT News.

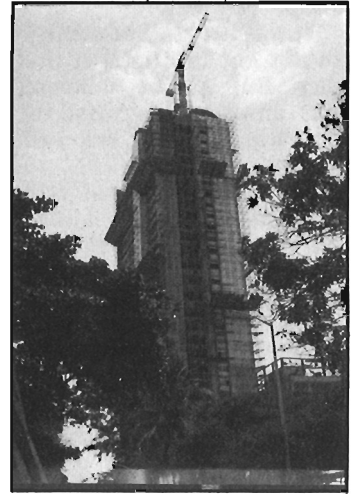
exports

FIRST IN GAMBIA

Otis export division has supplied the first-ever lifts for the tiny Republic of The Gambia in West Africa. Two BN7 passenger lifts are going into the offices of the Central Bank of The Gambia in Banjul, the capital city. A special extension is being built to house the installation, which will serve six floors with a 16.7 m travel.

Completion is scheduled for autumn 1977. Architects: Victor Heal and Partners. Main contractors: Balfour Beatty & Co.

TALLEST IN NIGERIA



Necom House, Lagos, (above) will reach 35 storeys and be the tallest building in Nigeria on completion in early 1978. Owned by Nigerian External Telecommunication as a communications centre it is being provided with six high-speed Otis VIP 260 lifts by fitters from UK with Nigerian assistance. Architects: Nickson Borys, Lagos. Consultants: Oscar Faber & Partners Contractor: Richard Costain.

BEACH HOTEL

Completed in February 1977 the Eko Hotel, Lagos (below) is a luxury building by the beach on Victoria Island and is operated by Holiday Inns. The main floors are served by a four-car group of Otis VIP 260 lifts plus two staff lifts and one kitchen goods lift.



UP POMPEY!

Impressive newcomer to the Portsmouth skyline is Zurich House in Stanhope Road.

Close by the railway station it overlooks Guildhall Square, with the old Guildhall and the new civic offices as a backdrop.

Southampton branch installed five lifts. Four are 260-4 high-speed 131 HT gearless passenger units. They serve 14 levels, each car carrying 3000 lb at 2.5 m/s.

The fifth lift, behind the scenes, is a variable voltage

passenger/goods unit at 1.0 m/s.

The salesman was David M. Leventhorpe. Construction supervisor was initially John Dallimore followed by Joe Cella. Eddie Beecroft took over following Joe's promotion to Southern region construction manager.

Architects, Collins, Melvin Ward; consulting engineers, Oscar Faber & Partners; general contractors, Sir Robert McAlpine & Sons.

THE RIDE WITH A VIEW IN DETROIT

In the 70-storey Detroit Plaza Hotel, tallest building in Michigan and nearing completion, Otis will provide two observation elevators in a solar glass hoistway on the outside of the building.

They will carry patrons to and from the revolving restaurant and cocktail lounge at the top of this circular hotel.

Each of the four 39-storey office buildings surrounding the hotel will have a circular solar glass hoistway located on two opposite corners. Each hoistway will carry six wedge-shaped glass-walled observation elevators.

LONG SERVICE ASSOCIATION: GET-TOGETHER AT CHATEAU IMPNEY

Two-hundred-and-six members and wives went on the 3rd annual outing of the Otis (UK) Long Service Association on 17 June.

There were three coaches from London and one from Liverpool, plus members from Birmingham, Bristol, Bournemouth, Marlborough and Somerset.

Lunch was at the Chateau Impney, near Droitwich, and it was good to see so many retired Otis people all looking fit and enjoying themselves. Naturally, the talk was mainly 'shop', and many lift installations were reconstructed.

The Association looks forward to a bumper attendance at the 24th annual dinner on 7 October. Details will be sent to members in the near future.

CRICKET: LONDON BEAT LIVERPOOL BY 153 RUNS

Hard hitting by Alan Spencer (81) and Barry Lane (28) helped the London team's win over Liverpool at Honor Oak in June. When the first wicket fell they had scored 65 in 15 overs. The match was limited to 45 overs each side.

Captain Ted Meatyard put on 16 and the London total was 229 all out in the 42nd over. John Crowley took 4 for 27.

It was not Liverpool's day. Accurate bowling by Terry King and Bob White had them in trouble at 23 for 4. Then Rikki Gallagher (14) was well-caught on the boundary. Although late resistance was put up by Atty Gallagher (12) they were all out for 76 in the 29th over. Liverpool captain was Ron Pilling.

Dick Ashby.



FACE TO FACE. First of a series which will take a closer look at individual Otis departments.

Distribution and intercompany

Getting the product to the customer is not without its exciting moments. Many years ago a ship with eight complete lifts for the Middle East blew up in the Persian Gulf. But they prefer to forget about that in our distribution and inter-company departments.

Despatch is a highly skilled operation requiring comprehensive knowledge of shipping agents, airlines, insurance and customs. And a lot more besides.

Distribution and inter-company manager at Otis Liverpool works is John Simmons. A member of the Institute of Export and current chairman of the European Packing and Transportation Committee, he began as a shipping clerk in the Falmouth Road, London factory and has worked as traffic manager and in production control.

He supervises an area of 40,000 sq ft at Liverpool and a 75,000 sq ft buffer warehouse at Erith, Kent. There is a staff of

nearly 90: packers, checkers and administrators along with drivers of the seven articulated trucks and twelve smaller vehicles which travel between Liverpool and London.

In the despatch department John has administrative assistance from general foreman Tom Briers with Peter Austin, Bert Smith and Roy Davidson.

The traffic department, with Geoff Higginson as supervisor, is an integral part of despatch. All the documentation must be processed, the best method of transport arranged and the job progressed until it arrives with the customer. Imported material is also dealt with by traffic department.

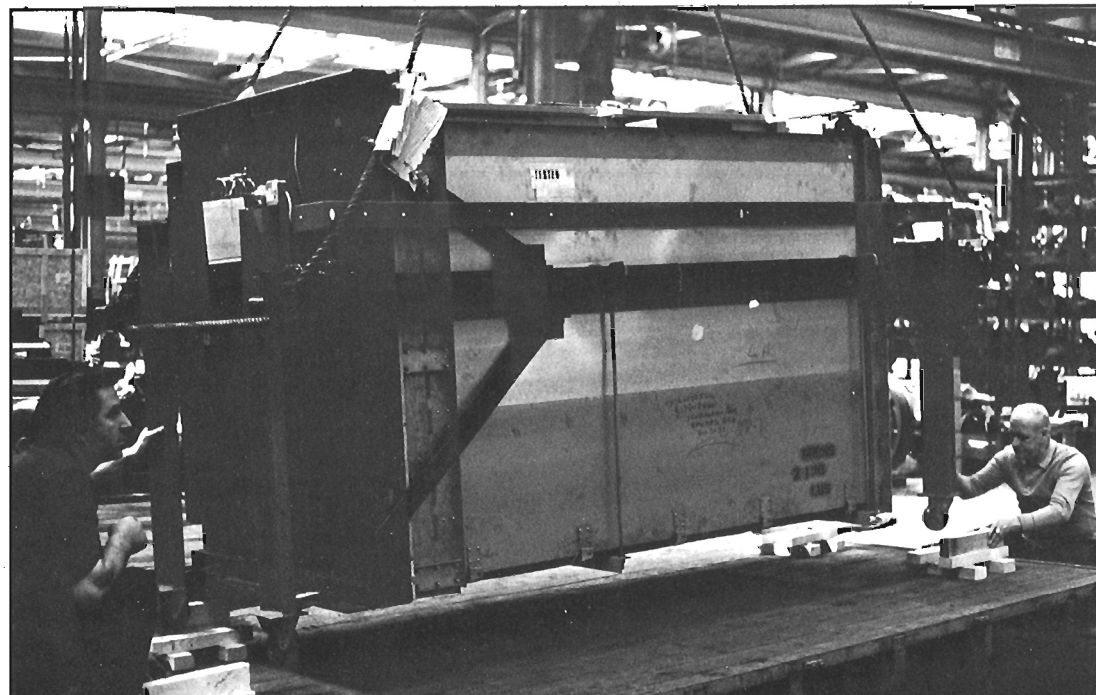
The buffer warehouse in Kent is the responsibility of Ted Braidwood. All domestic finished products are sent here to consolidate before shipment and are stored in allocated squares. Every night one or more vehicles leaves Liverpool with finished material for the

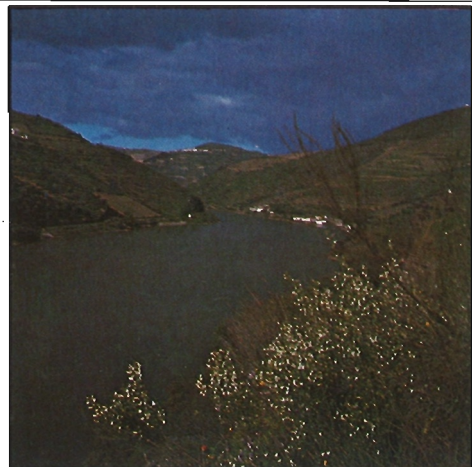
buffer warehouse.

A lot of Liverpool works business is with sister Otis companies and this involves dealing with scores of separate organisations in Europe, the Middle East and the Pacific. The interchange of equipment is a major strength of Otis, allowing high and low production loads to be smoothed out.

This side of the business is called intercompany and is in the charge of controllers Wally Smith and David O'Brien, responsible respectively for the Pacific and the Middle East as their main areas.

Recent major orders were for 32 passenger/freight lifts for a housing project in Egypt and 22 gearless machines for office development in Spain. Making sure that weight and size of equipment gets to the right place on time is no job for amateurs. *Above: Liverpool packing department. Below: Pre-assembled lift car being despatched from Liverpool.*





Above: Björnaffjord, Norway, through which the ferry ships sail when they call at Haugesund. Centre: Luxembourg, which can be reached by lunch-time, is thick with castles. From this one, at Clervaux, came a fortune-seeking ancestor of Franklin D. Roosevelt in 1621. Right: Douro Valley, Portugal's chief port producing area. Opposite page: Honfleur, Calvados, so easily reached from Le Havre or Dieppe for short-term Normandy motoring.

TAKE AN AUTUMN BREAK

**If you missed a summer holiday Frances Howell suggests
an October motoring tour on the continent**

To make a success of an autumn holiday on the continent you have to be self-sufficient. Travel agents plugging late holidays in their understandable desire to increase their own selling period, speak glowingly of less crowded beaches and no queuing; but what they fail to mention is that there is nothing to queue for.

Such local attractions as cable lifts, lake steamers, coach tours and seasonal theatres are no longer available, and very often the little entrepreneurs dealing in deck chairs, ice cream, row boats, bicycles and the waterside snack have all packed up for the winter.

This simply means that you have to choose your place more carefully and not go to one which is essentially a summer resort.

I rather feel that the coast, unless it is desolate and wild with accordingly its own peculiar attraction, is not the place for an autumn holiday. A beach with a few people on it in summer, or empty at the end of the day, is a place of repose and promise; but a beach empty because no one wants to be on it is unwelcoming and withdrawn.

Everywhere else is good in autumn—any countryside which has the least pretensions to beauty is the better for autumn colour; so are mountains, and autumn is a splendid time to visit cities which will just be picking themselves up and brushing themselves down after the exhaustions and dust of the summer. There, things will be opening rather than shutting.

Arranging the autumn holiday and getting to it also calls for a little ingenuity or at least research.

Package holidays to Europe nearly all finish in September when the operators turn their attention to more far-flung parts. But there are some who pick up the European threads anew, calling their offerings winter holidays and angling them, if they are sensible,

towards more suitable locations.

The specialists do this well; people dealing, for instance, in Portugal, where the weather is nearly always kindly. One should not, however, think only of the Algarve. The north is infinitely more interesting and even the hotels are sufficiently individualistic for you to know where you are on waking.

A proper travel agent, as opposed to a purveyor of packages, can always tailor a personally suitable holiday. With out-of-season hotel rates and cheaper air fares it might well not cost so much more than a package. But the way to handle an autumn holiday most profitably is to go by car.

If this seems an eccentric recommendation consider these figures. Thomas Cook's motoring research department tells me that in 1975—the last year for which they have figures—out of a total 8 million people holiday-making abroad, 1.2 million took their own cars and 100,000 others took hired cars, while 800,000 hired a car abroad.

This means that 2.1 million people relied solely or partially on a car for their holiday transport, which is 26 per cent of the 8 million who went abroad, many no doubt to places so far beyond Europe that the possibility of taking a car did not arise.

These figures, incidentally, show a turn up in car travel against 1974, in spite of that having been the Year of the Petrol Increase.

The fact is, providing you don't actually hate driving, motor transport is much better value than any other, provided again, that you have more than one person in the car. As a motoring zealot I would be prepared to delete even that proviso, but I do recognise that it is financially insane.

Interested parties have tried unsuccessfully over and over again to show that it is cheaper to pay for four package holidays than to drive one car

containing four people to the same destination, possibly to fetch up at the same hotel at a higher rate.

Only you probably wouldn't, because those travel agents who cater for motorists discovered long ago that left to their own devices they do not make straight for the four star palaces. So obviously transporting four people for the price of one—once over the channel—is bound to be cheaper, while small, interesting, out-of-season hotels are cheaper than big, dull ones.

On top of that there is the inestimable pleasure of freedom to wander, to tour, to test hotels before booking; in fact generally to put an educated toe in the water.

In my experience, there are very few tourists around in April and October. For many people this would indicate the desirability of a spring holiday, when the year is new and clean and the people who will minister to our needs will be raring to go after a long dark winter.

I remember once arriving at Brunnen on Lake Lucerne very early in the year, and the news of our arrival ran before us so that we were made to feel like swallows. But that was when the British visitor was still worth something.

Even so, I do recall that the early expectation was not fulfilled and indeed never has been. I think now that far from being filled with an eager anticipation of the financial joys that will be theirs in the summer months, hotel proprietors and their families subconsciously resent the intrusion of their home by a crowd of idle foreigners after having had it to themselves during the winter, while many of their staff, being new or even only part-trained, are ill at ease.

Whatever it is, or even supposing that the situation exists only in my mind, I have always enjoyed autumn travel more than in spring, even though on some occasions the hotels were being



packed up more or less around me, resulting in a jolly end of term sort of feeling.

Then, of course, there's the weather. Indeed there always is. A belief which I imagine we all share that spring weather is something special probably comes from that old lion and the lamb business attached to March, but it is false.

I have watched through hotel windows more expensive rain falling in spring than at any other time of the year. I have driven in Italy, Austria and Switzerland with the wipers making their drearily hypnotic sweep all day, each on different occasions but always in spring.

And when I recall trips that I have particularly enjoyed they always quite incidentally turn out to have been made in autumn.

The only exception to this rule occurred, rather surprisingly, in

Norway. I went there in September the first time and had three glorious days followed by four of quite diabolical weather, but the first three were enough to turn me into a Norway addict.

One of my most memorable autumn trips was done by car, covering just over 2,000 miles in six October days through Holland, Belgium, Germany, Austria, Italy, Switzerland and France, taking in as many mountain passes as I could decently include. Apart from the first terrible day, the weather was perfect for mountaineering—sunny, crisp, with a touch of mist in the mornings and a great evening stillness so that the wood smoke from the cottage fires draped the air. That, really, was the week of decision when I became committed to October travel.

The continent is obviously the area *par excellence* for this sort of touring. I know someone who set out to drive to

Rome but turned too sharp right outside Le Havre and ended up in Madrid. It didn't matter. There is plenty to see in both, and nothing was booked.

The seasons, too, change unexpectedly. I can remember experiencing two autumns and a touch of summer in the time that it took to drive home across France. In the east, mists were hanging over golden trees; further west it was warm and still lush, while in England we were just tipping over into winter.

I don't think you could ask for better value than that. And I haven't even mentioned what there is to see down those little side roads.

Seriously consider that October motoring holiday on the Continent. And make sure you check the channel ferry timetables. They tend to be re-arranged largely to inconvenience late holiday-makers.

LIVERPOOL NEWS

LIVERPOOL'S LOOP AND LINK GOES INTO ACTION

In the late 1960s planning began for the Liverpool Loop and Link, a transport system designed to revive inner Liverpool. It provides rail links with Inter-City and suburban lines, integrating all surface and sub-surface transport in one £46 million development.

Otis won the £1.75 million contract for 33 heavy-duty escalators and three fixed staircases from stiff British and continental opposition.

Operation of the system began in May 1977 but there will be a phased opening of some stations and final completion scheduled for later this year with Otis maintaining an agreed programme.

Official opening was on 2 May 1977, at Central Station. Our pictures show Otis MD



Norman Cunningham (centre) at six in the morning with the management team who worked on the job with their 'first ride' certificates, and part of Central Station with its gleaming, new escalators.

The job has been under the overall supervision of special projects manager Roy Markham, ably backed up by construction superintendent John Nichols and supervisors Bill Davis and Bill Winstanley.

More than 100 Otis employees have worked on this project. Liverpool is Otis' home town and we are particularly proud to have been associated with the Loop and Link.

KEEPING UP THE GOOD WORK

Once again an Otis apprentice was among the prizewinners in the Craftex competition, northern section.

Apprentice John Carroll won second prize in the grinding section, achieving this in competition with Rolls Royce, Lucas Aerospace and RHP apprentices.

At the presentation ceremony, held at Huddersfield Technical College, John was presented with a certificate and cash award by Sir William Mather, Chairman of Mather & Platt Ltd., on behalf of the EITB. Alan Blackburn, training officer, received the replica certificate on behalf of Otis.

Although not among the prizewinners, congratulations are in order for Nicholas Everett (mechanical fitting section) and Bryan Neal (turning section) for the work and effort they put into their entries.

These three young men have set a standard for apprentices of future years to follow and all of us at Liverpool works are proud of them.

GOLFING IN THE RAIN

In a high wind and pouring rain Liverpool golf society beat London golf society at Hillside Club on 27 June by a margin which the Clapham Road men say is best forgotten. Liverpool captain George Easton, however, is very happy.

No lives were lost in appalling conditions of play but a number of umbrellas were tested to destruction.

The match was followed by dinner and a pleasant evening in the club house. Barry Lane, at great expense to the London side, entertained.

London team: A. Goodin, I. Millar, B. Lane, M. Garlick, E. Jones, A. Brough, R. Mills, R. Dalman, E. Reeves, J. Harper.

Liverpool team: G. Easton, P. Goodin, P. McNulty, J. Simmons, A. Winders, T. Ashby, A. Metcalfe, T. Newton, D. Christie, D. Milne.

48 COMPETE IN CROWN GREEN BOWLING CHAMPIONSHIPS

There was a great afternoon's bowling on 2 July at the Punch Bowl, Sefton, Magull, when Crown Green Bowling Section played their annual championship match.

Forty-eight contestants entered the handicap competition and the standard of play was excellent. Results were:

Champion: Percy Steele, department 41.

Runner-up: Cliff Johnson, department 33.

Losing semi-finalists: Ronnie Dickinson, department 50, Joe McCann, department 52.

Losing quarter-finalists: George Kenworthy, department 48, John Fagan, Standards, Roger Balfour, department 41, Steve Malloy, department 40.

Prizes were presented by Bob Barnes, service operations manager, Liverpool works, who is himself a keen flat-green bowler.

The competition and handicaps were arranged by chairman Alf Dickson, secretary Eddie Evans and team captains Percy Steele and John Dignan.

Otis bowling team are in Sefton Bowling League first division. At time of going to press they are joint third in the League after nine games, six of which have been played away.

When they catch up on home games they could repeat their League winning performances of 1972 and 1974. Or at least maintain their record of finishing in the first three—which they have done ever since joining the League in 1968.

Anyone who wants to join should contact me in department 48.

—Eddie Evans, secretary.



NEW STRINGS TO THEIR BOWS

First pre-retirement course for employees at the Liverpool works reached its successful conclusion in June.

This course, run in cooperation with Kirkby College of Further Education, was held on one day a week for 20 weeks. Five people attended and all were unanimous in their praise of the content.

Activities and subjects included cooking, woodwork,

sculpting, archery and art. College staff and social services provided information and guidance to the members about social service benefits and entitlements.

Resulting from the course our members have acquired new interests for their retirement.

From L to R our picture shows Bert Reed, Albert Joynson and Norman Wallace at work.

BREAKING FRESH GROUND

Green-fingered members of the Gardening Section held their first Spring Show in April. It proved to be very successful and will now be an annual event.

Daffodil Society Diplomas were awarded to Jim Smith (Dept 44) and Alan Blackburn (Personnel) for best exhibits.

Prize winners also included other stalwarts of the club—Bill Furlong, Cyril Dunscombe, Ray Patrick and Les Irvine.

The ladies were not forgotten and in the domestic art classes members' wives exhibited excellent examples of baking and preserves. In this section Mrs D. Blackburn was overall winner.

product page

A new solution to an old problem

In some buildings a lift installation seems almost an impossibility. Constructional difficulties, and lack of space both for headroom and machinery, are among the problems.

The latest hydraulic development from Otis goes a long way to solve these difficulties. This is the introduction of the HR and HP range.

Where space is limited, the machine room can be located remote from the lift itself, and because the pump set and controller is compact, comparatively little space is needed.

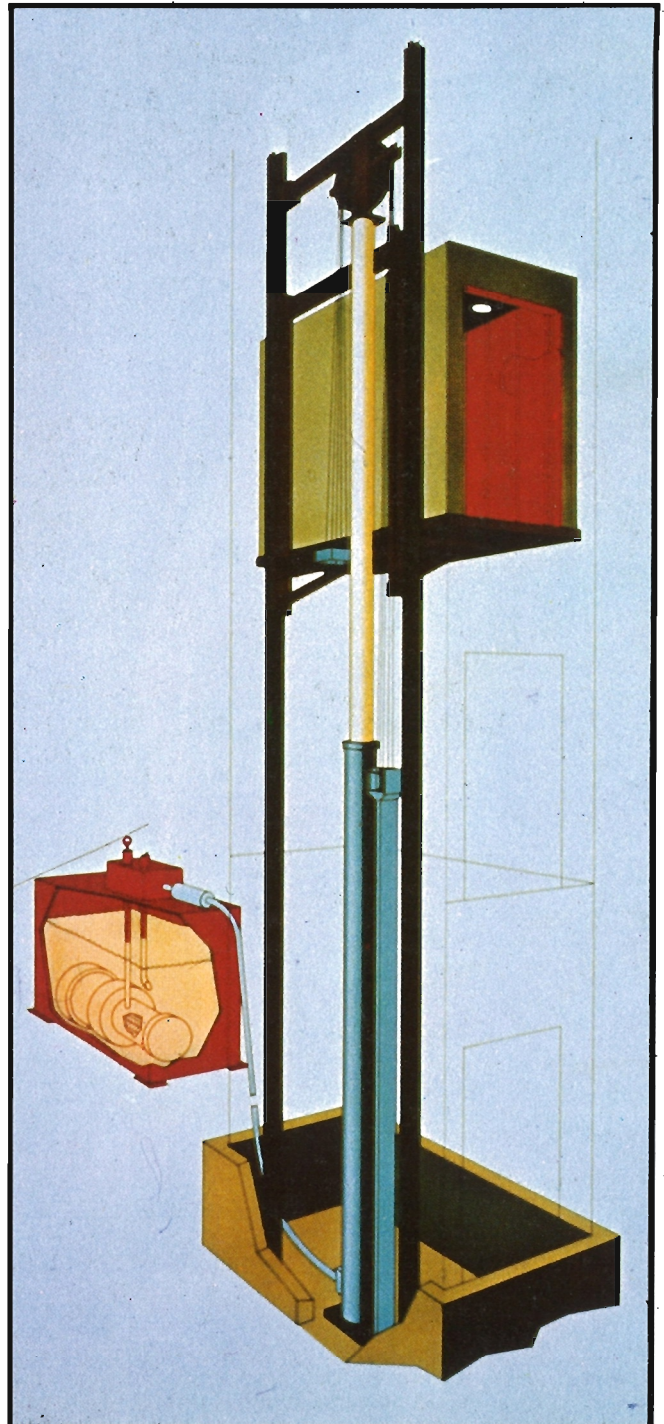
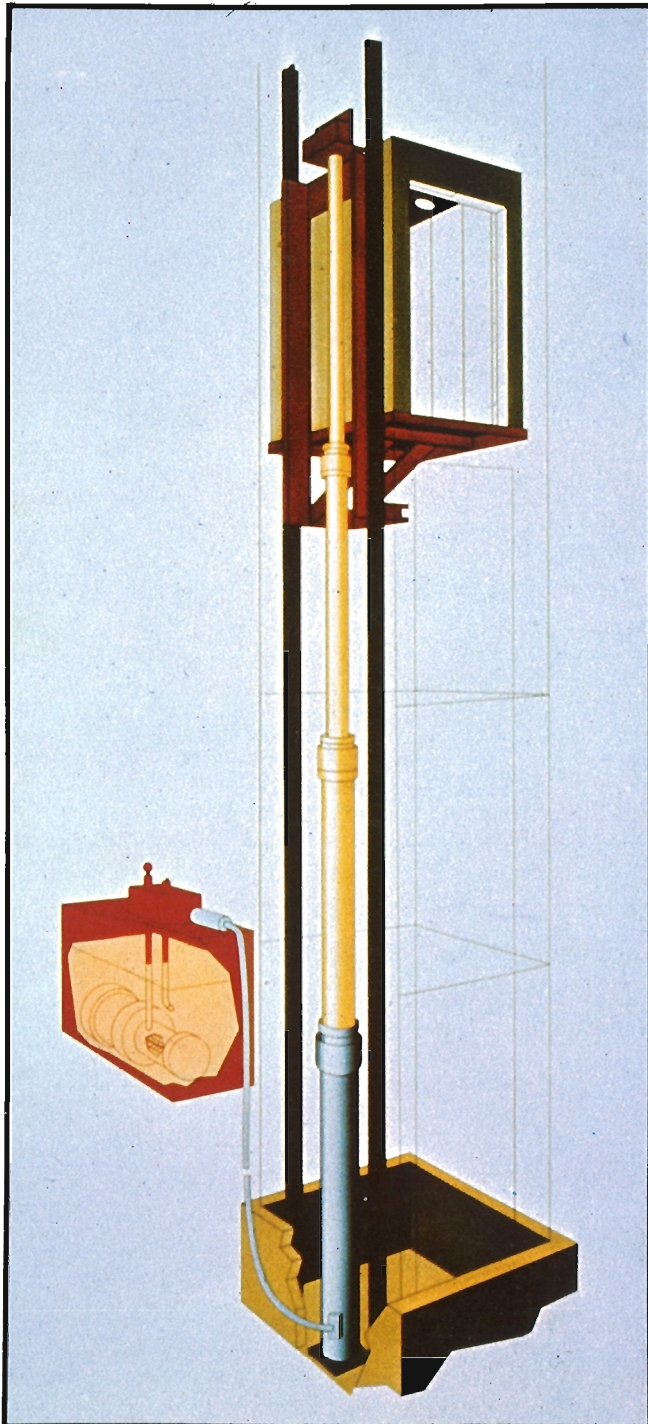
With a small headroom requirement an existing flat roof line can be preserved because there are no top wheels or gear.

Model HR (pictured right) is a rope-suspended, side-acting scheme for up to nine floors. Model HP (pictured left) is a telescopic side-acting arrangement for up to five floors.

Speeds range up to 1.00 m/s and capacities for four, six, eight and 13 passengers are available.

A wide range of finishes and optional equipment allows integration with both existing and new buildings to provide an economical and tailor-made service. And economy is important in 1977.

A big plus for the HR and HP models is that all loading is carried straight to the pit and building foundations so there is no need for complicated load-bearing structures.





1. Edgar Brisson demonstrates the EMU's mobility on a treadmill inside an environmental pressure chamber at Hamilton Standard's space laboratory.

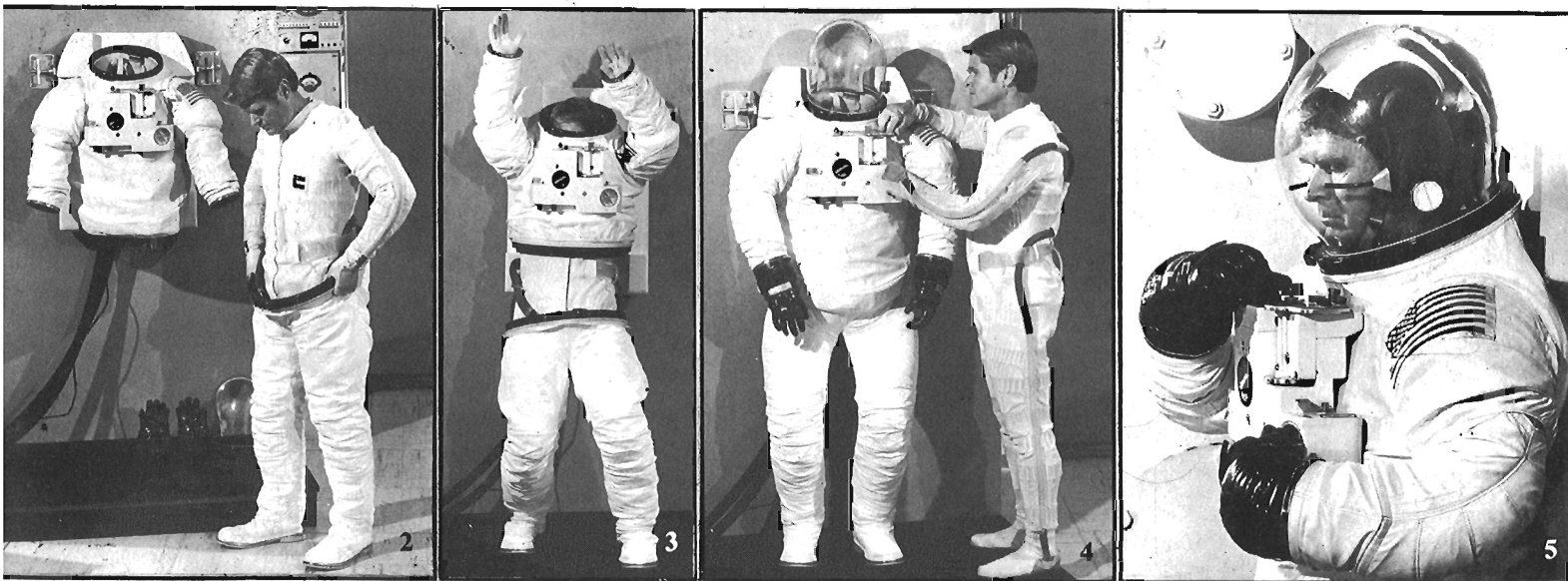
2. The pressure suit is made up of detachable modules consisting of the lower torso, hard upper torso, gloves and helmet. This simplifies getting it on and off.

3. Brisson slips into the suit's hard upper torso on which the life-support sub-system, secondary oxygen pack and display and control module are mounted.

4. Brisson shows the liquid cooling and vent garment. Excess heat is removed by water circulating through tubing around the body and by air recirculation vents that carry cooled air to the feet, hands and head.

5. The display and control module allows the astronaut to monitor and regulate the life support sub-system. The displays are easily visible and the controls can be operated by either hand.

Suiting up for space



Hamilton Standard, an Otis sister company within the United Technologies organisation, makes a significant contribution to the space race

How long does it take you to dress? Little more than two minutes is all that will be required for travellers aboard America's space shuttle (launched in August from its Boeing 747 mother craft) to suit up before venturing outside their earth-orbiting space craft. Hamilton Standard, Otis' sister division within United Technologies, has been selected by the National Aeronautics and Space Administration to supply space suits for the shuttle crews. Hamilton will serve as a prime contractor for the extra-vehicular mobility unit (EMU), which consists of both the space suit and its integrated life support sub-system. The EMU will provide a livable atmosphere for men and women astronauts as they work outside the shuttle orbiter. Our photos show the modular design which simplifies getting in and out of the suit.

In a future issue we will tell more about the work of United Technologies, our parent company in the United States.

Story and pictures courtesy of "Bee Hive", the magazine of United Technologies.

LONDON NEWS

JOHN'S SILVER

John Austwick, of head office contracts department, has been awarded the Queen's Jubilee Medal in recognition of 30 years' service to the Sea Cadet Corps.

He served in the Royal Navy in the last war, leaving as a lieutenant-commander RNVR, and in civilian life took over as secretary of the Dartford TS Anson cadet unit. Present strength of the unit is about 65 Sea and Marine cadets.

WHO CAN FIND THEM A HOME?

The London Sports and Social Club needs premises. Ideally a sports ground with pavilion near head office. The Dulwich area, for example.

The club would be happy to share with another organisation

if this can be arranged. Please contact the committee if you have a suggestion.

At time of going to press the club is negotiating with the GLC for shop premises. This is all right for social occasions but a sports ground is needed.

FORTHCOMING EVENTS

Friday evening discos at the Norwood Centre, Park Hall Road, SE21, on 16 September, 14 October, 11 November, 9 December, 13 January, 10 February and 10 March. Contact Barry Rains, telephone extension 475.

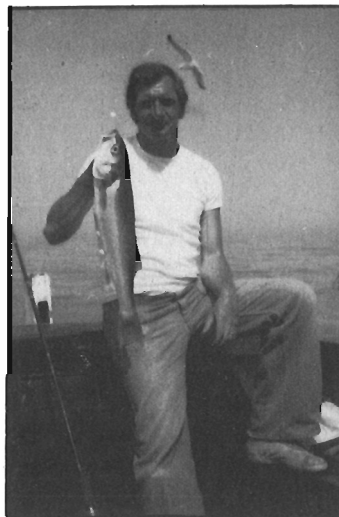
Riverboat trip from Tower Pier on 8 October. Contact Ted McDermont, telephone extension 554.

Coach outings to everywhere on lots of dates! Watch the notice boards and contact George Neale, telephone extension 519.

Dinner Dance at Colonial House, Mincing Lane, EC3 on Saturday, 14 January, 1978. Contact Jimmy Green, telephone extension 281.

Children's Christmas Party at head office on 17 December at 2pm. Contact Margaret Burch, telephone extension 519.

The club AGM will be held in the basement of head office late in October. Watch the notice boards.



A FISHY STORY

After its first few months of activity Otis Sea Angling Club is a success. Several coastal trips have been organised and the members, both experienced anglers and novices, are enthusiastic.

The club meets regularly in local hostels to conduct business and tell tall angling yarns. Why not join us on a sea angling trip? If you are a beginner we can give advice, lend you tackle, or arrange for you to hire it.

On 28 May the club went to Littlehampton for a night of off-

shore fishing. We left London HQ at 3 pm on a sunny Saturday afternoon and returned at the terrible hour of 3 am on Sunday morning, tired but very happy.

Four boats were hired and we anchored 8½ miles off the shore. First-timers soon learned how to bait-up with lug worm and squid. You've got to start somewhere.

The evening's fishing was most successful and competitive with a good haul of black bream, whiting, dog fish and red gurnard. Results of our competition were:

1st, P. Allen (LTE Construction) 15lb 5½oz; 2nd, M. Amura (LTE Construction) 11lb 3½oz; 3rd, K. Stenson (London Service) (pictured) 11lb 1½oz; 4th, D. Knight (London Service) 9lb 8½oz. Best fish of the evening was caught by A. Francis, a 11lb 1½oz red gurnard.

Our return to Littlehampton on 11 June was not so fortunate. A Force 7 gale stopped us getting to sea so we consoled ourselves with competitive sessions of darts and bar pool in the Duck & Feathers.

Remember that it is not necessary to own tackle to join us for your first few trips. Contact me or George Wilton in the drawing office.

Ken Stenson, secretary.

GEORGE MAKES HIS LAST ENTRY IN THE DIARY



George recently came to the Long Service outing at Chateau Impney, near Droitwich. He commented that he could strongly recommend retirement.

—Ron Corderoy.

TWO WINS FOR LONDON IN GALA '77



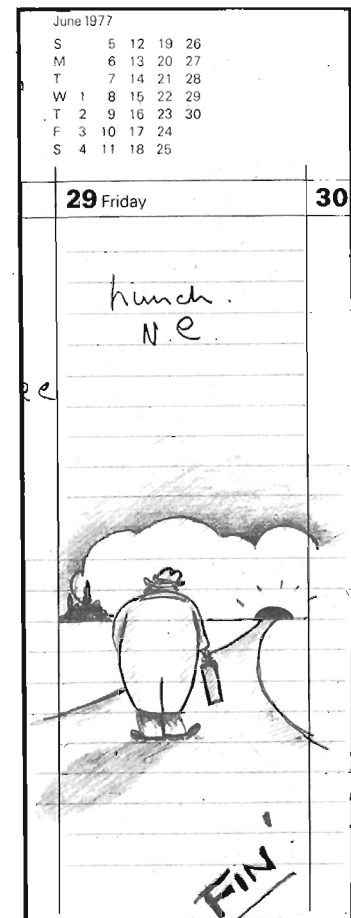
London took back some of their lost laurels at the Otis Annual Gala held at Dulwich Hamlet training ground on 4 June.

In the five-a-side (above) London beat Birmingham 1-0 and the team was Bill Evans, Frank Lloyd, Peter Roberts, Barry Horstead and Terry Everett. Frank scored the

winning goal.

The tug-of-war team (Dave Allen, Del Cox, Tommy Hester, Roy Markum and Bob Hamlin) beat Bristol 2-1 in the final. Team was captained by John Nichols in association with Paul Matthews. Pictured below.

The day was organised by the sports and social committee headed by Steve Waterworth.



Good ideas are often born at unlikely moments.

Benjamin Franklyn (electricity) was playing with his kite. Newton (gravity) was in the orchard when the big apple hit him. So was Adam. And for all I know the man who invented the lift was playing with his yo-yo at the time. Or even *vice versa*.

But the inventor who had a head start on the rest was surely Archimedes. Is there a better place than a bath for a man to do his thinking? Even Sir Harold Wilson confided to Cabinet colleagues that he always had his best ideas in his bath. Me too.

It is true that there are other activities which can free the mind from its daily work-type battery thinking—gardening, walking, drying the dishes—but the thoughts that come to a chap in his bath have a special quality, haven't they?

Among the great ideas I've had, to mention only three, are the Switched Final Demand Note Ploy, the Automatic Shirt Filleter and the Bring Back the Suspender Movement.

I was fishing for a dwindling bit of soap round my back one morning when the Switched Final Demand Note Ploy hit me. The soap kept slipping from my grasping fingers. Then—eureka! Here was the clue to solving my current financial crisis, the flood of Final Demands that had lately swamped me and for which I had no cash to settle. I needed time.

I leaped from the bath and dashed off the gas bill cheque to the rates department, the house insurance premium to my wine merchant, the school fees to the electricity board and the phone bill to the credit card company. It was a brilliant wheeze. I now use it all the time.

With the service we get from the Post Office these days it can give you up to two weeks' reprieve, in which it is possible for two football-playing Saturdays to fall and for your pools coupon to come up. (No hope is too small for the family man to cling to when his creditors are trying to get their grasping fingers round his dwindling bit of lettuce.)

How exactly the idea of the Automatic Shirt Filleter came to me I don't know, but that's the beauty of soaking in a bath. Totally relaxed, the mind floats free over the soap bubbles and may light on any notion at all.

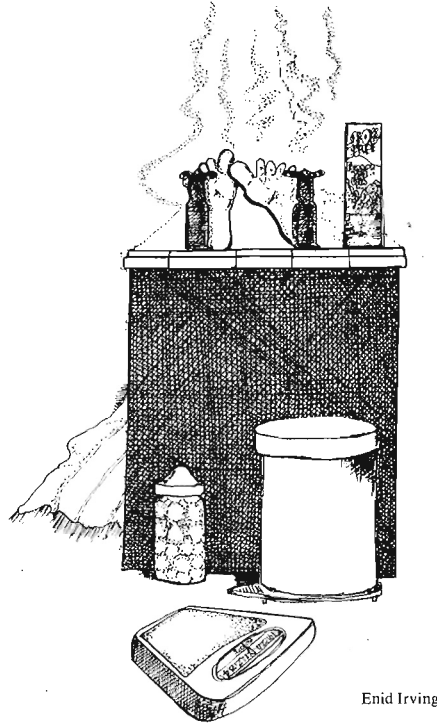
In this instance it lit upon the fact that the day before I had been nearly stabbed to death by those infernal pins with which shirt manufacturers insist on arming new shirts. The shirt had been a birthday present.

I had taken the customary precautions, when opening it, of course, placing the wrapped shirt on the bedroom floor and approaching it on my hands and knees to defuse it like a bomb disposal man. One slip at the unwrapping and you can get a nasty chunk of shirt shrapnel in your hand.

Even so, this one was booby-trapped. When I put the shirt on I found I'd missed two locking pins. One got me in the back, the other in the neck. The birthday boy let out a terrible howl.

LAST PAGE WITH REID

Eureka—and all that



Another casualty of the shirt war. (Manufacturers, I notice, don't bother to sabotage ladies' knickers or dresses, do they? It's the shirt-wearers' blood they're after.)

Suddenly, above the soap bubbles, came the answer; why not an Automatic Shirt Filleter? Perhaps some magnetic device like a mine detector which you could run over the shirt and would remove all the pins? I'm still looking for a manufacturer for this brilliant invention.

As for the last of my three great ideas in the bath—my Bring Back the Suspender Movement—the source of the inspiration was not hard to find. It was draped above me on the shower rail, a collection of drying tights. That's one of the troubles with living in a house with women in it. To get to the bath you so often have to claw your way through all the female clutter than flutters over it, like bunting on a flag ship. Dripping bras, dripping knickers, dripping tights.

It was the sight of those tights as I lay back in the bath that reminded me what a sad day it was when the nylon stocking went out and the suspender with it. Whoever invented tights probably hated women. Have you ever seen any of those things dripping from a bathroom shower rail or curled up on a bed? Hideous. Sexless. Anyway, that's the view of a confirmed leg-man.

What we needed, I felt, was an

anti-tights lobby to bring some joy back into men's lives. That's how I thought of the Bring Back the Suspender Movement. I am now chairman.

So there you have just three of the great ideas that came out of my bathroom. You could call it *esprit de bain*.

The French have a phrase, *esprit d'escalier*, to describe that moment when you think of the brilliant retort to somebody long after the event—indeed while you're climbing the stairs to bed.

Esprit de bain differs in that it produces forward-thinking, not backward-thinking. It is not concerned with past acrimony or dreaming up, too late, the withering riposte to someone who's left us fuming. That's the stuff for climbing the stairs or whizzing up and down in lifts when the wound still bleeds. *Esprit de bain* is relaxed, peaceful, constructive thinking.

Nor is it surprising. The bath, after all, is one of the last rare retreats left to modern man for solitary reflection, for reviewing his life, his plans, his problems or merely letting his mind wander over nothing at all. Submerged in warmth, free from the rat race, the tensions disappear from his body and the knots from his mind. It is also a haven for the off-key singer and the only place in the house where children can actually look angelic.

Of course, if it were mere hygiene we were after everybody would take a shower. But what a neurotic cleansing device this is compared to a bath. It has only contempt for the quiet moments of reflection. With people who prefer showers it's all go, and it has not escaped the bath lovers' notice that if you want to insult someone you call them a shower, or a right shower. Clearly, the insult arose from sound psychological reasons.

On the other hand, is not the bath a noble thing? Orders are named after it, even a fine city, a marquis and a cathedral. But has anybody ever been honoured with the Order of the Shower, or even the Loo, sometimes popular as a think centre?

No, it takes a bath to produce good thinking and it is surely no accident that when governments appoint the best brains to solve problems they refer to them as a Think Tank, a vessel for holding water, not a Think Shower, a device for spraying it about.

The only trouble for the family man, of course, is that his personal think centre is too often occupied by other people when he wants to submerge himself in constructive thought. If it isn't his family hogging the bath or his daughters hanging up their hideous tights it's his wife whimpering for mercy on the bathroom scales.

A fellow has to be up and into his bath early to get his thinking done.

But there's one bonus for a man with daughters, which more than atones for the bunting on the shower rail. Daughters grow up and get married, as mine has done recently. And when that happens you don't lose a daughter you gain a bathroom. It's done wonders for my thinking time!

COLIN REID

ABERDEEN TOWN HOUSE EXTENSION COMPLETED AHEAD OF TIME FOR THE QUEEN

Last May HM the Queen opened the Town House extension in Aberdeen.

This contemporary building, designed by former city architect Thomas C. Watson, is the first major addition to the Town House since 1871.

It was due for completion three months after the Queen's Jubilee visit to Aberdeen. Could the job be finished ahead of schedule?

Former Lord Provost, Robert Lennox, thought it could. So did Taylor Woodrow (Scotland) Ltd and associated contractors. They gave their promise to the deputy palace secretary, Sir Philip Moore. And they did it.



Otis contribution to the extension consists of six units: three LM893, one F500KH and two D100. The sale was by Dundee office under Jack Morris and construction work by M. Stewart (supervisor) with A. Caivie, charge-hand from Aberdeen; A. Wilkinson, Manchester; E. Reeve, Manchester; J. McCulloch, Leeds; and adjuster F. Migg from Leeds.

Her Majesty went on to open the Grampian Regional Council HQ building, Woodhill House, and Seaforth Maritime's HQ at Waterloo Quay. Otis has lifts in both developments.



*Top: HM the Queen and the Duke of Edinburgh at the official opening.
Left: Exterior of the impressive Town House extension.
Above: Interior of the Town House extension showing Otis duplex LM893 installations.*