

OTIS MAGAZINE



CHRISTMAS 1978 OTIS ELEVATOR COMPANY LIMITED

contents

Christmas 1978

LET'S WORK TOGETHER

by Norman Cunningham

This is my opportunity, through the columns of Otis Magazine, to thank everyone for a good year's work and to wish you all a merry Christmas and a happy New Year in 1979

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There were one or two pleasant highlights in 1978. Not least was the opening by Her Majesty the Queen of the London Underground extension to Heathrow Airport, where we provided both the escalators and travolators linking Terminals 1, 2 and 3. These nine travolators together are certainly the longest in the world and are of our new 64-inch wide type.

In October this year, the Queen officially opened the Liverpool underground system, where Otis provided 33 heavy duty type escalators. The huge Liverpool Teaching Hospital was opened this year, where we provided 43 lifts and one escalator. The 23-storey Angel Court development, right next door to the Stock Exchange in the City of London, was also opened, where we supplied 17 lifts.

Among other important projects completed were the Irish Life building in Dublin, where we supplied 13 lifts and which was recently featured in our magazine, the new bus station at Rochdale, the new Debenhams store in Swansea and the new British Home Stores in Kensington High Street.

We celebrated in September the 125th year of the formation of the Otis Elevator Company in 1853. The British end of Otis can trace its ancestry back to 1833 when Richard Waygood first started business. When he retired in 1874, his three close associates formed a partnership which eventually, through its amalgamation with Otis, was to become the leading lift company in the UK. It still is today.

It is now over two years since we joined the United Technologies family and this connection has given us immense technical strength. Next year will see Otis introduce micro-processor technology in lifts in the UK. This is not the only bit of magic in the pipeline. We are constantly striving to find better ways of 'lifting' people around the world.

The past year has been a better one for company profits. We made almost £3.5 million before tax on a turnover of £41 million. This is comfortably up on £2.9 million last year on a turnover of £43 million. We would have done better but for the strike by our field employees when the lift industry faced a nonsensical claim for a 130 per cent increase and suffered a six-week strike before getting agreement within the government guidelines.

Nobody won any battles through the strike—everybody lost.

We hope that common sense will prevail this year. All of us are rather tired of the lift industry being one of the first into the annual wage confrontation. If there is to be a confrontation, then it is time somebody else had a turn!

We have increased our share of the market for new lifts and escalators this year in the UK, although it is not quite up to the share we had two years ago when competition was just as tough but there was much more work about.

There is potential for market growth in the service area as many of our customers are modernising their lift installations and the buildings in which they work. It has been a good year for exports, particularly in Nigeria, Liberia and the West Indies.

There is, however, a worldwide business decline. This is a problem which has caused us, most unhappily, to have redundancy in the Liverpool factory. When Otis factories in other countries are not working to full capacity, nobody is going to do us any favours when it comes to intercompany business.

We have to improve our delivery performance. We have to reduce our costs in the factory and throughout the company.

However, I am not despondent. If we all work together, there is no reason why 1979 should not be even better than 1978. We have a first-class company, we are a first-class performer and we have undoubtedly the best product in the elevator world.

Everything depends upon co-operation between people. In this country, labour relations are seldom out of the headlines. We all have to learn to work together to improve performance in all areas of the company. Give Otis - give manufacturing industry - give the country - one year when workers do not argue about doing the jobs they are paid to do but get on with it, when nobody downs tools, when there are no strikes, then we in Otis and the UK as a whole will prosper in the future. Management, too, has to get its finger out.

If we perform, we get orders - if we get orders, we make profits - if we get orders and make profits, we provide continuous employment and prospects of increased orders, profits and employment for the future.

Together, let us make 1979 a year where we work even better together. This way we will consolidate our position as No. 1 in the league.



The big-money world of professional golf

NICK FALDO

Sean Pryor looks at the current scene

Not since the early 1960s, when Arnold Palmer was thrashing the golf courses of America into quivering submission, has the professional game enjoyed such popularity.

In Europe alone, the 1978 tournament prize fund stood at close to £1½ million, while in America the figure was near £6 million. Both sums could be made to appear blushing small when the 1979 schedule is announced early in the New Year.

Television now fights to bestow its favours on a sport which a decade ago was considered of minority interest. Eight European events were shown live this season plus highlights of the leading American tournaments.

Neil Coles, the *eminence grise* of British professionals, took 25 years to make the £100,000 which stood as the European record for official earnings, only to see a precocious 21-year-old Spaniard, Severiano Ballesteros, beat the figure in just three seasons.

Professional golf has become such a bonanza that even the mediocre can expect to make five-figure incomes from prize money and ancillary earnings.

Why? What has caused the boom in a game which now claims millions of amateur players in the UK? The answer is personalities, plus the television

exposure which can magnify the image of a Nick Faldo or Ballesteros to pop star proportions. Indeed, Ballesteros has a female following which a lot of pop stars would envy.

On the commercial side, then, golf has never had it so good. And, fortunately for enthusiasts everywhere, playing standards have also reached a new and exciting peak. The past season was a vintage one and 1979 looks set to be equally spectacular.

America still provides most of the world stars, but British golf is healthier than ever, with Howard Clark, Mark James, John O'Leary and others, all in their early 20s, challenging Nick Faldo's position as the leading home player.

One would need to be a clairvoyant to make any firm predictions about who will win what next season, as a glance at some of the stars of 1978 will confirm.

Andy Bean is a giant in every sense. Well over 6ft tall, and with the forearms of a lumberjack, the former American college star is reputed to be the longest, straightest hitter in world golf.

He makes the claim for himself (his ego is in proportion to his physique) but there are few professionals who would dispute it.

Before taking the American scene by storm with three early season wins, Bean generated more publicity by his

off-course activities of wrestling alligators and biting golf balls in half.

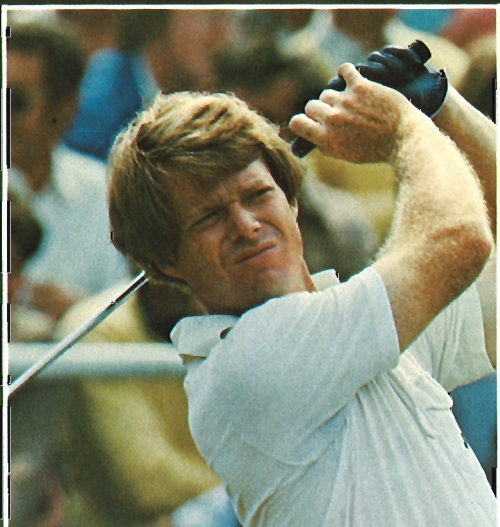
These days, the exhibitionism is confined to the golf course, where he has a Miller-like penchant for shooting 'impossible' scores. He is quite likely to reduce such acknowledged tests as Doral's Blue Monster layout to the status of a pitch and putt course while his colleagues struggle to match par. As yet Bean lacks the consistency to win regularly in America. But when he does? . . .

And what of Johnny Miller, whose final round 63 at Oakmont to win the US Open stunned the world of golf? Having signalled his arrival, Miller has on record seven tournament wins in 1974, four in 1975 plus second place in the US Masters, and three in 1976—most notably the British Open at Royal Birkdale. But after that—nothing.

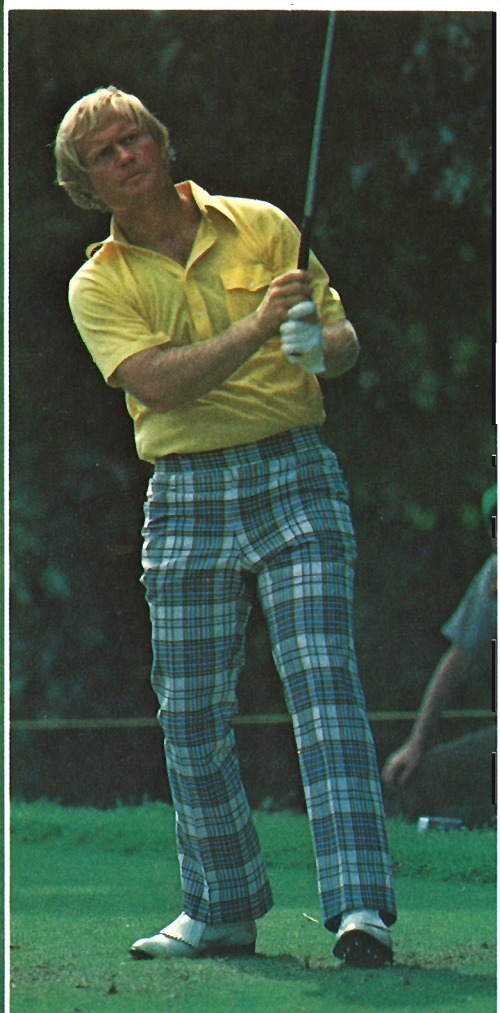
He failed miserably in 1977 and again this year. So where did it all go wrong for the golden boy of world golf? "I got complacent", he says. "I fooled around with my swing a little".

His own diagnosis is no doubt the key. The once majestic, sweet-flowing rhythm which lifted Miller into the Rolls-Royce class now starts and stutters like an old banger.

Can Miller come back? I doubt it. You need burning ambition as well as



TOM WATSON



JACK NICKLAUS



SEVERIANO BALLESTEROS



Millbank Tower, London

—the high-rise business tower and the high-rise residential tower—usually stand miles apart instead of in close and interactive relationship.

The City of London offers a rare glimpse of what could have been—the residential towers of the Barbican soar

a few minutes walk (and that at high level) from the office towers of London Wall. At ground level are a new arts centre, the historic City and easy access by public transport to the rest of London.

What could be more imaginative—or more logical?

But for the planners' yen to zone, what the Barbican begins to hint at could have been the seed of the truly three-dimensional modern city.

On a much smaller, but still insufficiently imitated scale, is Page High—a modern “village street” built

by a housing association on top of a shopping/commercial/carparking tower in north London.

Again, how logical. Why should any high-rise building end merely with a plant room or water tank? No wonder that so many of our modern towers, however well designed, can look so lonely (which they are for great periods of each twenty-four hours)—when they are missing their other halves.

(Particularly unfortunate is the unpopularity, on both sides of the Atlantic, of high-rise social housing—a perfectly acceptable housing solution invalidated, like others over the years, by the irresponsibly large scale on which it has been used. Ironically, a 1976 survey by the University of Manchester School of Architecture found substantial support for tower blocks among people living in them).

But whether or not we ever do achieve a truly vertical society (which would no doubt disconcert some people as Fritz Lang's *Metropolis* come true) the tower remains a highly potent symbol of progress.

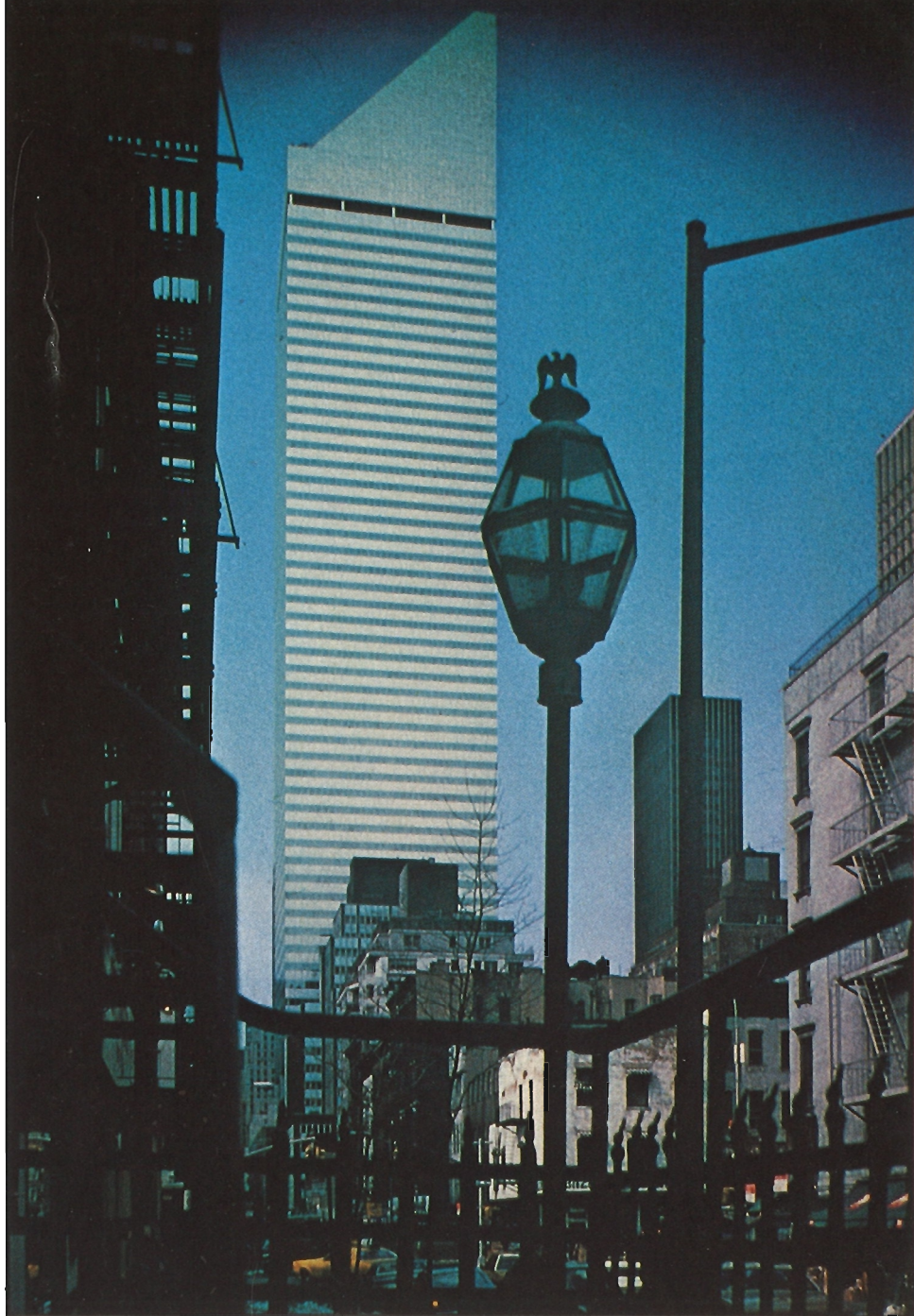
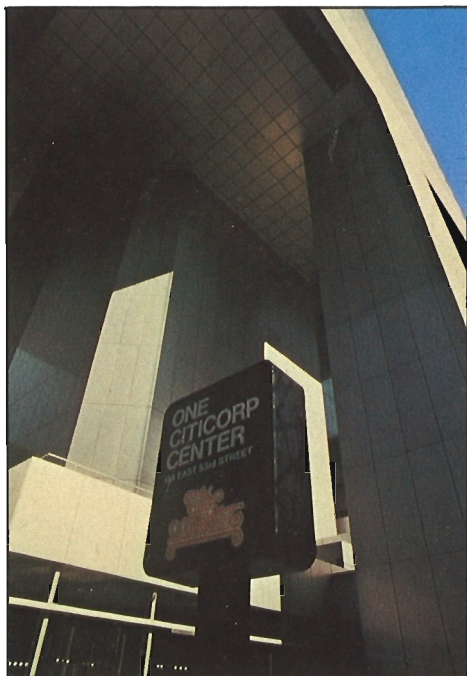
A single example—but a telling one—makes the point as far as the Middle East is concerned. 1978 saw the opening, in the oil-rich Gulf, of the Dubai International Trade and Exhibition Centre—a 39 storey tower. In its fringe-of-desert location, land was not short and there was therefore no necessity for a tower: indeed the first design by architects John R. Harris comprised two low-rise interlocking pyramids, with the internal courtyards favoured both by the climate and by local tradition.

But their client, the Ruler of Dubai, demurred. At the expense of the considerable problems posed by solar heat gain, he wanted a tower that would be a landmark for miles around. And a tower he has.

● *David Crawford is Editor of 'Middle East Architectural Design' and author of three books: 'A Decade of British Housing 1963-1973'; 'Getting Work in OPEC' and 'The City of London: Its Architectural Heritage'.*

New York's Citicorp Center

**This towering new landmark
features double-deck Otis
elevators and a new kind
of business environment**



Left. The building is the headquarters of America's second largest bank holding company

As the world's tenth largest building, Citicorp Center is already a New York City landmark which offers a glimpse of the 21st century.

Dominating the mid-Manhattan skyline, with its glowing aluminium and glass 'skin' and distinctive sloped roof, the 915ft tower is the headquarters of America's second-largest bank holding company.

Chief architect Hugh Stubbins, who designed the Congress Hall in Berlin among other innovative structures, set out to create a new-generation office building.

"Citicorp wanted to change the image of company construction in New York, and at the same time inject a vitality into the East Side Manhattan neighbourhood that is too often lost in the congestion of high-rise structures," he says.

Above. It dominates the Manhattan skyline with its glowing aluminium and glass 'skin' and distinctive sloped roof

The three elements of the skyscraper are the 59-storey tower, St Peter's Lutheran church, which offers a sharp visual change, and a seven-storey low-rise structure which includes a three-level dining and shopping gallery called The Market.

Stubbins' idea allowed the construction of a 9,000 square feet pedestrian plaza, complete with greenery and waterfall sculpture, a through-block arcade and the seven-storey skylit atrium inside the low-rise structure.

The Market mirrors the infinite variety of New York. There are neighbourhood cafés, food markets and speciality shops offering merchandise from around the world.

Largest of the 20 Market tenants is Conran's, the British furnishing group, with its first American outlet.

In the tower itself are the New York



Above. A seven-storey skylit atrium, a pedestrian plaza and an arcade are popular features of the complex

offices of United Technologies, Otis' parent company, and for the first time in a New York office building there are Otis double-deck elevators.

They are actually two elevator cars piggy-backed in the same hoistway and serving two floors simultaneously. During peak hours passengers use the lower lobby concourse for even-numbered floors and the upper lobby (street level) for odd-numbered floors. Otis escalators connect the two levels.

Compared to the 25 single-deck elevators that would be needed to handle the same passenger traffic the double-deckers take up to 20 per cent less space because of reduced shaftway requirements. This lowers construction costs and leaves more space for offices and concourse areas.

The double-deck system is efficient in other ways. A single stop often answers

Below, right. Otis escalators help speed traffic flow in the three-level international dining and shopping gallery

calls on two floors at once. Making fewer stops, the cars make more trips, carrying more passengers in a given time. This means over 30 per cent more passenger capacity.

Otis installed the \$7 million vertical transportation system for the entire complex, which houses 6,000 workers. The network includes 20 double-deck elevators and five service elevators in the tower. Three other conventional elevators, one service and eight passenger escalators speed traffic flow to all levels.

The energy systems in the complex are monitored by computer.

Hugh Stubbins comments: "I would go so far as to say that Citicorp Center is the most energy-efficient building of comparable size in the world."

The double-deck Otis elevators are a dynamic part of this new kind of business environment.

Below. The Otis vertical transportation system includes 20 double-deck elevators that serve two floors simultaneously



MEET
OUR CUSTOMERS

TRUST HOUSES FORTE

Trust Houses Forte Limited is the largest hotel, catering and leisure group in the world. It was formed in 1970 by the merger of the Trust Houses Group Limited and Forte Holdings Limited.

Trust Houses were formed in 1903 with the main objective of restoring the standards of the old coaching inns, many of which had fallen into decline by the development of the railways. Over the years the company grew into a nationwide group of hotels, with overseas hotel interests as well.

Sir Charles Forte, now joint chief executive of the Trust Houses Forte Group, founded Forte Holdings Limited in 1935. The major expansion of his company began in the post-war period and soon Forte activities spanned the whole range of catering: popular and exclusive restaurants, banqueting, airport and in-flight catering, duty-free shops, motorway service areas and, from 1958, hotels in Britain and overseas. By 1970 the company had

41 hotels, a number of which operated in partnership with BEA and BOAC, now British Airways. That association continues and has been enlarged.

Now, Trust Houses Forte, as the company is known internationally since the merger, operates or is associated with 860 hotels and holiday villages throughout the world and over 3000 restaurant and catering outlets.

The hotels include the famous George V and Plaza Athenee Hotels in Paris, Grosvenor House and the Hyde Park Hotels in London, Hotel Pierre in New York and the Hotel President in Johannesburg. Trust Houses Forte hotels are to be found in 40 different countries, including Barbados, the Bahamas, Bermuda, Guyana, Jamaica, Malta, Portugal, South Africa, the USA, Belgium, Italy, France, Holland and Spain.

In Britain and Ireland Trust Houses Forte owns 233 hotels, of which 18 are in Central London, including such famous names as

the Cumberland, Brown's, Strand Palace, Westbury, Russell, Waldorf, Quaglino's as well as Grosvenor House and the Hyde Park Hotels. Elsewhere throughout the country there are 175 hotels and 29 Post House motor hotels, with seven of these in Ireland, where the Shelbourne and the Royal Hibernian in Dublin are probably the best known.

In the USA Trust Houses Forte is even more strongly represented in the field of motor hotels and motels. Since 1973 it has controlled Travelodge International Inc. of San Diego, California, now a wholly owned subsidiary of Trust Houses Forte. Travelodge owns 506 hotels (36,469 rooms) in almost every state in America, including Hawaii, as well as in Canada, Mexico and Tahiti.

The group's catering interests embrace top-class restaurants such as the Hunting Lodge, Gennaro's and the Cafe Royal in London; popular restaurants operated by



The Fleece, Cirencester



The Randolph, Oxford

Henekey Inns, Quality Inns and Kardomah Coffee Houses. Ring and Brymer provide outdoor catering in a wide variety of locations and for such notable events as the Lord Mayor's Banquet and the Farnborough Air Show as well as within the City of London Livery Halls and on board the former Royal Navy vessel, HMS Belfast, anchored in the River Thames.

There is a chain of restaurants on motorways run by the Motor Chef company and others on main roads run by Little Chef. Catering is also provided on 24 airports throughout Europe.

In March 1978 Trust Houses Forte took over the 91 restaurants trading as Colony Kitchens and Hobo Joe's, situated in 10 Western States of the USA, mostly in California.

Gardner Merchant Food Services Limited, also part of the catering division, are the largest industrial caterers in Europe, servicing schools, hospitals and many inter-

national companies. They now have nearly 2000 clients and prepare more than 150 million meals a year. Within the last few years they have expanded overseas to Iran, Saudi Arabia, South Africa and to countries within Europe.

Another major Trust Houses Forte activity is in the provision of leisure facilities. These include the Talk of The Town theatre-restaurant in London and the Night Out in Birmingham; amusement complexes, a holiday village, nine seaside piers, including three at Blackpool, as well as theatres and cinemas.

Among Trust Houses Forte's strengths are substantial interests in the travel industry. These include Milbanke Travel, Flair Tours, Swan (Hellenic) Cruises, and Four-way Motor Coach Tours in Britain and Europe, with an office in the USA and agents around the world.

In 1977 Trust Houses Forte acquired 35 hotels in Britain from J. Lyons and Company and, with the purchase of the Knott Hotels Corp-

oration of the USA, the Westbury Hotels in London and New York and the International Hotel at New York's Kennedy Airport. A catering company responsible for the United Nations building was a part of the acquisition.

The group is also pursuing a vigorous policy of expansion worldwide through the medium of management contracts, under which the company becomes responsible for the operation and marketing of hotels in return for fees. Hotels are currently being developed in the USA, Venezuela, Tunisia, Saudi Arabia, Iran, Bahrain and the United Arab Emirates. A subsidiary company, THF International Management Limited, co-ordinates and expands these activities.

One such management contract is for a 442-room hotel in the centre of Dallas, Texas. The hotel is part of a \$100 million development, to be known as 'The Plaza Of The Americas', and completion is expected in late 1979.



Grosvenor House, London



The Albany, Birmingham

with OTIS on the Clyde

*Otis magazine visits
John Fulton and his staff*

This great Scottish city on the Clyde is the third largest in the United Kingdom. Glasgow is renowned for its shipbuilding and heavy industry, for David Livingstone, Celtic and Rangers and for the late Sir Harry Lauder, who used to sing "Glasgow belongs to me" in the old music hall days.

From the modern airport it is a short run on the motorway straight into the heart of the city and to the Otis offices in West Campbell Street.

Ron Baker is the district manager, based in Glasgow, and his beat covers Glasgow, Edinburgh and Dundee branches for the whole of Scotland. He joined Otis in 1963, has been Bournemouth branch manager (1966) and south west district manager (1968). He went to Sweden in 1969 and moved to Scotland in 1971.

He has an American wife and three children each born in a different county. His home is up in the Campsie Fells overlooking Loch Lomond.

Glasgow branch manager is John Fulton. His area extends to the Isle of Skye in the north-west, down to Dumfries in the south-west

and as far east as the Lothians and Fife.

It is a considerable area with 50 men on service looking after 1200 units spread over 9500 square miles.

Otis equipment is used by the Glasgow District Council and by many councils in Strathclyde and the other regions. The Royal Bank of Scotland, the Bank of Scotland and Clydesdale Bank are customers, as also are Glasgow, Strathclyde and Stirling Universities. The Glasgow-based House of Fraser and other national organisations are important customers.

At the Anderston shopping centre and bus station, which is just around the corner from the office, there are lifts, escalators and a trav-o-lator amounting to 22 units. And in the Thistle shopping precinct in Stirling, which includes a large Debenhams store, there are 14 units.

John Fulton told Otis Magazine: "As in most big cities at the present time, the pace of new development has slowed, but we have recently been awarded contracts for two major Glasgow developments at George Square and

Cathcart. The former, for CIN Properties/Glasgow Corporation, involves seven high-speed hydraulic lifts and the latter, for South of Scotland Electricity Board, is for four lifts in the new computer centre.

"There is a lot of scope for modernisation and refurbishment and we are going after this business. Prospects are particularly good in multi-storey housing units, many of which have given 20 years of good service, and there is work on much of our Victorian heritage which we now all want to preserve."

John has been Glasgow branch manager since May of this year. He joined Otis 14 years ago in Edinburgh as a mate in the service department and progressed to service supervisor.

After three years as a supervisor in Edinburgh he moved to Newcastle on service sales, stayed two years, and came to Glasgow two years ago as senior service salesman. He has a two-year-old son, plays squash three times a week and is a keen mountaineer.

John says: "Several of our people have taken up squash and before long we hope to

have a team to play other Otis branches."

He has another interesting occupation. Whenever an old lift is replaced he keeps the name and push-button plates. It will one day be an historic collection.

New sales manager is Jack Morris. He joined the company on 1 March 1937 as a mate in Glasgow, became an erector, and moved to the Edinburgh service department at the beginning of the last war.

He was in the army from 1942 to the end of 1946 and then continued his career as service fitter, supervisor, sales superintendent, service and new sales representative and with five years in Dundee as branch manager. Jack has three sons. The eldest, Ian, is in a bank, David is a housemaster in a comprehensive school and Alistair is with an engineering company.

John Whyte is a service supervisor along with Leslie Allison; the latter gaining most of his experience on trouble-shooting and repairs. Originally John worked for J & E Hall and came to Otis 13 years ago as a fitter in Glasgow. He has been on construction and testing and was



appointed a service supervisor two years ago. He has three sons, aged 15, 11 and six and supports Rangers F.C.

The construction and modernisation supervisor is John Low. He started as a fitter in Glasgow in January 1951 and he and Jack Morris are the two longest-serving men in Glasgow. John Fulton says that John and Jack are walking encyclopaedias of knowledge about the city and past Otis jobs.

John Low has been both service and construction supervisor in his career and was also a superintendent for four years. His elder son is a soil scientist in Saudi Arabia and his younger son is at Aberdeen University.

Malcolm MacDonald is service sales manager, and has been an Otis man for 16 years, spending most of his time on construction, and a new addition on the service sales side is Edward Whyte, an ex-apprentice. Jim Campbell, who used to be a service supervisor, is the area training officer and Rupert Thomas is the area surveyor. There are two staff testers, John Neild and Ian Fraser. Also reporting to John Fulton is Tom Simpson, service supervisor based in Edinburgh and covering central Scotland.

As always, in Otis branches, the unsung heroines are the ladies who keep everything running smoothly. Helen McNeice recently joined the branch and looks after the clerical side. Morag MacLennan is Ron Baker's secretary, has been with the branch eight years, and likes to relax after a hard day with a 'good murder'. She means a detective story, we hastily add. Handling the telephones is Elizabeth Kelly.

That is the team at Glasgow, the third biggest city in the UK, and they are responsible for a lot of units.

Left, Looking east along Bothwell Street, Glasgow. There is an Otis lift in every building. Above right, L to R, John Low, John Fulton, Ron Baker, Jack Morris. Right, L to R, Eddie Whyte, Morag McLennan, Elizabeth Kelly, John Whyte, Leslie Allison, Malcolm MacDonald.



PROTECTING OUR



John Turner writes about Martin Mere, Lancashire, where he is a volunteer worker

Thirty years ago, Sir Peter Scott, retiring from the Royal Navy, founded the Wildfowl Trust on the Severn Estuary at Slimbridge in Gloucestershire. Today the Trust has seven centres throughout England and Scotland.

One of the most recently developed opened on 1 March 1975, and is already rivalling Slimbridge in the number of visitors, 114,000 in 1977. This centre, Martin Mere, near Ormskirk in Lancashire, is re-creating part of Britain's lost wildlife habitat.

Up to three centuries ago Martin Mere was the largest inland lake in Lancashire and the home of thousands of waterbirds. It was inhabited as long ago as Neolithic times by Man who used stone tools and lived in stilt houses built in its shallow waters. But around 1700, it was the scene of an engineering enterprise on a grand scale. This was the initial attempt at drainage, a task that was completed by the last century.

Of the teeming wildlife, the only bird to remain faithful to the area in large numbers was the Pinkfooted Goose (*Anser brachyrhynchus*). These geese could fly the four miles or so to the Ribble estuary to drink, bathe and roost, but the smaller wetland birds, grebes, rails, terns, ducks and most of the

waders, vanished with the water.

In truth, the drainage was never completely successful. Planting crops in the early spring and harvesting them in autumn remained extremely difficult because the machinery constantly stuck in the marshy ground. The lowest parts of the mere became a dumping ground for old agricultural equipment, plastic waste, and sundry rubbish.

It was 363 acres of this marginal agricultural land that the Wildfowl Trust was lucky enough to acquire in 1973. The presence of the Pinkfooted Goose had attracted Sir Peter Scott's interest; and surely, the cry of the wild goose and the sight of thousands of these birds is one of the last great wildlife spectacles in Britain today.

The Trust appointed as curator, Peter Gladstone, an Oxford rowing blue, former Shrewsbury schoolmaster and great-grandson of the famous prime minister. It was decided to develop the site in three phases.

Forty acres were to be used as a waterfowl garden where the public could wander and sit among tame waterfowl that would feed from the hand. Today, over 1500 birds of 100 species from all over the world are maintained in the collection. It was decided from the outset that no birds would be taken from the wild, and the Trust has pursued this policy so that all birds exhibited have been bred and reared in captivity, and are used to Man's proximity.

Thirty-six acres were to be excavated and filled with water to recreate, on a small scale, the ancient mere, while the remaining 287 acres were left as wild marshland. Parts of this



A recent Greater London Council report has high-lighted the need to find satisfactory solutions to the social troubles caused by residential tower blocks.

On page 7 of this issue David Crawford touches on some of the planning mistakes which were made two decades ago when high-rise blocks were the answer to all housing problems.

And in our last issue Jean Tatham, chairman of the GLC Housing Management Committee, outlined her ideas to improve the quality of life in high-rise blocks.

Vandalism is one of the problems which the GLC is determined to eradicate and an Otis answer, for elevators, is the VR range.

Otis has always held the view that strength and vandal resistance can be blended with a good appearance.

The VR range of six and eight person lifts are in an attractive block teak plastic laminate finish which is abuse-resistant and easy to clean. Lighting fixtures and other fittings are unbreakable, stainless steel walls are an option, and the flooring is sealed to the walls.

There are either centre openings or single speed doors, with traction or suspended hydraulic drive.

Everything has been done to resist vandalism and yet maintain a good-looking appearance for lifts which people will be proud to have in their homes.



Otis vandal-resistant lifts



NEWS

GOODBYE NEWCASTLE, HALLO MANCHESTER

As the sun sank slowly over Milburn House into the River Tyne, we said Farewell to Bill Hogg who was leaving Newcastle to take up his new position in the Manchester district office.

There was not a dry eye in the house as he accepted his parting gifts from his colleagues in Newcastle. See photo on right.

Bill, who was until recently northern region service manager, was taking up his new position as northern district manager.

All those who know Bill will wish him every success in his new appointment. — *David Coe.*

RON PRIDE'S DECK OF CARDS

When Ron Pride of Bournemouth branch retired he had put in the remarkable total of 47 years' service for Otis. It is a record of which both Ron and the company are rightly proud.

Ron is still a familiar figure around Bournemouth on his bike and with flat cap and trouser clips. Unfortunately, due to an accident, there is now a new bike, but it is the same Ron.

A bike was Ron's means of transport in the good old days and he has no intention of giving up cycling now he has retired. He used to pedal as far as Swanage via the ferry to service jobs.

During a few off-duty moments John Plummer and



Ken Carpenter penned the following. It is said to have been Ron's reply after being found playing cards in the motor room.

RON PRIDE'S DECK OF CARDS

When I see the one or ace it reminds me that there is but one firm. Otis.

The two reminds me of two-man working.

The three of the three-hour minimum on night call.

The four reminds me of four weeks holiday away from Otis.

The five of 5 o'clock the time I would like to get home every night.

The six of the number of wires on a digital indicator.

The seven is 7 o'clock on Wednesday night doing time sheets on the kitchen table.

Eight is the number of times I have told the supervisor about the aircords over the pormim.

The nine is the size of shoe I use to kick the controller when fault finding.

The ten reminds me of the contacts on a 6164 BP relay.

The jack reminds me of the times I have struggled on my jack.

The queen reminds me of our office girl who never knows where I am.

The king is the number of times I could have crowned my mate.

The four suites is the four seasons of the year I struggle on my bike to get round the P1's.

The thirteen tricks remind me of the number of tricks you have to do every day.

The number of spots, 365, of the number of indicator lamps over the Palace Court Hotel.

Fifty-two cards in a pack is the number of spares I keep in my lunch bag, also the amount of bananas I eat in a year.

The joker is the person who dreamed up the code system.

So you see, my pack of cards serves me as a routing sheet, a C.A.R.R. pad and a parts leaflet book.

WHO IS FOR CITIZENS' BAND RADIO?

Everyone knows the value of walkie-talkie radios in industry. Wherever men are working on an open site, or in a dock or on the deck of a tanker, very short-range radio keeps everyone in touch under conditions where ordinary verbal contact would be impossible.

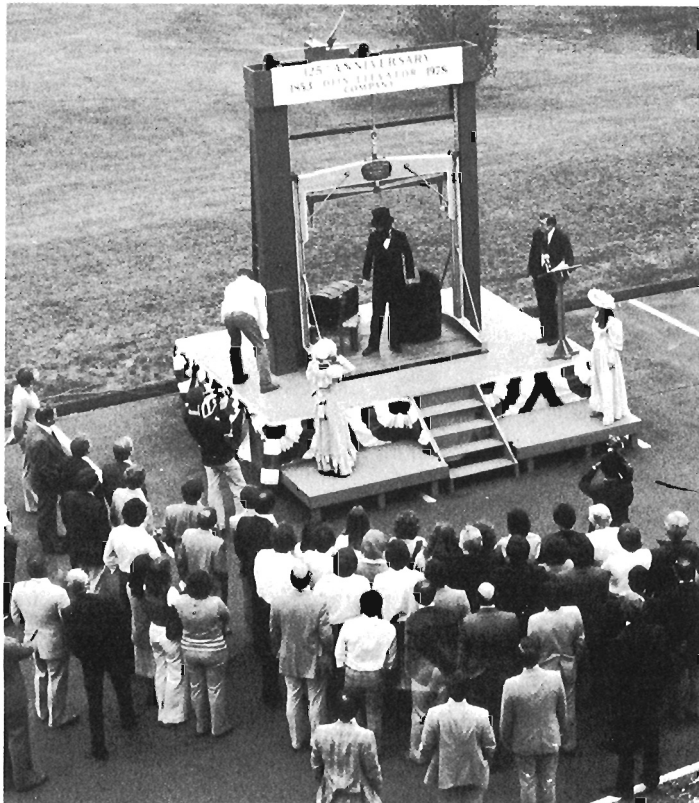
But it is almost impossible for an ordinary citizen to use two-way radio because he cannot get Post Office permission. And without that permission it is illegal and the penalties are heavy.

In the United States it is very different. Citizens' Band Radio (CB for short) is a national craze. Lorry drivers and private motorists use it to chat, and it is valuable for farmers, sportsmen, small boat sailors and marshalls at outdoor functions. So popular is CB in America that it was the subject of a recent feature film shown in UK cinemas.

The Citizens' Band Association in UK is campaigning for the right to use two-way radio, and an active member is Don Foy of the product data group at Liverpool.

If you want to know more about CB ask Don or write to CBA, 16 Church Road, St. Marks, Cheltenham, Gloucestershire, GL51 7AN. Membership is £1.50 a year.

Also note that CB has nothing to do with amateur 'ham' radio. We understand, in fact, that the hams are not keen on CB for a number of technical reasons. But they can argue that out among themselves.



Everyone at Otis knows how Elisha Otis, back in 1854, demonstrated his safety lift at the New York Crystal Palace Exposition. He stood on the raised platform and an assistant cut the rope with an axe. The platform did not fall and the lift industry was on its way. As part of the 125th anniversary celebrations the American Otis company had some fun and re-enacted the whole thing for 1978.

DO IT NOW!

Send your news for the next issue to Barry Wheeler at Clapham Road

Last page with Foster CONFESSIONS OF A TRAVEL WRITER



Travel writers are a funny lot. If you are discussing a summer holiday now, the chances are that a travel writer will choose the resort for you. "Whatsisname seems to have had a good time in Sicily," says your wife from behind the paper. "Right to the top of an extinct volcano on the back of a mule and then a special performance of primitive folk dances in the evening."

Now it is quite true that Whatsisname occasionally does something energetic involving a mule. Nigel Buxton of the *Sunday Telegraph* once told me his favourite holiday was camping in the Rocky Mountains.

But if you are looking for a travel writer on the hoof, you are much more likely to find him in the Hotel Magnifico—it has to be sampled on the readers' behalf—and most probably in the bar, where the facilities need extensive testing.

I once went on a trip to the Portuguese Algarve with a travel writer who actually took the job seriously. This was a very unsettling experience. The hotel manager had softened us up nicely at his bar and then bowled a googly. "I've arranged a tour of some of the bedrooms, the dining room and so on," he announced.

Most of us remembered an urgent appointment with another bar, where the natives were friendlier, when Keen Travel Writer piped up and said that of course we wanted to tour the bedrooms, and the bathrooms, too, if that could be arranged.

It was one of those concrete and glass jobs with 30 or so floors and I think we visited every one. The Keen Travel Writer bounced on just about every bed to test the quality of the mattresses. She made extensive notes on the floral wallpaper, the colour of the soap and the view from every balcony. She pulled the handle of every loo to make sure it worked and the Magnifico was filled with the sound of mighty, rushing waters. She was still at it as the sun went down. We never forgave her.

But as she wrote for a dozen or more

newspapers and magazines in Britain, and quite a few in America, her logic was unassailable. The most literate ones got purple passages about the sun dancing on the shimmering wavelets in a glittering cascade of silver sequins.

The more prosaic made do with the cost of laundering a shirt and the crustiness or otherwise of the breakfast roll. No doubt a corner in a trade paper read by drainage experts was reserved for a blow-by-blow account of foreign plumbing.

So it was fair enough as far as it went. Holiday writing only goes wrong when a party of travel editors is invited to sample the Cresta Run, shall we say, or shoot grizzly bears on the high sierras, and does nothing of the kind. I still recall, with a blush of shame, the invitation I accepted to join a party of stalwarts on a trek through the Black Forest. It meant five hours walking a day.

In Todtnau, where we spent the first night, there was a rumble of thunder over the pine woods. The Germans were anxious. There could be no question of walking five hours to the 4,900ft peak of the Feldberg. We must do it partly by minibus, partly on foot and all would be well.

But parked by a sawmill was the minibus and in no time at all they had whirled us to Wiedener Eck and an early lunch of ham on brown bread with *steins* of beer. Well, not lunch, said our kindly German hosts as we grew expansive after the third schnapps. It was strictly speaking a *Znüni*, or elevenses, or what Pooh Bear would have called a little snackerel of something.

From Wiedener Eck they drove us remorselessly on to lunch at Notschrei. We tottered into the dining room and the real walkers, the ones with knee socks and proper anoraks and great knobbly sticks, looked at us a little

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pitifully. But if you write travel articles, we told each other, you have to make sacrifices.

After recovering from this debauch, we did manage to persuade the Germans to let us do our five hours on foot the next day, as per agreement. Convinced we would leave our whitened bones on one of their nice, woodland paths, thus causing a serious litter problem, they hired a helicopter that circled overhead, shadowing us. Finally, they despatched a well-equipped Land Rover that sped past and stopped a mile ahead on the trail.

By the time we arrived, a *Znüni* was tastefully arranged, right down to the beer and schnapps. There was nothing for it but to concede defeat and the young chap from the *Observer*, who was very moral, gave up travel writing and went back to crime reporting. He said it was more honest, somehow.

I once beat a hasty retreat when staying in Portugal with the Guedes family, who are famous for making a wine called Mateus Rosé. They had arranged a tasting of vintage ports after a particularly enormous dinner one night and I had reeled away to bed to sleep the whole thing off.

I was not aware that the Guedes family is famous for hearty practical jokes. In the morning, when I was barely awake, a voice asked if I took milk with my coffee. Yes, I said, where-upon an old and evil-smelling goat, obviously left over from Wellington's last Peninsula campaign, was pushed into the bedroom. It promptly ate my port wine tasting notes and the first four chapters of Nancy Mitford's *The Pursuits of Love* before I managed to shove it out into the passage.

It then barged into the bedroom occupied by Margaret Sherman of *Good Housekeeping*. A shrill scream shattered the morning calm. Unimpressed, I went back to bed. Sorry about that, Maggie. But as a travel writer yourself, you will understand and forgive.

William Foster.



Group of four passenger lifts at Royal Garden Hotel



Service lift at Royal Garden Hotel



Passenger lifts at Royal Lancaster Hotel

MODERNISED LIFTS FOR ROYAL GARDEN AND ROYAL LANCASTER HOTELS

Two major lift modernisation contracts, worth £350,000, have been completed for Rank Hotels Ltd.

In the Royal Garden Hotel, London, there is a group of four passenger lifts with VIP 260-4 control system. Duty 1000 kg at 2.5 mps. The original lifts were installed in 1965. Modernisation started in April 1978 and was completed in November. There are also three service lifts with duty of 1750 kg.

Otis personnel: Ron Goode, key account sales manager; Dave Dupoy, charge hand; Len Halsey, senior adjuster; John Kyte and Ted Page, adjusters; Eddie Beecroft, MS & C department supervisor.

At the Royal Lancaster Hotel, London, there is a group of four passenger lifts with Otis VIP 260-4 control system. Duty 975 kg at 2.5 mps. Work started in April 1978 and was completed in October. The original lifts were installed in 1967.

Otis personnel: Ron Goode; Sam Weller, charge hand; Len Halsey, senior adjuster; Ted Page, adjuster; Eddie Beecroft.