MAGAZINE S



SPRING 1978 OTIS EI

OTIS ELEVATOR COMPANY LIMITED

SPRING 1978

As Colin Reid so rightly says on page 23, it is spring, tra-la, and everyone is looking forward to another good summer. We hope, also, to see some Otis girls around in the colourful spring fashions shown in our last issue.

Otis head offices at Clapham Road are in the London Borough of Lambeth so we decided to learn more about our part of town. It was a great area for old music halls, for instance, and you can read about it on page 8.

We take a look at squash, an indoor sport which has grown enormously in popularity over the last few years, and is played by

many Otis people.

United Technologies, Otis' parent company in the United States, is active in many industries. Did you know that the Boeing 747 and 707 airliners seen over London on their way to Heathrow are powered by engines from Pratt & Whitney, a sister division? Read about it on page 6.

And talking of aircraft, the British Airports Authority is an Otis

customer, and the subject of our centre pages feature this issue.

Cliff Bell reports from Liverpool branch, we talk with some of the fellows in Group Four at Kirkby, Shelagh Roberts of the GLC explains the need for a return to our inner cities, H. A. W. Pettinger writes about the new European lift specifications and Oliver Pritchett goes on a lift-crawl.

Something, we hope, to suit everybody, plus plenty of news from Otis at home and abroad. And we still want **more** news. Don't be bashful. Let us know what you are doing, particularly if you have an

interesting hobby or leisure activity.

We have found a campanologist and an amateur radio 'ham' and in another issue we will report on an Otis man who races motor cycles—and he is good, too. So tell us all about it.

FRONT COVER

Air travellers can now journey to Heathrow London Airport from central London just by getting on an Underground train on the Piccadilly line, which goes right through the West End.

They arrive at Heathrow Central station and Otis escalators and trav-o-lators, in subways constructed by John Mowlem & Co, take

them straight into the airport.

The official opening was a great day for LTE, the contractors and everyone at Otis. On our front cover Otis MD Norman Cunningham greets HM the Queen at the opening ceremony.

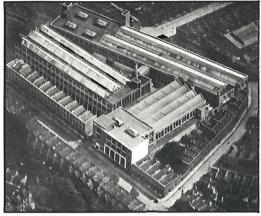
News items for the next issue have been requested for the beginning of June (see page 18). Due to an unavoidable delay in the production of this issue, this date has now been extended to mid-June.

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by Colin Reid

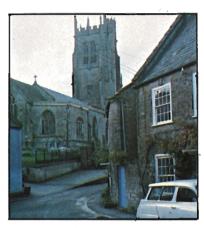
The British connection





Above left, the old Waygood-Otis factory. Above right, Otis head offices in Clapham Road. Below right, Beaminster as it is today. Below, Otis factory at Kirkby.

1978 sees Otis' 125th birthday. The company began, as we all know, in the United States. How did it come to the UK?





It all started with Richard Waygood. He was born in 1806 in the village of Beaminster, Dorset, and grew up to become a general engineer, making water heaters and stoves for this predominantly farming community.

His business prospered

and in 1840 he moved it to London. But by 1863 the London, Chatham and Dover Railway was growing fast and acquired Waygood's premises to extend their line. He had to find a new works.

The choice fell on a plot of land in Roberts Place, Falmouth Road, in south

London, not all that far from the present Otis head offices in Clapham Road.

Newington Ironworks, as it was called, was not very big, but as R. Waygood & Co Ltd prospered the factory grew and grew. Not that they were making lifts or anything like that. The water heaters

and stoves gave way to pumps, presses and machinery for treating rice and coffee.

In 1865, H. C. Walker joined the firm. He had interesting ideas about what he called 'lifting appliances' and foresaw a great commercial future for them. Richard Waygood agreed.

Richard Waygood agreed.

Waygood became the predominant UK name for lifts. The Grand Hotel, Charing Cross, London, was opened in 1880 and a Waygood passenger lift installed. In 1893 a hand-powered lift went into Balmoral for the personal use of Queen Victoria and was followed by similar lifts at Osborne and Windsor. R. Waygood & Co Ltd received a royal warrant as lift-makers to the Queen.

The first electric lift was shown at Crystal Palace in 1890 and by the early years of the 20th century the company was making and selling over 1,000 lifts and cranes a year.

By 1901 the successful continuing growth of the firm created the need to go public and in 1914 the Otis Elevator Company of America took a financial interest and the name was changed to Waygood-Otis.

The combined know-how of the two companies gave increased strength to the British operation and it expanded accordingly over the following three decades, becoming the Otis Elevator Company in 1957.

But in the immediate years after the Second World War it was clear that a great rebuilding of our towns and cities was to come and there would be a tremendous increase in demand on the lift industry.

Otis UK production facilities had to expand still further. The factory at Falmouth Road was working at pretty well full capacity and the decision was taken to build a new works at Kirkby, Lancashire. It was opened in August 1956.

That, briefly, is the story of the British connection. Richard Waygood, if he were alive today, would have difficulty in grasping the size of the modern Otis operation. Or would he? Like his partner, H. C. Walker, he was a man of vision, and perhaps foresaw very well the industrial future which would follow when he took the decision to manufacture

'lifting appliances'.

Squash: the fastest-growing sport

You hit the ball against a wall with a racket. Your opponent hits it back. Mike Palmer reports that $1\frac{1}{2}$ million people play the game in Britain alone





Ten years ago a random check of even the faintly sports-minded would have revealed a miserably low percentage who could have responded positively to the question—'what do you know about squash'? The game had solid upperclass and public school connotations and confined its public awareness to occasional paragraphs in *The Times* and *Daily Telegraph*.

It is difficult to believe that since the middle 60s squash has become one of Britain's boom sports, played by an estimated million and a half people and still growing at a rate of ten per cent a

year.

How has this sporting miracle been achieved? What kind of force has lifted a game, an off-spring of rackets and begun obscurely during the middle of the last century, to a level where its participant popularity is expected to match that of soccer by 1981?

Initially it demands a low threshold of skill and is therefore easy to play. The first sight of two white-clad figures chasing a small soft ball around a confined space measuring 32 ft long by 21 ft wide may at first be unappealing but closer acquaintance with the game reveals its benefits for physical fitness and an activity that helps relieve the frustrations of a desk-bound society.

As a player strives for improvement so the mental demands increase. Squash has been likened to a game of physical chess, and today's leading players, with their lightning reflexes, can be regarded as Grandmasters of the court.

Most important is that two players of approximately the same standard, however low, can enjoy themselves and derive full benefit from the fun and fitness elements of squash. This would not be true of other sports, such as tennis or golf, where the relative beginner usually requires a period of concentrated application or coaching to reach even a basic level of competence.

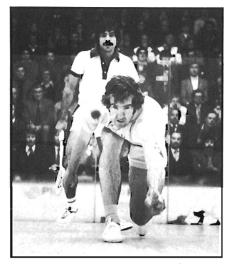
Literally, anyone who can hit a ball against a wall with a racket can begin to play squash, and those who wish to approach the game with any degree of serious intent should be able to obtain guidance from the Squash Rackets Association, local education authorities, sports centres, or from the many excellent books on the subject.

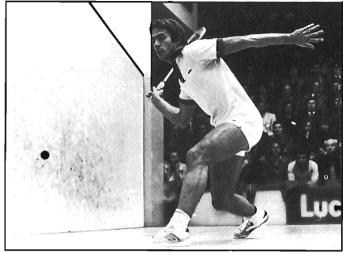
Since squash is played on an indoor court it is not affected by the weather and can be played all year round. The costs of playing, too, are modest and an intense amount of exercise can be packed into a short space of time, making it an ideal activity for busy people who want to pursue a sport but find themselves limited by time.

Court charges, by the way, range from about £1 · 20 an hour (for two) plus a yearly membership fee which in the case of a club might be around £30 or as low as £5 for a sports centre.

The convenience factor appeals to all sections of the community, an example being young mothers, since clubs and sports centres often organise creches for children and a game of squash can be fitted into a morning's shopping expedition.

From a game for the privileged,





Top left: Jonah Barrington in action against P. Ayton. Below left: Qamar Zaman, a Pakistani player of world class. Right: Kevin Shawcross battles with Tarsam Khan. Far right: World champion Geoff Hunt.

squash has become a sport for all. It clung defiantly to its antiquated image mainly because the majority of courts were either associated with restricted membership clubs, sited at public schools or linked with the armed services. The advent of commercial entrepreneurs and a man called Jonah Barrington changed everything.

There were a few progressive, business-minded people in the mid 60s who foresaw the demand for squash and began opening private clubs, thus widening the spectrum of people who either knew about the game or wanted

an opportunity to play.

At first, such clubs offered anything from two to six courts, but these days, 12, 16 and even 20 courts is reckoned to be the norm for a paying proposition and at the same time satisfying the tremendous demand for court time.

Added to this, established institutions such as rugby and tennis clubs, recognised that the addition of a couple or more courts to their existing clubhouse would be an ideal way of reviving or boosting bar profits.

Meanwhile, on the other side of the world, Australia was already well into its squash boom, the only difference being that the majority of centres were all public and anyone could walk in and book a game providing a court was free and they could pay the booking fee.

This aspect of squash development has been followed in this country by local authority sports centres. Most centres have courts available to the general public, generally the only condition of use being that you join the centre for a nominal annual charge.

Wembley, home of the national championship court, has proved to be a fascinating and successful experiment on Australian lines. There are no membership fees and the 14 courts are open to the public more than 12 hours a day. Even the championship court can be booked for a small extra charge for those who like to tread the boards already graced by the world's stars.

Squash's popularity is now such that it helps subsidise other sports and all authorities, either building or contemplating multi-sport centres, are officially advised to make provision for the game.

That so many people have discovered the pleasure of the game can in part be traced to the extraordinary contribution made to its growth by one man, Jonah Barrington.

Jonah is a Cornishman, born of an Irish father. He won the British open title (unofficially the world champion-ship until the first official world open in 1976) six times. His run of victories from 1966 to 1973 made him one of the world's greatest players and when he won his first open he was the first Briton to do so for 28 years.

But Barrington has contributed more than lines in a record book. His total application to achieving success has set the supreme example to fire the enthusiasm of the lowliest player.

Barrington's brand of squash evangelism struck an immediate mass chord of public sympathy and acceptance. He was forthright and unrelenting in his desire to win. He was and still is one of the fittest men in the world, a fact which enabled him to compensate for an ability judged average by international standards.

And above all, Barrington was successful, something unusual in a nation that in recent decades has been accustomed to accepting second place. Allied to his skill on court was Jonah's ability to talk about squash, fluently, amusingly, even scathingly when he thought something was wrong.

It was a magic combination that spread the message of squash all overthe world because Barrington was prepared to travel extensively to preach his sporting gospel and take the game to the smallest clubs, the most distant and outlandish places.

He was the first European to go to Pakistan and win their own national title. Since then, Pakistan have resumed their dominance of the world scene, both amateur and professional, and that country's role in squash is deserving of a closer look since their players, apart from one or two exceptions, have helped set today's standards.

In the 1950s, Pakistan exported to these shores an extraordinary little man called Hashim Khan, now a squash legend.

He won the British open seven times, a record that withstood even the mighty challenge of Barrington, and together with his brothers, relations and a few countrymen achieved playing pinnacles still regarded with awe and which in the late 1970s are maintained by Pakistanis

such as Qamar Zaman, Mohibullah Khan, Hiddy Jahan, Gogi Alauddin.

They are not names that trip easily off the tongue or fit neatly into newspaper headlines but are a constant reminder of the impact made by a few families whose ethnic roots are firmly embedded in Pakistan's North West Frontier Province.

The Pakistan background is important to anyone remotely interested in squash. Their players learned the game from British officers on duty in that rugged frontier province, acting in many cases, as Hashim did, as ball boys collecting the ball whenever it strayed from the open-air courts.

To them, squash became a path to survival in a poor country. They applied themselves in single-minded fashion, the keen eye, trim stature and natural athleticism of the Pathan tribesman making the ideal physique for a squash player.

The squash tradition has been handed down through families, although Mohibullah Khan, a potential world champion at the age of 22, comes from a poor family with no squash background.

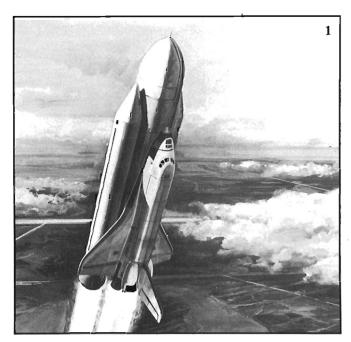
But back in Europe the sport is still booming, particularly on the promotional side where more emphasis is being placed on providing facilities to watch tournaments. Television, too, is playing a part with modest coverage, although much still remains to be done on the technical side.

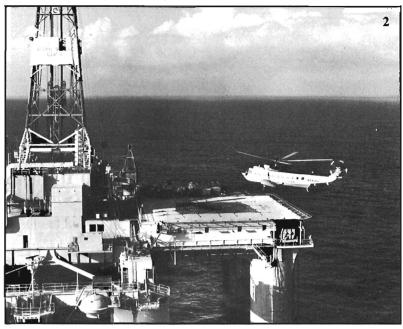
An all-glass court, allowing spectators on all sides, and which would increase audience capacity from 300 to several thousands, would be major breakthrough, just as the glass back wall first gave squash any kind of crowd appeal. Technically the all-glass court is said to be 90 percent there and it could well make its debut in the next eighteen months.

If and when it does, the court will herald a new and exciting era in squash. For up until now the much vaunted squash boom has been a silent revolution in leisure activity.

Few people, beyond those who played the sport, believed that it could become so popular but a million and half devotees can't be wrong. Just try booking a court at your local centre!

• Mike Palmer is squash correspondent of the 'Daily Express'.







The United Technologies story

Otis is a division of United Technologies, a world-wide company covering many areas of industrial endeavour. On these pages is some of the background

For most of its history, Otis' parent corporation teamed almost exclusively with aviation. Today, however, United Technologies is synonymous with diversity, multiple worldwide markets, and high technology.

UTC's competence in high technology now embraces fields far removed from flight. It designs, develops, manufactures and markets a wide variety of technological products to serve industrial, commercial and governmental needs on a global scale.

From aircraft engines and helicopters to telephone cable and automotive electronics, from electrical power generators, elevators and escalators to appliance controls and space systems—United's name is linked to all.

Another important name linked to United's is that of Frederick Brant Rentschler—founder and first president

of Pratt & Whitney Aircraft, later known as United Aircraft, and today as United Technologies.

Rentschler, a 1909 liberal arts graduate of Princeton, a big, rangy, physically quick man, arrived in Hartford, Connecticut, in the spring of 1925 with some firm ideas on how a technically based company should build its future.

He had already founded and headed a successful airplane engine company in New Jersey. But he had left that company because his board of directors, putting immediate profits ahead of long-term performance, refused to spend money for research and development. Without R & D to develop new engines for future markets, Rentschler believed the company would become second-rate.

So he came to Hartford, found financial backing and plant space, and

formed Pratt & Whitney Aircraft. Before the year was out, the first engine was built and on test. It was called the Wasp. The orders it brought quickly established the fledgling company. Rentschler then set about investing money to bring forth better engines.

UTC still follows this R & D philosophy. It spends about \$1-million a day in R & D to maintain and strengthen

its leadership in technology.

A 1977 survey of 598 American companies ranked UTC sixth in annual R & D spending during 1976. And of the top ten corporations in R & D outlays, UTC was No. 1 in such spending as a percentage of sales.

United Technologies spends more than twice as much per employee on R & D as the list's composite figure—approximately £1318 against £575.

While research and development



1. Artist's impression of the NASA space shuttle lifting off. Suits for the crew were made by Hamilton Standard.
2. British Airways Sikorsky helicopter landing on a North Sea oil rig. 3. British Airways Boeing 747 with Pratt & Whitney engines. 4. Sikorsky advanced technology S-76 commercial helicopter. Ninety-two orders were received even before its first test flight in March 1977. 5. British Caledonian Boeing 707 with Pratt & Whitney engines.

remained high on Rentschler's priority list, in early 1928 he added another item: form an aviation group under a single management to design and produce all the equipment needed for the new transports and then operate them over its own airline.

In its final form this organisation chiefly was made up of Boeing, Vought, Sikorsky as airframe manufacturers; Pratt & Whitney Aircraft in engines; Hamilton Propeller Company and Standard Steel Propellers, which merged to cover the propulsion field; and five small airlines which were put together and became United Air Lines. United Aircraft & Transport Corporation existed until 1934.

Then United Aircraft Corporation emerged in the form it was known as throughout most of its years: Pratt & Whitney Aircraft, Hamilton Standard,



Sikorsky Aircraft, and Chance Vought. Vought spun off to become an independent company in 1952, and Norden, which pioneered airborne bombing systems and other electronic aeronautical devices, joined the three operating divisions along with the then new missiles division in 1958.

The '70s have brought United a new profile, a new perspective, plus a new name—United Technologies.

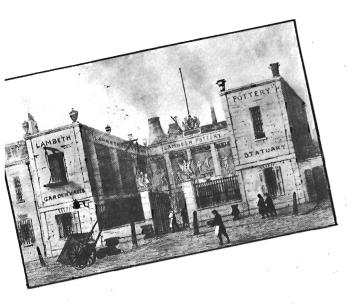
The fitness of its new name, adopted in 1975, was underscored through the acquisition within the last four years of Essex, a major producer of electrical conductors, controls and systems for the electric utilities, communications, appliance, automotive and construction industries; and, of course, through the acquisition of Otis, the world's leader in elevators and escalators.

In a letter to employees at the time of

the Otis acquisition, United's chairman and president, Harry J. Gray, noted that the new affiliation met United's stated objectives of growth and broadened business activity into mutually compatible areas of technology.

"Otis' business," Gray said, "is largely in industrial-commercial markets, and this meshes well with our objective of enlarging the base of our business in non-governmental sectors."

Today, United Technologies comprises eight major operating organisations, employs nearly 139,000 people, operates more than 180 plants in the United States and overseas, and maintains marketing representation throughout the world. In 1977, with annual sales of £2.75 billion, United Technologies ranked 35th on the list of the largest American industrial corporations.



Doing the Lambeth Walk

Otis UK headquarters are in the London Borough of Lambeth. John Mendes takes a look at the history of our part of town

> Left, Doulton and Watts Lambeth Pottery, c 1840. Right, George Robey in one of his music hall sketches; a programme from the Brixton Empress at the turn of the century; and The Plough, Clapham, c 1910. Below right, one of a series of Doulton Lambeth tile panels for the children's ward of St Thomas' Hospital

Visit the Royal Festival Hall, the Hayward Gallery, the National Film Theatre or the Old Vic and you are in the London Borough of Lambeth. Its northern boundary is the south bank of the Thames from approximately Blackfriars Bridge to Vauxhall Bridge and it extends as far south as Streatham Vale and Norwood, taking in Kennington, Stockwell, Brixton, Camberwell and Tulse Hill on the way.

The Archbishop of Canterbury's palace is in Lambeth. So is County Hall, headquarters of the Greater London Council, and St Thomas' Hospital, which opened on its present site in June 1871. So, too, is the UK headquarters of Otis, a few hundred yards down the Clapham Road from the Oval, which first became a cricket ground in 1845 and is now the home of Surrey Cricket Club.

The original village of Lambeth, long before London became a vast metropolis, was appropriately known as 'Water Lambeth.' It consisted of a few houses near the church and a narrow strip of buildings bordering the river up to Vauxhall.

In the time of Elizabeth I the country around the village was celebrated for its game birds. Andrew Perne, the Dean of Ely, who lived at nearby Stockwell, was granted a licence by the Queen "to appoint one of his servants, by special name, to shoot with any cross-bow, hand-gonne, haquebut or demy-hack, at all manner of dead-marks, at all manner of crows, rooks, cormorants, kytes, puttocks and such-like, bustards, wyld swans, barnacles, and all manner of sea fowls and fen fowls, wild doves, small birds, teals, coots, ducks, and all manner of deare, red, fallow and roo.

In 1670 several Venetian artists settled in Vauxhall. They brought with them the secret of making blown plate-glass. The factory subsequently founded in Vauxhall Square became Dawson Bowles & Co and all over the world the product was known as Vauxhall glass. Also to become even more famous was Lambeth pottery from Doulton & Co.

But as late as 1800 there were few

buildings, either domestic or industrial, south of Kennington, which today is very much in the northern tip of the borough. Within a few years, though, there was to be an enormous expansion of south London.

Perhaps this population explosion brought the Old Vic into being. It was built in 1816 and originally called the Royal Coburg Theatre after Princess Charlotte, who had married the Prince of Saxe-Coburg. In 1833 it was renamed the Victoria and descended to putting on crude melodrama, becoming what Victorian actors called a blood-tub.

John Hollinghead, who later helped to revive the good theatrical name of the Old Vic, described how the gallery audience would tie handkerchiefs together to make a rope. During a performance the rope was constantly lowered into the pit to haul up large stone bottles of beer.

In 1912 management passed to the now legendary Lilian Baylis. The theatrical historians, Raymond Mander and Joe Mitchenson, say: "In October 1914 Miss Baylis made one of the boldest experiments in theatrical history, against the advice of every manager in London, by presenting Shakespeare at popular prices. If for no other reason, and there are several, the Old Vic would be famous for the fact that it was the first theatre in the world to have produced the whole of the plays of Shakespeare contained in the First Folio."

Towards the end of the last century Lambeth became equally famous for its music halls. The Brixton Empress, Astley's, The Canterbury and Gatti's Palace of Varieties were showcases for the finest performers of the era.

What is intriguing is that so many stage performers also lived as well as worked in the Lambeth area. Dan Leno, George Robey and Fred Karno, three of the biggest names in the business, were all local men.

Dan Leno lived in Brixton, a leafy suburb in the 1880s and 90s, and in later years many stage people followed his example and Brixton, in particular, became a centre for professional digs.

Actors could get cheap lodgings and there was an all-night tram service home after doing a show in the West End. The late trams from the Embankment, long gone, were also the reason for so many Fleet Street newspapermen living in the

Troupers like Harry Secombe, Tommy Trinder and Arthur Askey, have early memories of life in the borough; Gertrude Lawrence was born near Kennington Oval; Bud Flanagan and his wife had their first home at 62a Brixton Road and his Crazy Gang mates, Jimmy Gold, Charlie Naughton, Jimmy Nervo and Teddy Knox, lived in the Brixton-Streatham Hill area.

It was Lambeth, too, which got the whole nation into a new dance craze just before the Second World War. Lupino Lane sang Doing the Lambeth Walk in a smash-hit show and everybody did just that. It was a sort of swagger, ending with a thumb over the shoulder and a shout of 'Oi', and if you tried it in a disco today young people would fall about. But at that time it swept the country.

Councillor Henry Bavin, who has lived all his life in the borough, has much earlier memories of the place called Lambeth Walk. He was a teenager during the First World War and told me:

"In those days Lambeth Walk's main claim to fame was its remarkable number of pubs. And down at the end was the workhouse. Even as a youngster I was depressed to see all those broken people wearing once-black clothes that were grey with age.
"Near Westminster Bridge Road,

where the Canterbury music hall used to be, was Field's soap factory. On the way by I used to hold my breath because

the smell was so terrible.

"Young lads used to sit on the Embankment wall and wait until they saw a policeman. Then one would 'accidentally' fall into the river and another would dive after him. There was a reward, you see, for saving anyone from drowning. The important thing was to ensure that the rescue was finally







effected on this side of the river because Lambeth paid more money. The authorities caught on in the end.

"There was a local glass factory where they blew bottles. We used to stand in the doorway and pretend to suck lemons to put off the glass-blowers. Sometimes they chased us all down the street. Quite a pleasure for us.

"At Upper Ground, alongside Black-friars Bridge, was Strudwick's, where they made cricket bats. There were always great piles of cut willow outside. And further down, by the arches, was the boxing ring. It was two old pence to get in. Many an out-of-work youngster fought six rounds there to earn one pound."

Lambeth is a very different place now, with amenities Councillor Bavin could not have dreamed would come when he was a boy and walked several miles to Clapham Common to play football. I talked with John Pinks at Lambeth Amenity Services about his work

"The scope is considerable," he told me. "We organise events like the Lambeth Country Show at Brockwell Park, plus galas, fetes, pantomimes at Christmas and sports events of every kind.

"This summer, in addition to the Country Show, there will be a Festival for five weeks from 17 June with buskers in the streets and a host of activities. Lambeth has citizens of several different ethnic origins and we will do food fairs with West Indian, Greek and Indian food accompanied by traditional live music."

Modern Lambeth is a big borough in a big city. Most of it will never be seen by out-of-town visitors, who tend to think that central London consists only of the West End north of the Thames.

But remember, when you arrive at bustling Waterloo station, or stroll on a spring evening along the glorious flood-lit waterfront of the South Bank, with its superb views of the Houses of Parliament and St Pauls, that you are in the London Borough of Lambeth. Because the locals are very proud of our part of town.



think **SAFETY** all the time

by Tony Miles

My job is to ensure that Otis employees enjoy their retirement; to put the doctors out of work and, ideally, to put myself out of work, too. I want you to work in safety, go home safely, and come back safely. That is what I am here for. I am trying to stop accidents.

Everybody who joins Otis, either as an apprentice or at a later stage in life, attends safety lectures in his induction programme. In every training programme there is a section on safety. The fitter's manual and the supervisor's manual have similar sections and we also deliver the message through slips in wage packets and slide lectures around the country.

But in the end safety comes down to an attitude of mind. To be safe at work you must think safety all the time. The man in the field, working alone or with a small team, has to be his own safety officer.

Construction and service men are dealing with heavy pieces of machinery and often on sites where other building work is going on. They have got to think and plan what they are doing to avoid accidents.

Is that ladder safe? Is that trap door OK? Are there enough boards on the scaffolding? Are the barriers in position?

Good housekeeping is important. It is a fact that untidy workers are the ones more likely to have minor accidents.

The majority of accidents I investigate (and I have to report on them all) are the result of somebody not thinking. Consider these cases from my files:

A man carries a heavy tool box up a ladder and falls. He should have gone up first and pulled the box up afterwards on a cord.

A service man leaves a roll of drawings on a controller. The controller gets hot, the papers catch alight, and there is nearly a major fire.

A man is killed working on top of a car. If he had turned off the emergency switch he would be alive today. If it is possible to break two switches to ensure



safety—then break them and turn off the power supply when working alone.

A construction man is dismantling a counterweight while the car is at the top of a building and not tied off. There is nearly a fatal accident but he gets out of the way just in time.

Taking out an old lift the men do not check the anchorage points of the platform. During the work, because of the heavy stresses, it collapses.

Tackle is hung from a sling over a beam, but the beam is not protected by sacking. The rope is cut through and the tackle falls.

These are not theoretical accidents which *might* happen. They all *did* happen. Somebody was not thinking safety.

As a man with 28 years Otis service I feel I am old enough to give a word of warning to the more experienced men. The more experienced you are the more you have got to remind yourself of safe

The younger chaps are thinking about them because they are not as sure as you are. But you have done a particular operation thousands of times and know it backwards. That can be a danger. It is an old saying that familiarity breeds contempt and it is often true. Don't take chances just because you have done the job many times before.

Have the correct protective equipment. We had a man in a steel works where there was a risk of carbon monoxide fumes. He was naturally

provided with a respirator but we also gave him a kit to spot-check for fumes. The company never refuses a piece of equipment needed for a man's safety.

And please use this equipment when it is provided. I saw a man recently oxyacetylene burning with no goggles. And another man arc welding with the wrong kind of goggles. Eyes cannot be replaced.

If you hear of, or are involved in, an accident, however minor, ask your supervisor and fill in a report form. I know it is a bind, but it is essential. You may want to claim industrial injury benefit. This can be held up if the accident was not promptly reported.

Remember that under the Health and Safety at Work Act 1974 the company is not only responsible for your safety but also for the safety of members of the public affected by our installations. Accidents to the public must be reported. We must know exactly what happened.

Every supervisor in the country has my home telephone number and in the case of a serious accident I get to the site really fast irrespective of where or when

it happened.

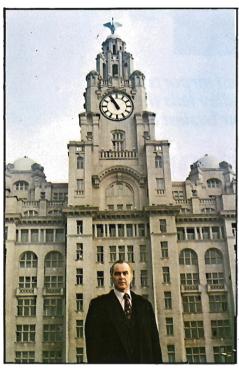
Don't touch or move any equipment after rescue has been effected. Talk only to the police and the Health and Safety Executive inspector (factory inspector). Particularly, don't talk to newspaper reporters. You may be asked for opinions that nobody can give until there has been a full investigation.

And I can only conclude the way I began. Accidents can be avoided. Safety is an attitude of mind. Think safety all the time. I want you to enjoy that retirement.

• Tony Miles is Zone Safety Officer, based at Clapham Road, and covers the whole of the UK field operation. He took on the job in 1969 after being fitter, tester, supervisor and super-intendent and has travelled widely around the world for Otis. His current leisure activity is learning to play the electronic organ.

SPOTLIVE PROOF

City of the **Liver Birds**



Cliff Bell outside the Liver Buildings. There is a legend that if ever Liverpool and Everton meet in the Cup Final at Wembley the famous birds will fly

Cliff Bell writes about the bustling port which has always been our gateway to America

Our great city is the second largest port in Britain. There are seven miles of docks and quays fronting the river Mersey to serve transatlantic commerce.

Liverpool has always looked west towards the New World. In the early 18th century its merchants entered the slave trade between Africa, the West Indies and the American colonies which were later to become the United States. The slave trade was abolished in 1807 but cotton-King Cotton as it was always called—poured through docks on its way to the Lancashire mills.

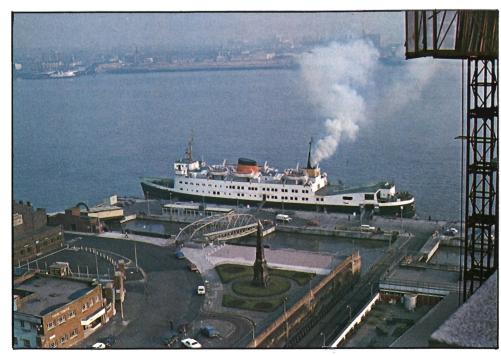
Today, there is less emphasis on cotton, but a host of new industries have arisen in the Liverpool area to make it a busy industrial complex.

Our world-famous landmark is the Liver Buildings. Sailors back from all parts of the globe know they are home when they see the mythical Liver Birds. We have a legend that if Liverpool and Everton ever meet in the Cup Final at Wembley the Liver Birds will fly away! Perhaps more to the point, the buildings are being refurbished and Otis is modernising the lifts.

The Otis Liverpool branch, based in Dale Street, covers an area of around 5,000 square miles, stretching north to Lancaster, south to Barmouth in North Wales and east to the M6 motorway. In that area we service over 1,000 units.

Out big customers include ICI at Runcorn and Ford at Halewood, the head offices of Lewis's and the Owen Owen department store chain, Littlewood's of pools fame, Liverpool Corporation and Shell on the other side of the Mersey. There are Otis units in the Adelphi, Centre and Atlantic Tower hotels and in so many other buildings the list would take all this page.

There are seven miles of docks and augus along the Mersey river. Liverpool is the second biggest port in the country and has always looked across the Atlantic for trade with the Americas.



Our construction department is currently completing 42 units at the new Royal Liverpool teaching hospital. The three Liverpool staff adjusters are Bert Muldowney (28 years service), Bob Wilkes (42 years service) and Ron Cook, who has done 14 years in the factory and two years with the branch.

At the branch there are two service supervisors. Ken Griffith has been with the company for 28 years and started as a fitter. Jack Buchanan also began as a fitter and has done 26 years service including four in Nigeria.

Jimmy Mullen, the erection supervisor, has been at Liverpool for two years and came from Dundee. Les Dickens, the sales manager, has just joined us to replace David Coe, who has gone to Newcastle as branch

manager.

Jon Patterson, the other service sales representative, has only been at the branch for nine months but before that he did 12 years in the Kirkby works.

Giving the efficient back-up without which no branch can survive are Valerie Clark, Julia Collins and 'Steve' Abrahams. No, her name isn't really Steve, but for some reason nobody can now remember in the office she has got stuck with it.

Otis men always ask me what it is like running a branch so near the big works on the other side of town. The answer is that the branch is completely independent but—as if you couldn't guess—we have a lot of good friends at Kirkby and are not too proud to seek their specialist advice over a tough problem.

The other subject always raised is the Loop and Link underground railway. This contract is handled separately by its own branch, with Bill Davis as supervisor and assisted by Bill Winstanley, but we handle the admin and paper-

work.

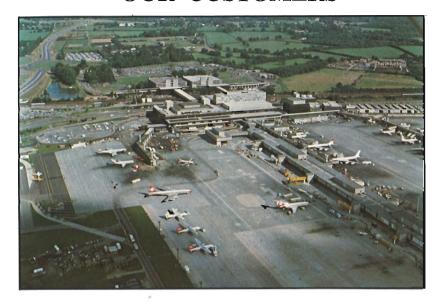
Visitors walking around the city centre sometimes comment on the comparative lack of high-rise office buildings. There is an interesting reason. Liverpool was badly bombed in World War Two and very quick off the mark to rebuild. Four and five-storey office blocks went up and it wasn't until some years later that high-rise buildings arrived in other cities. So in a way Liverpool lost out by rebuilding so quickly.

It seems likely, though, that in the not-so-distant future some low-rise office blocks will be demolished to make way for taller office buildings which will provide more economical use of space in the commercial area.

Liverpool is a bustling, cosmopolitan city. Like most great sea ports it houses citizens of many races and cultures, but the city is justly proud of its long history of good race relations. Perhaps in Liverpool the people have just had more practice at getting along together.

• Cliff Bell is Liverpool branch manager. He joined Otis in Manchester 26 years ago and has been mate, improver, fitter and supervisor on the service side. His hobby is fishing and he has a brother, Joe Bell, with Otis in Manchester.

OUR CUSTOMERS



Many people who should know better think that airports are operated by the airlines. They are not. Andrew Gidley fells the story of BAA, which is responsible for running seven of our busiest airports

British Airports Authority

British Airports Authority is the major agency of the British government for managing airports in the United

Seven airports are controlled by BAA, the most important of which is Heathrow, the busiest international airport in the world, which handled nearly 24,000,000 passengers last year and cargo to the value of more than £7,000 million.

The remaining six are: Gatwick, which is just finishing £100 million redevelopment; Stansted, a smaller airport which also serves London; and four in Scotland-Edinburgh, Glasgow and Prestwick in the central lowlands and Aberdeen on the north-east coast of Scotland—an airport which has expanded due to the flourishing oil and natural gas exploration in the North

Up until 1966 most of the airports now operated by BAA were under the control of a government ministry and were, as a group, unprofitable. Since it was established BAA has turned them into profit-making concerns, largely through a policy of applying commercial principles to an enterprise which is owned by the British taxpayer.

BAA's operations have been efficient, it has set prices to the airlines at a realistic level, and it has capitalised on what might be termed non-aviation enterprises at airports—office and shop accommodation, advertising space and duty-free shopping.

In 1976/77 BAA made a trading profit of £17.2m—the eleventh successive year of profitability. This compared with a figure of £16.8m the previous year and was an increase of 2.4 per cent.

Running airports is big business. The in 1976/77 was £103·2 million split almost exactly between traffic operations (mainly landing fees) and commercial operations.

BAA employs nearly 6,000 staff working in administration offices in London and at each of the seven airports. Everything involved in getting the passenger from his car or train and on to his flight comes under the auspices of BAA. It also maintains the runways and aprons of the airports, although air traffic control staff are employed by the Civil Aviation Authority, which also acts as the official adviser to the government on airports policy.

The Civil Aviation Authority also looks after the airports in the Scottish highlands and islands which are largely meeting a 'social service' need by serving remote communities. Local authorities run the airports serving the main provincial centres, including Manchester, which is an important international gateway.

Passengers using the seven BAA airports in 1976/77 totalled 34.9m of which almost 27m were on international flights. Cargo totalled 568,000 tonnes and mail 57,000 tonnes, while aircraft movements totalled 698,000.

The enormous growth of Heathrow and aviation in Britain in general is reflected in a comparison with the figures for the major London airport for the year 1967-68. Then there were 12.7m passengers, 289,000 tonnes of cargo and mail with 239,000 aircraft movements. The apparently slower rise in the number of aircraft movements is accounted for by the arrival of the wide-bodied jets carrying far more passengers each trip.

Coping with the 'jumbo generation' Total income from the seven airports of airliners has been one of the hurdles

which BAA has had to overcome since the authority was established.

The problem was particularly acute at Heathrow—where most of the jumbos operate—which was built at the end of the Second World War, on an island site bounded by the runway complex. It was a design which made expansion extremely difficult. Due to the increased use of Heathrow it is now carrying more than 75 per cent of the passengers and nearly 95 per cent of the cargo and mail which makes up Britain's air traffic.

BAA has a major role to play in Britain's economic lifeline with the rest of the business world. Facilities for passengers are second to none and there are maintenance areas for aircraft and warehouses for cargo.

Another of BAA's important functions is to plan the airports so that they are ready for new types of aircraft and for the ever-increasing number of people who, with the advent of cheap travel, are now taking to the air.

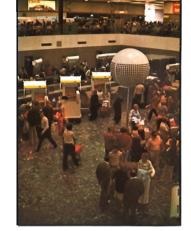
Airports do not make the best of neighbours but they do make a significant contribution to the nation's economy. To reduce the effect of aircraft noise at Heathrow and Gatwick BAA finances sound-proofing schemes and since 1968 has paid out over £3 million in grants around both areas. A similar scheme has also been introduced in Scotland where it is estimated between 4,000 and 4,500 homes qualify for

BAA's primary task at its airports is seeing that things are running smoothly, and making sure that all the different organisations at the airports work together.

In 1976 a new corporate identity scheme was introduced which concentrated on promoting the yellow and

Left, Gatwick from the air. On the far right of the picture is the new £10 million pier which recently opened. Right, four scenes at Heathrow, including one of the Otis trav-o-lators which links the terminals. Last year Heathrow handled nearly 24 million passengers.









black colours of the authority. This has been incorporated with the signs and ancillary furniture at airports to give a neat, unified look.

Gatwick is fast developing as London's second major international airport and is nearing the end of its expansion project. Road and rail links have been improved with two new motorways, the M23 and M25, both serving the needs of the driver using the airport. British Rail serves Gatwick with five trains an hour and an hourly service all through the night linking it with the capital and major south coast resorts.

The airport handles medium range and short haul flights although with the expansion finished, some airlines serving longer routes are now reported to be thinking of moving to it. Freddie Laker's Skytrain service leaves at 5.30 pm every day.

Stansted, situated to the north of London, is principally for medium and long haul charter operations. It has one of Europe's longest runways and is a thriving centre for freight and aircraft maintenance operations.

In Scotland, Glasgow is a modern domestic and international short haul airport serving the industrial areas of Scotland. It currently handles about two million passengers annually and was the first airport in Britain to link with London on the shuttle flights operating out of Heathrow.

Edinburgh serves the Scottish capital and this airport has recently been equipped with a new runway and terminal building which was opened by the Queen in May last year.

Prestwick is Scotland's long haul, scheduled international airport with routes direct to North America, and has a busy cargo centre which serves Scottish

Aberdeen is Britain's fastest-growing international airport with almost a million passengers using it annually. It has a substantial helicopter service serving the needs of Britain's ever increasing North Sea oil industry. A new terminal was opened by Princess Alexandra last year which is part of BAA's £5 million investment since it took over control of the airport in 1975.

In fact, investment is big in BAA. So much in fact that nearly £200 million has been spent on the airports since the inception of the authority twelve years ago. Nearly 100 per cent has been provided from the Authority's own resources. During the next five years BAA will be investing a further £200 million in new airport developments and expects to continue making a profit on these investments.

The object of this growth investment is to continue providing an efficient service for the continuing upsurge in airport traffic and to add to the technological progress in building design, runway lighting and construction, fire safety and information systems that BAA has made through its own staff.

Heathrow's electronically controlled visual guidance system for routing aircraft from stand to runway is an example of this. Aircraft can sustain high movement rates and be operational in taxiway visibility down to 130 metres. BAA staff have also developed a mobile system for checking runway lighting to ensure correct levels of intensity without stopping for individual checks.

The authority has basically produced simple, functional-looking airports by co-ordinating the design of ancillary furniture such as trolleys, barriers and litter bins. In fact the authority is

running airports in an efficient way and to the common good.

It simply comes down to good management and British Airports Authority's proven ability in this field is undisputed.

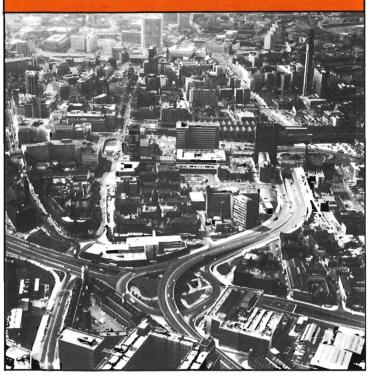
That undisputed ability is now being marketed successfully around the globe. Under the title of 'Consultancy Services' BAA undertook a number of projects including a contract with the Kuwait government for management of the new Kuwait passenger terminal and subsequent management training. Planning new airports calls for a balanced blend of professional skills and there aren't many problems that BAA staff have not faced in airport development.

Consultancy services are available to overseas governments and aviation agencies. The services operate in a number of ways and are available directly or indirectly through British consultants and contractors. Apart from that BAA also provides staff to work in conjunction with overseas clients or it will undertake specific individual studies however small. And it is prepared to lead a group concerned with airport planning studies or be a member of a consortium.

BAA's engineers have designed and developed runway overslabbing with asphalt up to 0.35 m thick, which answers many of the problems faced by busy airports whose runways require increasing maintenance. And the introduction of a rapid intervention vehicle called 'The Spearhead' means that it can arrive at the scene of an aircraft incident and limit the spread of the fire until other fire tenders arrive.

All these factors give BAA the undisputed airport lead in the hard world of commercial air transport.

Back to the cities



Left: Part of the centre of Birmingham, another great city which has had many of London's problems. Opposite: The Westminster area of central London looking south across the Thames towards the Kent hills.

Central government is encouraging commerce and industry to return to inner city areas. Otis Magazine asked **Shelagh Roberts** to put the London point of view. Much of what she says is equally applicable to other great cities in the UK



Not only has London shared the serious social and economic decline the country as a whole has experienced over the past few years, but the

capital has been inhibited from playing its rightful part in national recovery by the policies of successive governments aimed at reducing what was thought to be overcrowding.

Thus while new economic activity was diverted away from London and new industrial development in the capital discouraged, the natural economic regeneration of London was halted while the economy of the rest of the south-east region expanded rapidly.

But, as we all know, the consequential decline in London was not matched by substantial regeneration elsewhere, and the government has now eased the brakes somewhat on development in

London.

London, therefore, has a tremendous leeway to make up and I believe that nothing illustrates better the 'pull' of London than the large number of firms -whether they be in the manufacturing, commercial or service sectors—that have remained in the capital during these trying times.

And I, for one, do not underrate the difficulties those firms remaining in London have experienced both in terms of a larger share in rates to help prop up a shrinking rate base and higher office rents brought about by the clamp-down on new office development as well as a general run-down in our environment and infrastructure.

But I believe that we are now at the end of one chapter of London's recent history and at the beginning of another, with two important factors now running

much more strongly in our favour.

The first of these is the government's switch of resources to meet the problems of the country's inner urban areaswhich both the Greater London Council and individual boroughs are more than matching in London—and the second is some relaxation of government controls to allow the natural forces of regeneration freer play.

I would not pretend for one moment that all obstacles have been removed from our path or that the government's new commitment to helping tackle our inner city problems has begun even to approach our needs. We intend to press for more on each account, but at least the atmosphere in London has begun to change for the better and we are determined to capitalise upon this to the best of our abilities and to the utmost limit of our resources.

GLC resources are being concentrated first and foremost on the regeneration of the capital's inner city areas because it is here where the industrial and economic decline has bitten most deeply and where its effects are felt more tragically in human terms. Naturally, the GLC is encouraged by the government's 'partnership' arrangements with the council and other local authorities in docklands and elsewhere in the inner city and, however much they fall short of what I believe is required, the government's commitments can only be helpful to our own objectives.

But while we are concentrating more of our resources on the inner city, our aim at the same time is to help create the right climate and conditions for economic growth throughout London. The prime objective of the council's transport spending, for example, is the regeneration of the economy.

A gradual increase is planned in road construction work for the relief of town centres, for docklands and for the main industrial areas, and we are seeking to make London transport both more attractive and more efficient. We have already announced a £145 million roads programme for the next five years, for without adequate road facilities manufacturing industry will move out to where those facilities exist.

The council's housing policies have been revised to provide for a greater concentration of effort and resources on improving housing in inner London and to give people there more opportunities to own their own houses. This could be particularly important in catering for the kind of balanced cross-section of workers that industry needs, including skilled, professional and managerial staff upon whom employment for the unskilled so often depends. We have also reserved a number of houses for key workers.

The task of a strategic authority in relation to inner city problems is to provide the basic foundations on which the wealth creating potential can be developed to the full and in the interests of the entire community.

In other words, I believe that if further opportunities for employment are to be created the GLC must be prepared to meet the basic requirements of industry and commerce—access to good communications by road and rail and a good environment in which people are happy to work and make their homes. These are the proper activities for government, both nationally and locally.

Much of our thinking in terms of economic regeneration has been concentrated on the manufacturing sector because it is here where the decline has been most marked—principally through what is termed 'natural closures'—and because the larger the manufacturing

base the greater is the need for service and other complementary industry. But office employment is equally important for London and there is now firm government support for office development in inner city areas.

number of speculative office buildings will now be permitted in the inner areas where there is a shortage of office space, where there are reasonable transport facilities and where such development is deemed to be of major benefit. Even the Location of Offices Bureau has now been re-programmed so that it can take on the promotion of office employment in inner urban areas, including London, instead of persuading as much office development as possible to move out of the capital as it was doing until very recently.

The inner city areas have rightly been receiving much attention recently and in time they will become some of the most desirable areas in our cities if the opportunities they afford are seized upon and

their potential capitalised.

Already leading estate agents in London are advising their clients that a house in the capital's inner city areas is a

'good' buy.

Those firms which have remained in London despite the difficulties I have already described have done so because the advantages of being here far outweigh those disadvantages which our policies are aimed to minimise even if we cannot remove them altogether. One third of the country's population-17 million—live in the south-east of England with London as its centre.

London alone has a population of seven million, and any firm located in the capital has a very large local market with extremely good road and rail links with the rest of the country and rail, sea and air links to Europe and the rest of the world. The economic potential for a firm located in London is unrivalled anywhere in Britain, and in docklands there is an area ripe for development with expansion potential large enough for a town of at least 100,000 people. It constitutes, I believe, the greatest development opportunity in Europe today.

From the capital itself and the commuter network comes an industrially experienced and skilled labour force. In London itself there are 600,000 skilled male manual workers, 600,000 semiskilled men and 1,100,000 men in professional, managerial, clerical and other non-manual jobs and so any industrial or commercial developer can be sure of finding the range of job skills

he requires.

London is also the capital city and the cultural, administrative and financial heart of the nation and has so many of those attributes of a 'civilised' city that it now attracts more than nine million visitors each year. Even in the most rundown inner city areas—and even before our planned environmental 'face-lift' is really under way-people can find it a stimulating place to live if they want to enjoy the unquestioned advantages of city life with cinemas, theatres and concert halls all within easy reach.

It is also in some of the inner city areas that the most interesting work surroundings are to be found, for our rehabilitation policy includes the modernisation and conversion of many old commercial buildings for office, leisure or housing use and these include many fine buildings of considerable historic or architectural interest.

A healthy economy is vital to the wellbeing of any great city and trade, commerce and industry are its lifeblood, which is why my colleagues and I in the Greater London Council place great importance upon creating and maintaining the right conditions in which they can flourish.

This is why, among other things, we provide a comprehensive consultancy service in our London Industrial Centre in co-operation with the London boroughs and their industrial development officers. The centre assists firms in both the industrial and service sectors who want to expand or relocate in London and offers advice on available premises, the availability of suitable labour in a particular area, and sources and methods of finance.

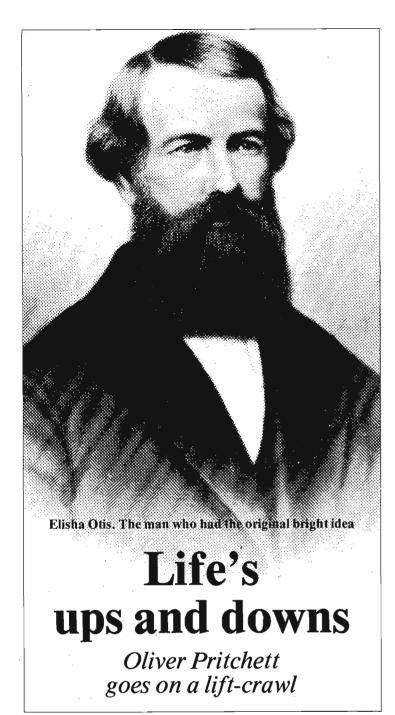
It also helps to ensure a quick and trouble-free passage for firms in obtaining IDCs and the necessary planning consents and arranges for advice on building regulations, and many firms have testified to the effectiveness of ringing the Centre on 01-633 7494 with their problems.

The GLC keeps its links with the London boroughs on industrial and commercial matters under review through regular meetings with the London Boroughs Association and on a wider front contacts between the London authorities and the CBI, TUC and the London Chamber of Commerce and Industry are maintained through the London Employment Forum which has been meeting regularly since April

There is massive scope for investment and growth in London and we want to see it realised. We at County Hall know that if private capital is to be attracted then we must show that it is welcome by providing as far as possible what it needs to make that investment worthwhile.

 Shelagh Roberts is leader of the Planning and Communications Policy Committee of the Greater London Council.





Let us spare an appreciative thought for Elisha Otis (1811-1861), inventor of the safety elevator.

There is such a marvellous variety of them, from those tiny reluctant wooden boxes which you enter only with someone you know really well, to those ornate gilded cages, to those high-speed high technology express lifts.

They affect our behaviour and our attitudes. The definition of a cad is someone who leaves the lift gates open at the fourth floor. People talk to each other while they wait for a lift and when they get out of one, but not during the journey. If they do speak on the journey it is out of the side of the mouth, because everyone is facing the front gazing up, as if in supplication, at those figures over the doors.

The modern lifts are, of

course, superior intelligences. You may press the button, but they know better than you. They are planning their route. They have memories.

The trouble is that I suspect that any mechanical device which has a memory is also capable of bearing grudges. There is always an element of spite in the way the lift doors close half a second too early. There is a surliness in the way a lift will call at every single floor on the way to collect you, even including the Mezzanine, as the final insult.

In spite of all this I decided this, week to undertake a Grand Elisha Otis Memorial Lift-Crawl.

I began in the directors' lift at Britannic House, the BP headquarters by Moorgate. They have 23 lifts there and different banks of lifts

serve different floors. All very modern with those "touch" buttons.

I got into the directors' lift and 20 seconds and a slight ear-ache later I was on the 32nd floor. A non-stop journey. The view up there is astonishing. I have never seen such a majestic expanse of gleaming boardroom table. And the sight of the City through the window is not bad either.

By the end of the trip back down to the ground floor my stomach was somewhere in the back of my skull.

I realised that I would have to have another ride quickly before I lost my nerve, so I was taken on a short, easy trip in the lift which goes down to the executives' underground car park. The little motor-car motif on the lift button could be a collectors' item one day.

After that I proceeded to Wapping Underground station whose lift is highly regarded by knowledgeable people in the GLC Historic Buildings department.

The shaft there is huge and cavernous and the lift itself makes a marvellous noise. It hisses and clanks like a factory. "I'm told this is one of the great historic lifts of London," I said to the driver.

"Somebody told you right," he said, opening the gates with an explosion of noise. "I'm surprised it is still working."

I had been told that the people at Otis were rather proud of their lift at the new Howard Hotel, in Temple Place, so that was my next call for a quick belt.

It is a modern lift, but its interior is bound in rich red leather and there is a gold railing round the side. It is a bit like travelling in a limited edition of Jane Austen.

Originally I had asked if I could have an early morning ride in a Harrods lift before the store opened, but this was vetoed at a high level. I went along anyway for a lunchtime excursion.

When the lift attendants at Harrods say "Going up" it sounds more like a peremptory summons than an invitation. I crept sheepishly in, travelled to the third floor, decided against buying a luxuriously carpeted cat's scratching post for £35 and returned to the ground floor again.

This is one of the places where people do talk in lifts. Self-confident voices declaim

tantalising half-conversations—"So I told him to put the wretched thing in the garden"—before you or they get out.

The lifts themselves are grandiose bronze-coloured cages with a frieze of lions' heads. They are grand enough, but not a patch on the magnificent old Selfridges lift which can now be found at the London Museum. It is like a stateroom on the Queen Mary, splendid and gold. Now you can step into it in the London Museum and go neither up nor down.

Finally I decided it was time to talk to an experienced lift man.

It is a homely machine at Moss Bros., wood-panelled and with little leaded windows. A notice over the gate says "Your Lift Attendant is Mr R. Holmes". It gives you confidence—like "Good morning, ladies and gentlemen, this is your captain speaking."

Ronald Holmes has been operating the Moss Bros. lift for eight years, and he has been a liftman for 30.

He started at the old Hay's Wharf headquarters. They made him a doorman, but he wanted something more adventurous with a bit of travel, so he went to work in the lifts. Before his present job he also worked at Lloyd's.

At Hay's Wharf he worked in a hydraulic lift which was operated by pulling a rope. "If you pulled the rope too hard you got drowned in water."

Now he is content in his Moss Bros. lift. He pointed to the lever marked "fast" and "slow". "You've got to judge the floors," he said. He took me for a few trips up and down—a beautiful smooth journey, immaculate driving.

"I've brought Royalty up, film stars, everything," said Mr Holmes. "Bruce Forsyth has been in here, Princess Margaret, Harry Secombe, Norman Wisdom. Steptoe came here and said "I'll give you a quid for this. I've got my horse and cart outside"."

Mr Holmes had one confession. "If I go anywhere I never use a lift. I always walk—I don't know why. Even if it's six floors I'll walk. My wife always says to me, "What do you think a lift's for?".

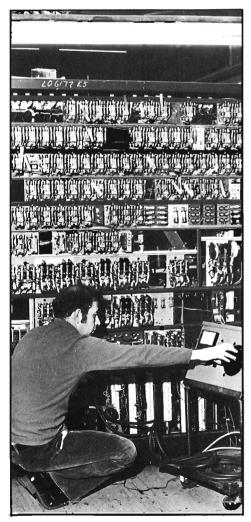
• Story courtesy of the London 'Evening Standard.'

FACE TO FACE. Continuing our series in which we take a closer look at individual Otis departments

Group Four at Kirkby



Left to right: Reg Dempster, Jack Holme and Fred Siggins.



Brian Green on controller test in Group Four

When Otis Magazine talked with Reg Dempster at the Kirkby works he was, if he will forgive the expression, doing his nut. Line changes were being made and the telephone never stopped.

Reg is responsible for around 100 men in Group Four. They produce all the electrical control and switchgear for lift motor rooms plus a lot of ancillary equipment.

In the controller building area the material is assembled in cabinets. From there it goes to the pre-inspection area where it is checked against the data layout. It moves to the wiring area and then on to test where it gets a line and contact or functional test before arriving in D48 for despatch.

Reg started with Otis in 1950 in the wiring controller department. He has tested controllers, been in the time study department, done progressing, had some work study experience in the machine shops and is a member of the Institute of Work Study Practitioners. He has been a foreman in controller wiring, selector building and stock orders and for the last two years has been superintendent of Group Four.

Knowing the strong family connection at Otis we asked Reg if he had any relatives working in the company.

"My brother, Bobby, worked here at Kirkby until he emigrated 14 years ago and is now an adjustor in the field for Otis Australia in Sydney. Strangely enough, he was in charge of the controller assembly and wiring shop in Australia until he moved into the field.

"My brother-in-law, Len Danify, is in department 41 at Kirkby and my daughter was also with us for a while in the computer section. At one time all three of my brothers were here."

When he has any spare time Reg is a keen photographer, mainly ciné these days, and also a hi-fi fan with a taste for light classical music.

He introduced Otis Magazine to the foremen in his group. George Denby is in charge of selector building and assembly and has been 21 years with Otis. In his leisure time he is a club entertainer.

"I used to get up and sing on volunteer nights and the club manager said: 'You are as good as the artists I book; why don't you have a go professionally?'

don't you have a go professionally?'
''So I auditioned for an agent and expected to be thrown out. But he booked me for several clubs and I have been entertaining now for the last 15

years—yes, it's as long as that."

Les Wright, 27 years with the company, is in charge of the controller building and selector wiring department, and also the harness wiring. His brother, George, is in the wiring shop and his brother, Jack, used to be a supervisor in Manchester. George, by the way, won 3rd prize last year in the Otis Magazine Liftmanship contest.

Les recalls his early days as an erector when the Otis Liverpool branch was a converted stable in Webster Street.

"Outside was the biggest hand-cart you have even seen. It had a brass plate with 'R. Waygood' on it. I thought they had a horse, but they didn't. The thing had to be pushed."

Les does home wine-making and reckons it costs him between 10p and 15p a bottle. He is also a dab hand at designing posters for the gardening club.

Derek Brewer, foreman in the controller wiring shop, and 21 years with Otis, was a tester and later foreman in the controller test department. His hobby is looking after his garden at Huyton and enjoying his grown-up family of three sons and two daughters—plus one grandchild, and another, we will let you know, arriving shortly.

The foreman in the controller and selector test department, Jack Holme, arrived at Otis in an intriguing way. He was a contract electrician on the Kirkby site while the factory was being built. He must have got to like the place because in 1957 he joined the company in the test department. Two years later he moved to the engineering office and three years after that returned to the shop floor in a white coat. Like Les Wright, he is into home wine-making.

And last, but by no means least, is Fred Siggins, also a foreman in the controller and selector testing department. Twenty-seven years with Otis, he is an old Falmouth Road man. These days he lives in Maghull, about six miles from the works, and fills his leisure time by gardening and running a share club. One of his sons works for St Helens Council and the other for the Inland Revenue.

Otis Magazine left Reg Dempster, telephone hot in his hand, trying to find a moment to get out on the shop floor. By now the changes will have been made. Sorry, Reg, for catching you on one of those even-busier-than-usual days.



SUMMIT SALES MEETING IN UNITED STATES

President Hubert Faure and five key executives from European and Transcontinental, Latin American and Pacific Operations joined North American Operations President Robert L. Cole and more than 200 other top management, marketing. engineering and production executives from NAO in a major sales meeting in Hartford, Conn., from 24 to 26 January.

After visiting NAO headquarters in Farmington, Conn., they attended sessions in the Hartford Civic Centre announcing a comprehensive programme of innovations to be introduced during the following 125 weeks, commemorating the 125th anniversary of the Otis

organisation.

The programme familiarised the executives with new product lines, production improvements, technological developments and selling

plans.

ETO, LAO and PAO executives participating in the meeting were: W. Dannenberg, vice president and general manager, PAO; G. David, vice president and general manager, LAO; G. DeViaris, corporate manager, major sales, ETO; M. Pavoz, senior director, technical development, ETO and J. Sorbac, sales promotion manager, ETO.

OTIS LIFTS IN EUROPE'S **STRANGEST** AND MOST **EXCLUSIVE HOTEL**

Otis has put a lot of lifts into many hotels around the world. But the Erofisk, Europe's newest and most exclusive hotel, is something different.

The prefabricated building was erected in two days and nights on stilts alongside Erofisk Centre, the heart of a giant complex of six Norwegian oil and gas fields in the North Sea.

The 106-room hotel cost £50 million—just about half a million a room—and helps to alleviate the accommodation problem faced every day by the field operators, Phillips Petroleum.

Off-shore manager Miles Lacey says: "Now we will be able to employ women out here as nurses and secretaries -and we have had lots of

applications"

The seven-floor structure has a cinema, a gym with a sauna, games rooms and a six-bed hospital. The bed-rooms have wall-to-wall carpet with private bathrooms.

The three passenger lifts which service the hotel were installed by Otis Norway.

IS THIS WHAT THEY CALL A **CLIFF-HANGER?**

Otis is currently completing two 44 UB escalators in the Fort Regent leisure complex, Jersey. They will run from the new multi-storey car park almost to the entrance to the fort.

The site is on the edge of a cliff and the only way in was from above (see picture) using a 36-ton crane.

The £200,000 contract was negotiated by Bournemouth office, managed by Alex Gater, and construction supervisor was Peter Savage. Contractors, Jersey Contractors Ltd.; architects, Bakewell Davis and Partners; consultants. Muir Wilson Associates.

MAJOR CONTRACT WON BY OTIS IN VENEZUELA

Otis Venezuela will be putting 176 heavy units into the Caracas subway in Venezuela. The total contract is worth \$14.5 million and the biggest ever received by Otis outside the US.

Frank Benson, MD of Otis Venezuela, reports that Ascensores Otis de Venezuela CA won the escalator competition ordered by the Caracas subway authority.

The contract is in two stages. The first, to be signed this spring, is for 118 units at \$8.7 million. The second, to be signed within two years, is for 58 units at \$4.8 million.

Equipment will be the new HD range manufactured and pre-assembled at Otis' Stadthagen factory in Germany. Manufacture of the first stage should start by mid-1978 and be completed by mid-1981. The second stage will follow without interruption.

Guy de Viaris, corporate manager, major comments that the technical discussions go back to 1969 and competition at bidding time was the most extensive ever experienced, including 12 firms from 10 different countries.

The successful outcome illustrates what can be achieved by long-term strategy, early technical involvement and international public relations. Also instrumental was a long-term buyer's credit from United



All branch and department news items for the next issue must be with Barry Wheeler at Clapham Road by the beginning of June.

Technologies Credit Corporation.

11 LIFTS FOR LIBERIAN HOTEL AND MINISTRY BLOCK

Otis UK has won a £460,000 contract to install 11 lifts in a major hotel and ministry complex to be built in Monrovia, Liberia.

It calls for the manufacture and installation of three 16-person hotel lifts, two 10-person lifts for staff and two dumb-waiters.

The Ministry of Foreign Affairs block will have two 16-person lifts with a special VIP lift and a dumb-waiter serving conference rooms on the upper floors.

The Organisation of African Unity Hotel will be the venue for the 1979 African Unity Conference.

This important contract was placed by the Liberian Ministry of Public Works. Otis staff will be assisted by local Liberian lift engineers.

POWER FROM **UTC LAUNCHED VOYAGERS** TOWARDS JUPITER AND SATURN

Last summer two Voyager spacecraft blasted-off from Cape Canaveral, Florida, on a journey which will take them to Jupiter and Saturn and then on into interstellar space.

Solid propellant boosters built by Chemical Systems Division lifted the spacecraft on the first legs of their mission. In each launch, two boosters delivered a combined thrust of 2.4 million pounds in the Titan III-Centaur space launch vehicle.

Liquid hydrogen-fuelled RL10 rocket engines, built by Pratt & Whitney Aircraft's Government Products Division, provided the power for placing the Voyagers in earth orbit and then kicking them on their planetary trajectories. The Voyagers will begin sending pictures and data back to earth in 1979.



McALPINE RISE 305ft TOWARDS THE ANGELS

Angel Court, close to the Stock Exchange and the Bank of England, is an extensive office redevelopment in a congested area of the City of London, dominated by the 305ft high 24-storey tower block linked to a 5-storey podium block.

Now nearing completion after four years work by main contractors Sir Robert McAlpine & Sons Ltd, Angel Court represents a large-scale investment by the Clothworkers Company, one of the old City livery

companies.

Eleven Otis passenger lifts, rated to travel at 800ft per minute, will be installed in the tower block, together with two goods lifts. The new building is externally clad with polished imperial mahogany granite with dark bronze aluminium window frames fitted with solar protective glazing.

Architects, Fitzroy Robinson & Partners; structural engineers, Ove Arup & Partners; quantity surveyors, Gardiner and Theobald; mechanical services.

Mathew Hall.

OTIS HELPS TO KEEP THE ELEPHANTS AT HOME

Next time a neighbour complains that your dog has got through the fence and into his garden, spare a thought for the problems of the Addo Elephant National Park in South Africa.

When an African elephant breaks loose the damage to stock and crops on neighbouring farms can be considerable. Getting the elephant back is also a major operation and by 1929 there were only 12 animals left in the Addo Park.

Then Denis Summerley, at that time Port Elizabeth manager at Otis South Africa, had a bright idea. Why not fence the area with used steel lift ropes? That ought to keep even an elephant at home.

Otis supplied the ropes free and today they are also used at the famous Kruger National Park. In fact, Otis sends over 100 tons of steel rope to the Parks Board every year. Des Stroebel, now with Otis in Pretonia, remembers organising the first consignment.





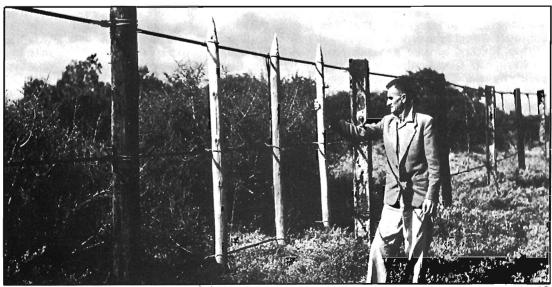
WELCOME BACK TO LONDON

Mike Kelly is back from Nigeria where he has been working with our agents, CFAO. He is now London Region service sales manager working with, and we quote him: "The company's finest."

He joins Harry Bunn, who also did a Nigerian attachment, and globe-trotters like George Proderick, Bill Pryor, Ted Seymour and Don Wood, not forgetting we ever?—Bill —could Collins.

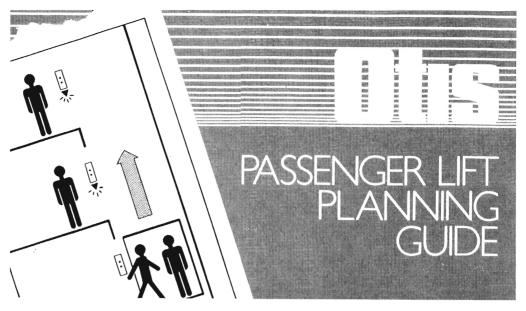
Welcome also to Ken Champion and Peter Mc-Allen and congratulations to John Legge on his promotion from the clerical department.





Otis 'Passenger Lift Planning Guide' includes a detailed study of the new European standards and compares them with the existing British standards

H. A. W. Pettinger gives the background to the new CEN standard for lift construction which will help both customers and manufacturers



Lift industry goes European

Buyers of lift installations in the nine nations of the EEC—and other countries too-are likely to benefit from a new British Standard Specification, BSS 5655 due to be published during 1978. It will largely take the place of the existing BSS 2655 which has applied for the last 20 years. The new BSS 5655 will be the British version of an identical specification prepared by CEN (Committee European Normalisation) as a European standard for new lifts in new buildings.

For the buyer of new lifts this will mean that the new standard will permit him to use a European-wide standard in which the considerations of safety have been paramount and to be able to obtain quotations from any lift manufacturer in Europe in the sure knowledge that the basis of the quotation will be the same specification. This will in-evitably result in a higher degree of standardisation and consequently lower overall costs, improved specifications and improved safety.

Individual lift standards within the nations of the EEC have up to the present day been many and varied, making it impossible for a lift manufacturer to export to another country in Europe with the assurance that his

equipment would be accepted.

When the UK became a member of the European Community we became bound by the Treaty of Rome and under Article 100 of that Treaty there must be no barriers to trade between member states. The EEC considered that there existed barriers to trade for lifts, and also escalators, and accordingly asked the members of the European Standards Committee—CEN—to prepare a new European standard to be used as a basis for a directive by October 1977.

A committee was formed from representatives of member states together with some members outside the EEC such as Sweden, Spain and Switzerland. The UK were represented by the British 20

Standards Institution and I was one of the delegates.

A working party, or committee of experts, as it is called, was formed and charged with the task of writing the new specification.

The existing British Standard BSS 2655 was largely influenced by American lift practice where lifts have long been recognised as being an essential component of high-rise buildings to a much greater extent than in Britain. It would have been invidious for the CEN committee to have based its work on an existing national standard as this would have given an unfair advantage to one country. So it was agreed to base discussions upon the only recent Inter-Specification—CIRA—International national Committee for Lift Regulations, which is part of the International Labour Organisation in Geneva, an agency of the United Nations.

After about 90 working days the committee of experts produced document No 81 as a draft standard. This was submitted to the member countries and was approved by all except Sweden, Finland and Switzerland, who abstained. All the member states of the EEC voted in favour and after minor modifications the final text was issued as CEN document No 81/1.

Under the constitution of CEN all members are obliged to issue the agreed CEN standard as a national standard within six months of ratification— October 1977. The original text is in French, which was the official language of the deliberations of the committee of experts. The British version is a translation of the French and this explains the occasional odd phraseology.

The differences between the old BSS 2655 and the new CEN specification are not dramatic but more a matter of detail, although there are some more fundamental differences of principle. The most important of these is perhaps the philosophy with regard to lift safety

gear which will in future be the subject of "type testing" under conditions of free fall with full contract load. Two main considerations were uppermost in the minds of the experts when writing the text. These were safety and prevention of barriers to European trade.

In the near future the EEC expected to agree a directive which will in due time have the force of law within the member states. The directive on lifts will, it is expected, form part of a larger directive on lifting appliances and at a later date a directive on escalators and passenger conveyors will be issued.

In accordance with their obligation the British Standards Institution expect to publish a new British Standard Specification 5655 later this year, which will be a copy of the CEN document 81/1 and this will exert an increasing influence upon lift design.

It is to be hoped that all design work for lifts will be based upon the new BSS 5655 by 1980, thus ensuring a greater degree of standardisation combined with improved safety. It is only by use of these new standards that safety and efficiency can be achieved without

massive increases in costs.

It is important to note, however, that the new BSS 5655 covers only new lifts in new buildings. It is not retrospective to old lifts but in the interests of efficiency, and in order to obtain the maximum benefit from standardisation, it is important that the new BSS 5655 be fully adopted as soon as possible to all lifts except where space limitations in existing structures make this impossible.

It is in the interests of both purchasers and manufacturers for these new standards to be adopted and accepted as fully and as quickly as possible so as to gain the full benefits of safety combined with economical prices.

• H. A. W. Pettinger is an Otis director. He is vice-chairman of the National Association of Lift Makers.

product page

NEW SIX AND EIGHT PASSENGER LIFTS FOR OFFICES



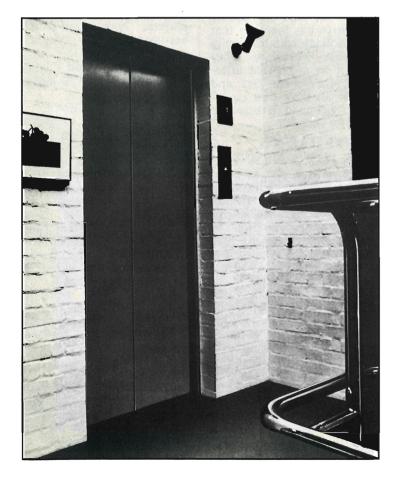


Resulting from research by a major UK design group, plus the experience gained from 20,000 similar installations in Europe, the new Otis UKLM range of six and eight person passenger lifts offers high aesthetic value and reliability at attractive price levels.

The range provides for many combinations of finish from stock material including four car wall finishes, flooring, mirrors, handrails and fixtures. Speeds, control systems and power systems are chosen for optimum performance.

The UKLM range is designed for offices but many people will find the modern styling attractive in other types of building.

Side and rear panels are faced with decorative plastic laminate with black feature grooves. All walls have a compensating laminate on exterior with applied zinc-coated sheet for fire protection. Finishes are in Formica malacca teak or Arborite terra cotta, caramel or dark sepia. Floors are covered in Nairn Armourflor linoleum in alabaster or zambesi. Alternatively, the floor can be left bare for covering by the client.



UPDATE YOUR BUILDING WITHOUT RAISING CAPITAL

New from Otis and Lombard North Central is a unique financing scheme which is equally applicable for lift refurbishment, new installations or repair work available to the majority of building owners.

It is likely that medium-sized businesses will find the financial benefits of extended loan or leasing schemes particularly attractive. Various schemes and options are available including seasonal payments to suit hoteliers.

Otis Finance covers the entire range of Otis equipment and services. In certain cases it may be extended under a separate agreement to include building work and associated expense.



TAKE A SUBSIDISED HOLIDAY THIS SUMMER

London Sports and Social Club members can get a 5 per cent subsidy (up to a maximum of £10) on any holiday if they book it through Instone Travel Services Ltd, 83 Whitechapel High Street, London E1 1DT (telephone 01-247 8166).

A small quantity of brochures are available in the Clapham Road restaurant lounge and at the service store area.

Book your holiday in the normal way with this travel firm and I will pay the subsidy direct to you on production of the receipted invoice. Please note this offer is open only to London Sports and Social Club members.

Discos will be held every month at Norwood Centre, Park Hall Road, London SE21 on 12 May, 14 July, 8 September, 13 October, 10 November and 8 December.

Gala '78 will be at Dulwich Hamlet training ground on 3 June. We hope as many Otis people as possible will attend. As always there will be football and tug-of-war cham-

pionships.

Will branch offices—like Bristol, Birmingham, Cardiff, Liverpool, Southend and Reading—please let me know in good time the number of teams you will be entering. And any other branches, of course, who want to enter for the events will be more than welcome.

Steve Waterhouse, club chairman.

TIVEDDOO

LIVERPOOL CHESS CLUB IS CLIMBING THE LEAGUE

In August 1976 the Chess Club was officially affiliated to the Liverpool Sports and Social Club. It is now firmly established and as well as running internal league and knock-out competitions enters contests outside Otis.

The club is in the Merseyside Chess League. We registered in the lowest division and at the end of the 1976-77 season were runners-up, losing by one point. We were promoted two divisions (to division five) for the 1977-8 season and are currently in third position.

This season the club has also entered handicapped knock-out tournaments, business houses tournaments and lightning tournaments (where a move has to be made every ten seconds).

Internally the club is flourishing. Membership is growing and we are running more contests and giving

more prizes.

Our 1977 champions were Ian Fleming (League champion) in first place and Jimmy McMullin (Knockout champion) in second place. The 1978 competitions are still running.

We want to play friendly matches with other Otis teams, including Europe in a postal competition. Please contact me at Liverpool. Alf Sherry, secretary.

LIKE AVIS, THE LONDON SQUASH TEAM IS TRYING HARDER

Austin Reed sponsor a squash competition every year and several hundred firms throughout the country are involved.

The Otis London Squash team is still trying hard. Our team this year consists of Tony Mahoney, a service mechanic who plays at Blackheath and is our number one; Mike Harris, a London sales representative at number two and David Leventhorpe, export manager, at number three.

The rules of the competition are simple. Of the three in the team, two must be over 30 years old. A match consists of the best of five games between each player under normal squash rackets regulations.

This year Otis were drawn in the Greater London area (section C) with 50 firms competing. In our first round, against Office Cleaning Services, Tony won his match, David lost and Mike won a marathon five-game battle.

We beat Mercantile and General Re-insurance in the second round. Tony surprisingly lost but both Mike and David won relatively easily.

In the third round all our players were beaten con-

vincingly by Lydiastar, a diamond firm from Hatton Garden. Only afterwards did we discover that the company was formed by friends who were all squash players. Their skill and expertise was a pleasure to watch and we feel sure they will reach the final in the three remaining rounds.

Perhaps next year Otis London Squash team may do a little better.

CAMPING IS A POPULAR LEISURE ACTIVITY AT LIVERPOOL

In Liverpool they liked Peter Warwick's article on camping and caravanning (Otis Magazine, New Year 1978) and remind us that they have a flourishing camping and caravanning section of the Sports and Social Club.

The rally programme this season is Arncliffe, Yorks, 28 April-1May; Trentham Gardens, 26 May-29 May; Bala, 30 June-2 July; Port Madoc, 25 August-28 August. There are barbecues, socials and games.

The fell walkers also have a regular programme and walk places like Edale in Derbyshire; Snowdon in Wales and Llelvellyn-Scaefell in the Lake District. Contact G. Lunt at Liverpool for details.

Secretary of the camping and caravanning section, S. Dickinson, says he started by borrowing the club tent for a holiday with his family at Settle, Yorkshire. They liked it so much that afterwards they went out and bought all their own equipment. Camping is now the thing for them.

G8JOT HAS NO ORK FOR A NEW TX

Yes, it is a sort of code. But no amateur radio 'ham' would have any trouble cracking it. Translated the message reads 'The owner of station G8JOT has no cash available to buy a new transmitter.'

G8JOT is operated at his home in Croydon by Colin Kidman, Otis London region training and development officer. He is one of thousands of amateurs all over the world who practise this fascinating hobby.

The Home Office issues licences in this country and sets the transmission frequencies. There are several amateur bands but 2 metres on VHF is the most active.

The amount of power used is severely restricted and the great challenge is making long distance contacts using only a few watts. Colin has had QSL cards from Malta, Holland, France and Belgium but admits these were under very favourable conditions.

What is a QSL card? Every time an amateur has a QSL (chain-wag on the air) with a station he has not met before he confirms the contact by post with his name and address, call sign, transmitter power, type of aerial used, height above sea level and strength of signal received. Many hams have more QSL cards in their attics than a big typing pool has postcards from the Costa Brava on its walls.

But the great thing for Colin is the remarkable comradeship of the airwaves. He told Otis Magazine: "I was once chatting on the air to a friend about a very expensive valve I needed. The next day a complete stranger, who was obviously listening to our technical conversation, put one through my letterbox at home."

IN FULL FLIGHT

Darts section of the Liverpool Sports and Social Club was formed in 1976 and the game has become one of the most popular activities.

This season no less than 29 teams, each with five to ten players, have battled to become top of their divisions. And 243 competitors were after the Individual Champion and Pairs Champion titles.

The Individual Champion title finally went to Harry Norfolk, a controller tester in department 43. He beat Ian Gower from department 33 in one of three contests in the club house.

The Pairs Champion title went to apprentice Alan Gagen and his partner John Fitzjohn from the tool room. They beat Ted Gilmour and Brian Roe of the industrial engineering department.

Knockout Cup went to department 44 after a close-fought match with industrial engineering.—J. Herron, secretary.

DON'T FORGET

These news pages are your pages. Let Otis Magazine know what is happening in your department or branch. Tell Barry Wheeler at Clapham Road.

LAST PAGE WITH REID

Spring, tra-la

Here we go again with the bustle of spring. Already things are whizzing out of cupboards and drawers, tra-la, calorie charts are up on the kitchen wall, tra-la, and everywhere the media bombards us with advice on how to cope with it all.

What a frenzy! It's all knees-bendarms-stretch, swing-the-mop, wieldthe-paint brush and 'Sorry about your dinner, Fred, but I'm cleaning the

cooker.'

I don't know about you, but I can tell you what spring fever does to me. I start day-dreaming of becoming a tramp—to get away from it all. Remember the words of Ambrose Bierce?

'All things to spring respond.

The trees are leaving and cashiers abscond.'

I'm with the cashiers. I don't want to pinch the petty cash, but I do want to get away from all the desperate restlessness and domestic chaos brought on by

spring cleaning.

Spring is no time for people like me to be at home. I should be out on the open road, striding over wooded hill and daffodil dale (somewhere in Tennyson country perhaps), blanket and frying pan strapped to my back and not a care in the world.

That's the way I see my ideal spring—rising each morning in some sunlit dell, cooking on an open campfire, bidding 'good morning' to the cows and hey-ho for the open road again. Friendly farmers, of course, would give me the odd job to keep me going.

It's a beautiful dream, not that any-

body at home believes it.

'You!' they scoff. 'On the open road? You'd collapse in a day. You couldn't do without your luxuries.'

To which I retort: 'The simple life would suit me just fine, with all my worldly goods strapped to my back.'

'You! You couldn't carry anything on

your back.

To which, again, I am moved to retort: 'I've been carrying you lot on my back for more years than I care to remember. A few pots and pans, a blanket and a tent won't make any difference.'

This is real springtime talk. It happens every year and I know what brings it on. Guilt. I'm simply no good at the spring things that others pursue so enthusiastically—gardening, decorating and do-it-yourselferies. I need my own Spring Plan.

I mean, take the gardening (yes, and I wish you would). In spring, it's all happening, isn't it? Suburban beavers everywhere—mowing, weeding, plant-

ing. But it so happens that some of us suffer from an unfortunate affliction known in medical circles as hortus impotens, or garden paralysis.

The mere mention of a lawnmower makes us feel faint and we have to go and lie down. It is not a happy condition.

With some of us it also applies to devices like hammers, screwdrivers, nails, paintpots and power drills, all much in evidence in springtime and giving rise to severe attacks of domum labor impotens, or do-it-yourself paralysis.

It's rather like a high pollen count giving the sneezes to a hay fever sufferer. A high tool box count in the immediate vicinity makes us feel weak, too.

Hand us a painbrush (hello, what's that, a Freudian slip?) and all we want to do is go to sleep. This is often misinterpreted by wives as laziness, but I sincerely believe it is Nature's own built-in safety mechanism to protect all non-do-it-yourselfers.

Either you've got the knack for this sort of thing or you haven't. I haven't and I'm grateful for that safety mechanism that paralyses my limbs because I'll tell you something. It is only when the thoroughbred non-do-it-yourselfer tackles a job about the house that Complications set in.

Your expert can flip through the same job and never know about Complications, but the non-DIY man is the fellow who, from the first swing of the hammer, always faces the insur-

mountable.

Like half the wall falls down because he's got the house with crumbling plaster in every room. Or he's got cavity walls and wallplug after wallplug vanishes for ever through the little hole in the bathroom wall. Or he's got the only box of right-handed screws ever issued for left-handed holes.

All these, I know, are trifling problems to the whiz-kids of do-it-yourselfery, but what about the outcasts like us? We the useless and the thumb-smackers, who don't know a wallplug from tobacco plug, who pass with glazed eyes over the pages of do-it-yourselfery but who have known the miseries of cement-glued fingers—we want to enjoy spring, too.

We are still human after all and do not the spring bubbles rise in our veins just as forcefully? April restlessness

torments us all, tra-la.

For one man, or many, the joy of spring may indeed be painting the kitchen or putting up shelves; for another it's a pair of flirting hips swinging down a sunlit street, lightly turning his fancy to what the bra and girdle ads have been helping him to think about all winter.

For yet another it's the thought that somewhere beyond the concrete horizon adventure calls, and his heart skips with the excitement of it. Wild thoughts of escape fill his daydreams.

Tomorrow, yes, tomorrow, he'll tell the boss and the building society to get lost, sail a boat to the Med, run a pub on the Costa Brava or join a safari. That's real spring fever.

Me, I just want to get out of the

house, tra-la, and for a couple of weeks savour the life of supertramp (I've decided that maybe after all I might treat myself to the odd B & B at a friendly hostelry if the going gets too tough. Why punish myself?)

I want to escape the hortus impotens and the domum labor impotens.

Alas, however, there is a fly in the spring ointment; it delays my plan every year. It means I have to stick around. You see, it isn't only the domestic upheaval of spring that wears a chap down—the buckets, mops, curtainless windows and the threat of getting a paper scraper stuck in your hand—it's the uneasy fear of what personal treasure is going to be missing at the end of it all.

Once the dustbin has been prepared as an altar for the Great God Spring Clean and the mad sacrificial ritual is on, I just don't know what will land there when I'm not looking. If I don't look out, the high priestess will have the old

shirt off my back.

It's a time when the family has to go to defence stations to protect their personal property. Last spring I caught her tossing my golf cardigan on the heap. 'Oy!' I shouted just in time, 'I'm still wearing that!'

'But look at the holes in it!' she protested.

Holes? Who bothers about holes if it's a treasured—and *lucky*—cardigan?

No. 2 son, alerted by the rumpus, came up and said, 'You're not throwing anything of mine out, are you? You are!' He was just in time to save a punctured football, two faded T-shirts and a battered old melodica.

'Oh, lord,' the high priestess groaned to the Great God Spring Clean, 'how on earth can anyone throw anything out in this house?'

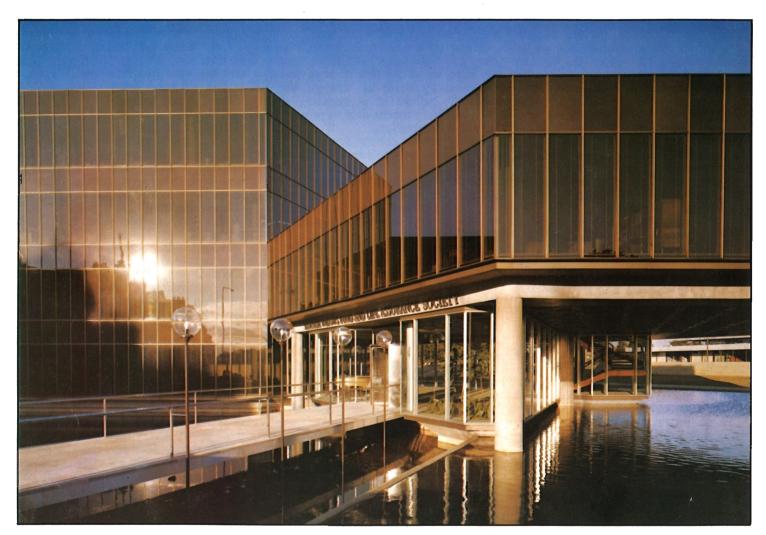
'What about starting on the bottom of *your* wardrobe?' I said and the shaft went home. Every spring she sorts out her old shoes—then puts them all back.

Once she actually got as far as throwing a pair on the junk heap, but next morning whipped them back just as the dustmen called. 'No, not those,' she gasped. 'There's been a mistake.'

That's why I'll be hanging around this spring again—to make sure there are no more mistakes!

—Colin Reid







Scottish Widows Fund & Life Assurance Society's head offices in Edinburgh (above) recently received a landscaping award from RIBA. Otis is proud to be associated with this fine building where we supplied two 3-car groups of 16-person capacity at 0.75 mps. There is also a hydraulic passenger lift of 2,000 kg load. These units were sold by Edinburgh office, erected under supervisor J. McKenzie and at present maintained by Ralph Irvine, P. Murphy and J. Gordon.

Architects: Sir Basil Spence, Glover and Perkins. Contractors: Bovis. The London Piccadilly Circus branch of the Clydesdale Bank (left) has two Otis 32 UB escalators. The glass-sided escalators complement the attractive interior decor. The units were sold by Otis Glasgow branch and erected under supervisor Paul Matthews.

Architects: G. D. Lodge & Partners. Contractors: Sir Robert McAlpine.