

# OTIS

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**MAGAZINE**



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**Otis Elevator Company Limited**  
**Autumn 1979**



## £1 MILLION CONTRACT FOR CUTLERS GARDENS

I am pleased to announce that Otis has won a major order, worth approximately £1 million, for 28 lifts in the massive Cutlers Gardens, London, project. The model is shown on our front cover.

The site is the old Port of London Authority warehouse complex. It is being converted into a multi-million-pound high-class office development of approximately 800,000 square feet.

Our clients for the Cutlers Gardens contract are Standard Life Assurance Co Ltd and the developer Greycoat Estates Ltd. The architects are R. Siefert & Partners and the main contractor is Sir Robert McAlpine & Sons Ltd.

The decision to place this major order with Otis was undoubtedly swayed by our ability to offer the most advanced technology available in the industry. We will be installing our latest Gamma 160S variable speed AC drive with controllers using micro-processors.

Otis sales team was led by Ted Meatyard and Mike Harris, backed up by Ted Brough, Mike Clarke and Jerry Law in estimating. Ronnie Ball produced the necessary layouts.

Neville Sheldon's sales engineering team, along with Marketing, worked hard on the engineering and presentation, and Norman Atkinson's involvement with the developer and architect in designing special features was a major contribution to our success.

Congratulations to everyone involved.

**Ken Paige**  
Director of Zone  
Operations

**The modern lift is a complex mechanical and electronic installation. But it must also be inviting to the passenger who will ride in it and complementary to the design of the building and reception areas which it serves. DAVID CRAWFORD examines the way Otis deals with this important design aspect**

## What the passenger sees





Looked at purely functionally, a lift is a piece of sophisticated modern machinery intended primarily to move people (or goods) rapidly and efficiently through the multiplicity of levels that have become a normal feature of twentieth century buildings.

But that is to put the facts at their most basic. The majority of medium and high-rise buildings in Britain have not merely to transport their occupants—staff or visitors—but to woo them into finding the internal environment an attractive place to come to or work in.

In a modern bank, hotel or office headquarters, therefore, the lift has a much more subtle and important rôle to play than merely one of transportation. It is, in its own way, as much an entrance as the main doorway to the building; for it is, as far as any individual floor is concerned, the portal that bids welcome or farewell.

As such, it reflects the importance which the owner or occupier attaches to a building, and this can equal the importance of his main entrance and reception area. It has, not just to fit, but to

be fit for the building in which it is installed.

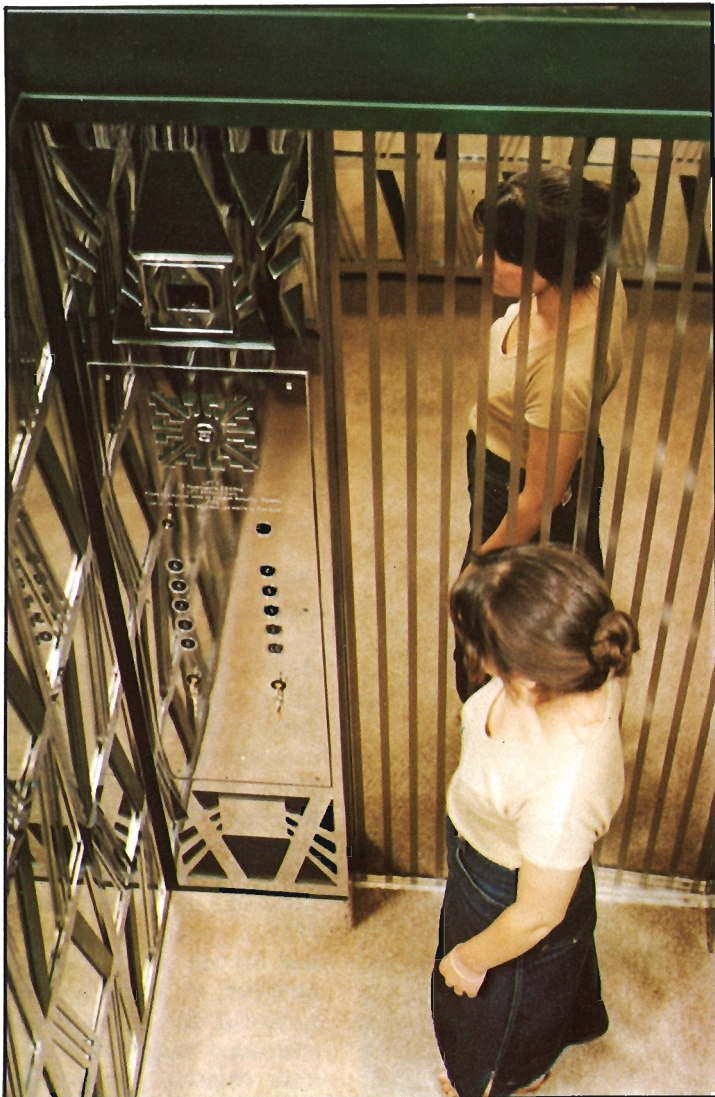
Ensuring that the lift, as a necessary piece of equipment, is given both internally and externally the appropriate treatment as an element in the interior decor of the building it is designed to serve, is a task to which Otis gives a high priority. For 20 years the company has had its own expert on the subject—architectural products engineer Norman Atkinson.

The job is important and comprehensive. It involves liaison with the lift-buying customer from the outset:

establishing his (and his architect's) interior design philosophy and requirements; ensuring that these are compatible with the technical and functional requirements of the lift system; producing sketches and finished artwork for approval; and then progressing the agreed decor through Otis' own design offices and works and those of the company's specialist sub-contractors and suppliers.

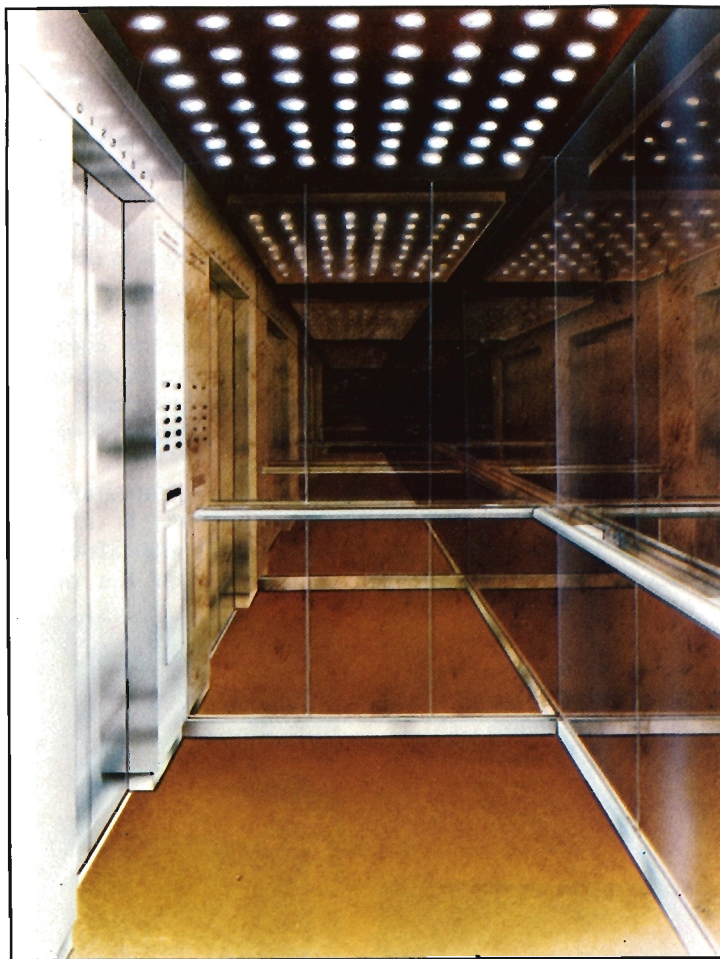
The interior wall finishes of the lift car itself (whether of wood, metal, plastics, glass or fabric), its lighting and floor coverings, its

**Left, foyer of the Howard Hotel in London. Below, new car design for Unilever House. Right, lift entrance at Angel Court, headquarters of the London Electricity Board. Below right, striking foyer treatment at merchant bankers Brown Shipley**





**Two examples of modern lift cars. The lift car is the most important visual part of the installation and its design should be architecturally correct to harmonise with the building**



doors and—not least important—the design of its landing entrances are all subjects, together with the interior design implications or an increasing number of lift modernisations, are all subjects on which Norman's expert advice is offered.

In the early part of his career (he joined Otis in 1931 and took over his present job in 1959) there were virtually no standard model lifts manufactured by mass production methods. These only became common in Britain with the emphasis on high-rise council housing in the 1960s. Now, a high proportion of all Otis lift installations in this country are of the model concept, but the challenge is still there—to make a standard piece of equipment suit its surroundings and look appropriately different from the identical lift in a different setting.

Among the first jobs tackled by the new architectural products service was the London Hilton Hotel, designed by Lewis Soloman, Kaye and Partners, and completed in 1962. It had a semi-circular bank of centrally located lifts; their doors now expensively finished in woven bronze and prominently on view from the front entrance.

Another was the Shell Centre on the South Bank—one of the largest UK contracts ever handled by Otis, with its tally of 100 lift and escalator units.

To help present-day clients, Otis has built a purpose-designed architectural display centre in the ground floor of its London headquarters. Carpeted and furnished to create the atmosphere of the entrance foyer of a modern hotel or prestige office building, and dominated by a relief map showing Otis' worldwide network of manufacturing plants, national, regional and branch offices and local agencies, its main feature is a six-car lift lobby demonstrating a variety of internal and external finishes and



fittings.

This centre was designed in 1976 by Norman Atkinson. Next door is his own office, where he liaises with customers and their architects throughout the country on the lift and lift entrance decor of their new projects, planning refurbishments and lift modernisations, balancing design choices against the increasing complexity of fire and other safety requirements.

A review of some current and recently completed projects handled by the architectural service will give an idea of its range of work.

One of the most interesting is at present under way at Unilever House in Blackfriars. The building was completed in 1932 to the design of Sir John Burnet, Tait & Partners, and is now in the process of modernisation with the Pentagram group as consultants. Two separate lift banks are involved.

The main lifts, previously three in number, are unusual in that there is a preservation order on the metal panels on the landing doors and in the interiors of the lift cars. Fabricated in monel metal, and in typical 1930s style, they show images of speed—a racing car, an aeroplane, an express train.

In the modernisation scheme, one lift is being taken out of service to provide a new air-conditioning shaft—though its entrance doors will remain. The others will have the present power-operated open grille car gates replaced (as being no longer suitable on safety grounds) with two-speed centre-opening doors.

The introduction of these will entail a reduction in the depth of the lift car interior, which has to be carefully planned so as not to detract from the appearance of the interior panelling and of the car lighting galleries, in scalloped metal.

The dual east lifts present a different requirement, with entirely new cars being

manufactured for the renovation. The side and rear walls will have full-height, removable, chromium-plated grilles superimposed on silver mirrors—the grille motif reappears in the return panel inside the lift door and incorporating the controls and digital floor indicator.

The ceiling lighting panel also features a chromium-plated grille incorporating a 500 mm diameter glass panel with thin veins of mirror pattern and a lightly sand-blasted background. The whole has been specially initiated by Pentagram's Theo Crosby as an integrated piece of 1930s decor echoing the origins and character of the building.

Another modernisation is at British American Tobacco's Millbank headquarters, a 1913 building where a duplex installation has been extensively modernised. The car enclosures are walled with carpet interspersed with vertical sections of grey-tinted laminated mirrors while the landing entrance doors and transoms on the principal floors, the ground and third, are of woven bronze—one of the most expensive finishes available. The transom panels have integral hall lanterns and digital indicators.

A prestige new project is the City headquarters of merchant bankers Brown Shipley. It is designed by Fitzroy Robinson and Partners and has a striking foyer lobby treatment. The centre opening doors and flush transom panels are faced with a textural material of glass fibre incorporating bronze particles—bankerly solid in appearance but light in weight—designed and fabricated by David Gillespie Associates of Farnham.

Simplicity of detail is maintained throughout the foyer treatment. The touch buttons and hall lanterns are set directly into the marble wall cladding, with no faceplates, while the floor position indicators are arranged

as a vertical series of Perspex rectangles with encapsulated bronze floor numbers.

In striking contrast is an office building at Angel Court in Borough High Street, London, completed this year and occupied by the London Electricity Board. The pair of lift cars are an Otis production model but the landing treatment has been individualised by the use of timber framing and leather wall-panelling—indicating the scope for appropriate architectural treatment of a standard lift assembly.

Everything so far discussed has been in terms of interior environments and lift treatments. But lifts no longer need to be inside a building and new opportunities will be offered by the installation of Britain's first exterior Otis wallclimbers.

The site of these is at 89-135 Moorgate, in the City of London, where the United Real Property Trust, in association with the Norwich Union, are developing what promises to be a highly unusual addition to the City's stock of new buildings, with a glass-roofed internal courtyard through which the wallclimbers will rise. Architects are Trehearne & Norman, Preston & Partners, with Trollope and Colls (City) as contractors.

Finally, one of the division's recently finished assignments brings its history full circle, back to the London Hilton, which was one of its first completed projects, and where a new foyer indicator system has just been installed.

Because of the unusual concave plan form of the bank of four lifts, their foyer level entrances and indicators were not easily visible from the central position of the original combined indicator and call button panel. This panel in turn depended on the functioning of 124 individual lamps, to record the floor position of the four lifts, and several of these had to

**'In a modern bank, hotel or office headquarters the lift has a much more subtle and important role to play than merely one of transportation. It is, in its own way, as much an entrance as the main doorway to the building; for it is, as far as any individual floor is concerned, the portal that bids welcome or farewell'**

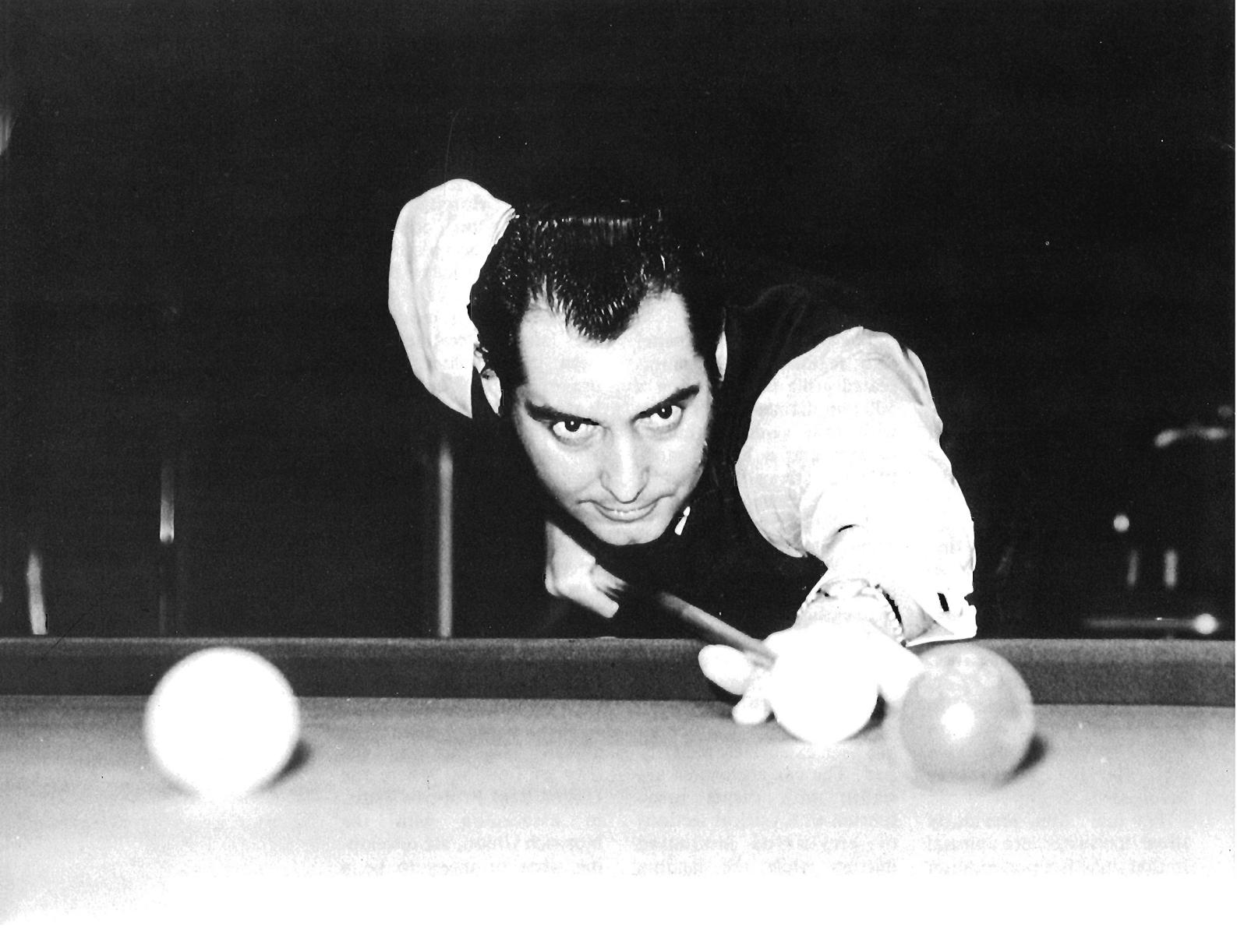
be replaced every week.

The new panel, occupying the same areas as its predecessor, is streamlined down to eight digital indicators (for the floor position and direction of movement of each lift) together with "next lift" direction arrows. These last are reinforced by new Perspex lanterns which pulsate over the appropriate lift.

What the passenger sees, in this recent upgrading at the London Hilton, is nothing remarkable in the way of a new decor or expensive refitting. But it improves the service given in a way that is functional, well thought out and visually attractive—and that is as important as any of the achievements of the architectural products division.

●David Crawford is editor of 'Chartered Quantity Surveyor'.





Ray Reardon

## POTTING the BLACK

BBC's extensive coverage of snooker's top event, the Embassy world professional championship, makes the British public, for a fortnight in April, as addicted to snooker as it is to tennis in the Wimbledon midsummer fortnight.

Midnight audiences consistently reach rarely known proportions and the 9.8 million BBC2 viewers who saw the hitherto unknown Welshman, Terry Griffiths, clinch the title at his first attempt this year was a record for early Saturday evening viewing on that channel.

Pot Black, started in 1969, meticulously presented and with an easily understood competitive formula, surpassed everyone's hopes by changing the public view of snooker as a seedy, disreputable, downtown, almost criminal fringe type of activity into one fit to be seen in the most sedate drawing room.

These immaculately dressed, keen but good-humoured players included a

*Only a few years ago professional snooker was almost non-existent. Then colour television turned it into a big-money game which attracts a mass home audience. CLIVE EVERTON explains the background*

number of new professionals like Ray Reardon, the first winner, only a few months previously pounding his police constable's beat in Stoke, and John Spencer.

Paradoxically, with four million players even then, amateur snooker was a popular participant sport when professional snooker was such a dubious commercial proposition that from 1957-1964 the professional championship was dormant and from

1964-1968 existed only on an annual challenge basis.

Opportunities were so few that no one wanted to turn professional. The few professionals who remained had all played each other so often that their matches could no longer excite the public.

Out of the blue, three top amateurs turned professional. Gary Owen, a Birmingham fireman who had twice won the world amateur championship, which had been instituted in 1963, was offered a £250 retainer by an equipment company which wanted a new name on a range of cues.

Spencer, runner-up in the 1966 world amateur, fell out with his amateur association over expenses and accepted a short-term exhibition contract with the National Spastics Society for club exhibitions and for a summer holiday camp engagement.

Reardon, who had played in an amateur test series in South Africa, was



offered a professional tour there.

Without any overall planning, the snooker revival started to gain momentum. Pot Black was a showcase for players who still had to depend on one-night club exhibition stands for a living. There are over 10,000 men's clubs with snooker tables and the professionals picked up bookings more readily. And the start of the age of sports sponsorship brought vital support from John Player for a fully-fledged world championship, won by Spencer in 1969.

Park Drive, first with its own tournament and then by sponsoring the world championship, kept the ball rolling and Alex Higgins, an Irishman of astounding natural ability and unique personal flair, provided the game with the outsider, the anti-hero, the necessary counterpoint to the nice men in dress suits.

When Higgins beat Spencer in the untelevised, unsponsored week-long world final of 1972, the unpretentious concert room of Selly Park British Legion Club, on the outskirts of Birmingham, bulged with unaccustomed usage.

The following year, the event was transformed to a complex Wimbledon-style, eight-table event at Manchester's City Exhibition Halls, with television on the last two days of its fortnight's run.

The snooker world of 1979 is immeasurably changed from that of ten years ago. A top professional can count on £50,000 a year and lower down the scale few of the 40 or more professionals accredited to the World Professional Billiards and Snooker Association fail to

make a good living.

The centrepiece is the Embassy world professional championship, which this year carried £35,500 prize money—£10,000 of it for the winner—and which in 1980 will have £50,000 to be won.

For the last three years, two of them with daily television coverage, it has been held at the Crucible Theatre, an attractive theatre in the round in Sheffield.

The champion benefits not only from the prize money but from the prestige which makes him eagerly sought after for commercial endorsements—£5,000 a year for a range of cues is not uncommon these days. Then there are exhibition engagements, at a fee of not less than £200 a night, and he is an automatic choice for any invitation tournament that is going.

The world championship promotor, Mike Watterson, also devised the United Kingdom professional championship which in November is staged for the third time at Preston Guild Hall, and a new world cup for teams of three is to be held at Haden Hill Leisure Centre, near Birmingham, in October.

These events, and the Benson and Hedges Masters, in its fifth year, are all covered by BBC television. Pot Black, still going strong, is recorded in BBC's Birmingham studios.

One of the most popular events on the snooker calendar is not geared to television. The Pontins Festival of Snooker in May includes an eight man professional tournament, and junior and women's events, but its highlight is the Pontin's Open in which some 800

amateurs play down to 24 to join the professionals in the last 32.

With the amateurs receiving 30 start in each frame, there is every chance of giantkilling, cash prizes of up to £1,500 and free holidays. This unique week of snooker play, spectating and talking has packed Pontin's Prestatyn camp annually since 1974.

Pontins also run a successful amateurs-only week in October which incorporates the home international series and their rivals, Warners, run a week's tournament at Hayling Island. A dozen or so top professionals spend most of their summers orbiting the holiday camp exhibition circuits.

Jimmy White, who last October won the £800 first prize in the Pontins amateur tournament, went on to become, a few weeks short of his seventeenth birthday, the youngest-ever English amateur champion. His Tooting stable-mate, Tony Meo, 20, won the £2,000 first prize at the Warners tournament.

Though amateurs at the time (Meo has since turned professional) they could retain any money they won since all restrictions on amateurs accepting prize money were abolished in 1971. Professionalism is now simply a matter of membership of the World Professional Billiards and Snooker Association which in turn confers the right to enter the world professional championship and other tournaments.

Young White has decided to wait until after the world amateur championship in Australia in 1980, but the fact that so many exciting young players are now devoting themselves full-time to the game, is evidence of the career prospects it offers if the talent is there.

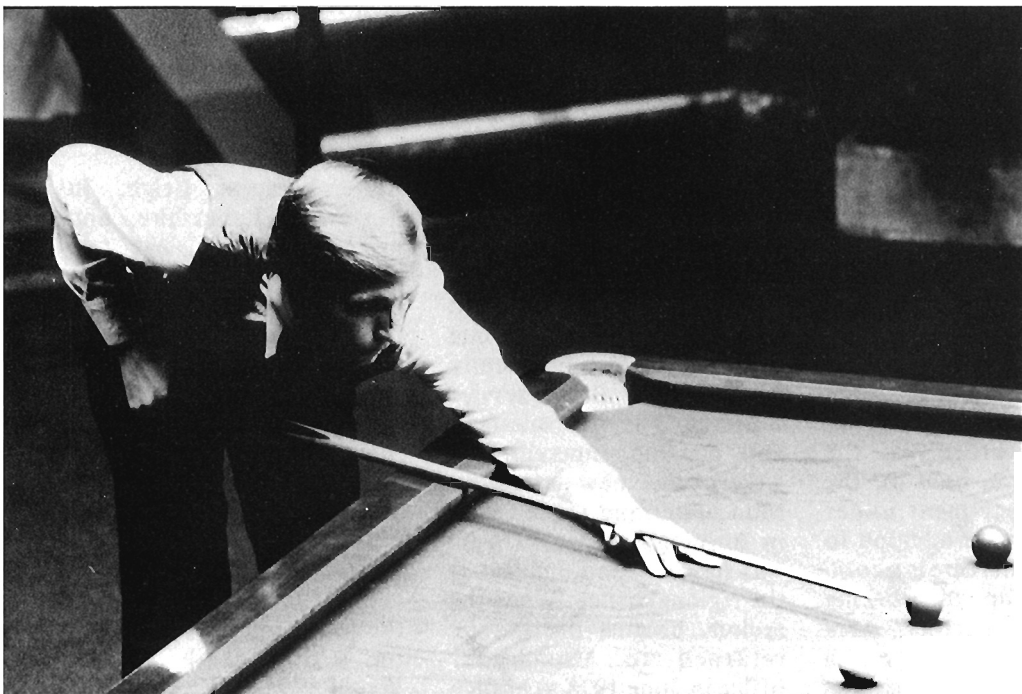
The tournament scene, which now includes professional events of international class in Australia, Canada, India, South Africa and New Zealand, tells only a part of snooker's success story.

The equipment firms, whether conservative and established or brash and new, have never had it so good; purpose-built snooker centres, radically different from the old dingy dens of iniquity, are springing up all over the country.

Billiards, with only 100,000 devotees, still a substantial minority by most standards, has to some degree been carried along by the tide.

In its darkest days, snooker survived simply because of its innate qualities. Fascinating to watch as it is alternately frustrating and satisfying to play, it combines, in a concentrated indoor setting, some of the qualities of golf with those of a physical form of chess. They are qualities which, properly harnessed, could make snooker's amazing progress of the last ten years seem, by 1990, the merest beginning.

● Clive Everton is editor of 'Snooker Scene'.



*Terry Griffiths*



**A**LTHOUGH it does not now so much depend on the historic cotton trade which built the city, Manchester is a very large inland port and a major engineering and business centre. At the very busy airport work is currently being done every night to improve the runway without disrupting any flying.

Manchester is also, and Otis Magazine speaks from past experience, one of the most hospitable cities in the world.

The Otis branch office is in Tariff Street and covers south to Crewe, north to Clitheroe, west to the M6 motorway and east to Littleborough. It also naturally includes the heavily populated conurbations of Salford and Stockport.

Branch manager is Norman Davis and he and his staff have many units on service. Customers include the Universities of Manchester and Salford, the Bank of England, Debenhams, the Co-operative Insurance Society (at one time with the tallest building in Europe), the Piccadilly Hotel, the Piccadilly Plaza, Kendal Milne, ICI, Lewis's, Manchester Liners, Town & City Properties and National Vulcan Insurance.

Norman says: "We have just finished new escalators at Debenhams in Manchester and have put the lifts in their new store at Stockport, and we are currently installing lifts and escalators in the new British Home Stores in Market Street, Manchester."

With Norman in the branch offices are Stan Figures, service sales; Jon Patterson, service sales; John McQuillan, new sales; Terry Ward, service supervisor; David Berisford, service supervisor; Cliff Ramsbottom, construction supervisor; John Bowen, construction supervisor. John Hanley is assisting on construction and Frank Goodier on the service operation. Carol Reid and Anne Rowan are the Girl Fridays.

Manchester branch also

## Spotlight on Manchester

# THE LANCASHIRE LADS

*Otis magazine visits  
branch manager Norman Davis*



The picture, with Lewis's across the square, which always means Manchester for every visitor to this great city

houses the district office managed by Bill Hogg, with John Hughes, sales manager, Peter Thorpe, surveyor and Diane Gleeson-Ryan, who was originally in the branch office for a number of years.

Just around the corner from the office is the training centre, built for the training department under Alan Seddon. In addition to a lecture room there is a complete mock-up of working controllers, selectors, door operators, a generator and a machine. The centre was largely put together by Manchester apprentices under David Berisford, and Otis men come from all over the country to learn basic

skills. Oil company men working on North Sea rigs have also been trained here.

Norman Davis started with Otis in 1957 as a mate in London. He subsequently worked as a fitter, service supervisor, service salesman and erection supervisor in Liverpool, new sales in Manchester and service sales in Birmingham. By 1976 he was service superintendent at the regional office. When the regions became districts he returned to Manchester office in June 1978 as branch manager and district planning manager.

Norman lives right in the heart of the Peak District, in Chapel-en-le-Frith, Derby-

shire, and is keen on walking in this beautiful area. He has four children, ranging in age from 15 to nine.

John Bowen, who is construction supervisor between Manchester and Leeds, joined the company back in 1943 in Manchester. He says: "I started as a boy—we didn't have apprentices then." After over four years in the army he returned to Otis and was soon a fitter. Four years later he was a supervisor on service. In 1961 he went back into the field as a tester and in 1979 became a construction supervisor.

John lives on the north side of the city and runs his own football team, the Victoria Avenue FC. He says: "I'm the manager, my wife is the secretary and my son is the treasurer. All the team are my son's mates and they play in the amateur league. I won't say they are exactly Manchester United but they certainly enjoy their games."

David Berisford, service supervisor in Manchester for the last three years, was apprenticed from the age of 16 with Wadsworths in Bolton, and joined Otis as a fitter shortly after finishing his time. He has done both construction and service adjusting and has worked in Spain for the company.

He lives at Leigh, in north-west Lancashire, and his two children, age two and three, were both born on 4 May but one year apart. David says: "The difference in age is 12 months plus a quarter of an hour."

David likes to play amateur rugby league football and does a bit of fishing. He is also studying electronics for a degree under the Open University.

Stan Figures has been in the lift business since he left the RAF after the Second World War and joined Otis ten years ago from another company. He lives in Altrincham, Cheshire, and plays badminton.

Jon Patterson commutes

Photo courtesy City of Manchester



to Manchester from his home in Liverpool. He started with the company in 1963 at the Kirkby factory and is a time-served apprentice. For a number of years he was in the drawing office at the factory and then went to the Liverpool branch on service sales. Early in 1979 he moved to his present job. He is married, with a five-year-old daughter, and plays five-a-side football.

John Hanley started in 1960 in the lift industry with another firm and came to Otis in 1966 as a construction fitter. He worked in London for a time, installing one of the first HR lifts in the Howarth Hotel, Kensington. He is currently doing a construction supervisor's course. John is married with three children.

John McQuillen joined Otis in 1963, has been a technical specifier, engineering and design draughtsman, and arrived in Manchester in June 1978 as new sales representative. He is married with a three-year-old daughter, and his interests are chess, antiques, gardening and tennis.

Cliff Ramsbottom served his time in engineering, joined the company in 1961 as a construction fitter and became construction supervisor in 1964.

Terry Ward is an ex-apprentice, starting with the company in 1957, and has been repair fitter, maintenance fitter, resident mechanic and service salesman. He has been service supervisor in Manchester since 1977.

Frank Goodyear, service chargehand, began with the company in Manchester in 1961 and has worked in Newcastle, Nottingham, Grimsby, Sheffield and Middlesbrough.

Otis Magazine had a pie and a couple of jars in the office pub with Norman and some of his staff, walked back to Piccadilly station, and still remembers Manchester as the hospitable and friendly city which it has always been in the past.



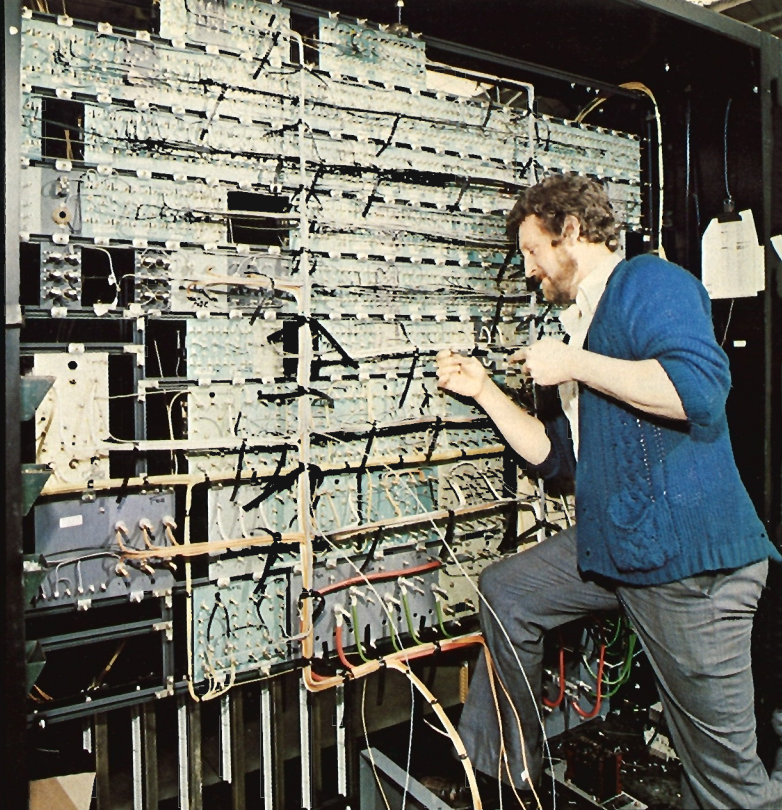
On the steps of the CIS Building, 1 to r, Cliff Ramsbottom, Peter Thorpe, John Hanley, Terry Ward, Norman Davis, Stan Figures, Bill Dunderdale (regional personnel officer), Jon Patterson, John Bowen, Dave Berisford. Below left, the girls in the office, 1 to r, Anne Rowan, Diane Gleeson-Ryan and Carol Reid. Below right, district sales manager John Hughes (seated) with new sales representative John McQuillen



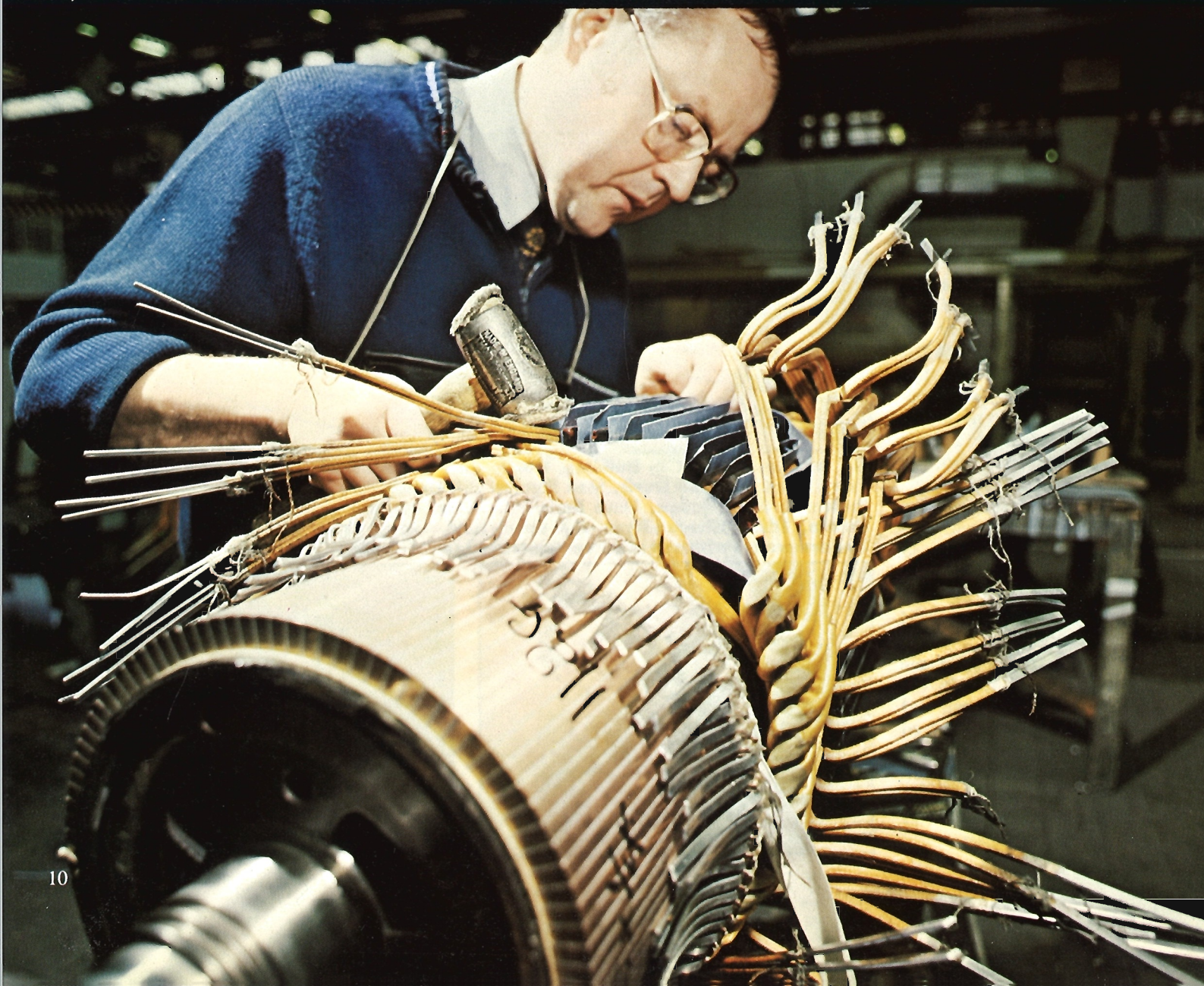




*Derek Bradley, apprentice*



*Alan Whelby, wireman*



*Ray Clarkson, armature winder*



# The skill of the OTIS craftsman

*These men are working in the Otis UK factory at Kirkby, outside Liverpool. They are typical of the skilled craftsmen who make Otis lifts and escalators to the high engineering standards and fine finish which have kept the company the foremost name in vertical transportation for so many years. The factory, which has production facilities spread over some 492,000 square feet, is a fully-equipped engineering plant capable of the widest range of work. But it is the skills of these men, and so many like them, which make Otis engineering supreme*



*Jim Milligan, motor fitter*

*Bob Schofield, vertical borer*







*Belgrave House in Buckingham Palace Road, London, is occupied by BP Chemicals*

## MEET OUR CUSTOMERS MEPC Limited

*Maxwell Creasey is deputy managing director of MEPC, one of the biggest property companies in UK. In his Park Lane office he talked with Otis Magazine about current and future attitudes and problems in the property business*

*Mr. Creasey, how do you see Europe as a market for British property companies?*

Europe is part of UK's future whichever way we look at it. In the late 1960s and early 1970s it was seen as an expansion area by property people in the UK.

I think one of the reasons was that opportunities in UK seemed to be diminishing. The price of property built for investment, the cost of sites and the cost of putting new buildings on them, was going up and up. This caused a certain amount of feeling that Europe was on our doorstep and a new age was dawning. So off went the British property industry.

When it got to Europe everything, by UK standards, seemed cheap. But the industry appeared almost completely to

overlook the fact that there was a good native property activity on the continent.

These people saw the British piling off all the airplanes flying into various European cities and decided to sit back and let the British get on with it.

There was an over-enthusiasm for getting into Europe. The people who got in the earliest probably did better than most.

We, in MEPC, looked at Europe as an alternative area as we were building ourselves into an international property company. We had involvement in Canada and Australia and in 1971, because we acquired London County Freehold, we found ourselves with a very modest investment in Rhodesia.

Our next step seemed to be getting into Europe and we started in 1972-73, quite late in relation to other property

groups. We decided that the areas of involvement were in France and Belgium—we didn't find anything of interest in Holland—and we also saw Germany as a possible area.

Our experience of Europe, having bought ourselves a fine property in the Champs Elysees in Paris, a large office complex in Brussels, a big site in Frankfurt and another in Munich, is one of considerable disappointment. At the present time we have decided to keep what we have got but are not deliberately or aggressively extending our activities in Europe.

*What is your policy in the refurbishment market in the not too distant future?*

Refurbishment has arisen because of a number of factors. There has been an

enormous escalation in the costs of putting up new buildings and these structures have also become increasingly and expensively sophisticated. The public attitude towards new construction versus the retention of interesting older buildings has also moved the planners against approval of new schemes, and in favour of renewal of existing buildings.

The Community Land Act and the imposition of Development Land Tax are other factors. They have pushed the owners of property, and not just the property companies, towards spending money on existing buildings rather than putting up new ones.

Very obviously, there are many interesting older buildings which ought to be preserved. But I believe we may also be preserving buildings which really ought to come down.

Having said that, MEPC, with a portfolio of property in the UK of something like £350 million, doesn't have any very large buildings, and at the present time there is quite an emphasis on refurbishing our existing property.

Indeed, when we look at the equation of pulling down a building and putting up a new one and see its final capital cost and the sort of yield we get from the money we have to spend—and then relate it to a full refurbishment on an existing building to produce the best modern accommodation the structure will allow—the capital cost and yield of refurbishment are often more attractive than for the new building.

However, a lot of businesses, and I am thinking particularly of those from overseas, looking for space in our major cities, often want the sort of thing they normally find at home. And that means a brand-new building. American banks, for instance, have been front-runners in the UK when it comes to taking available new space.

*How do you see the role in society of a property company like MEPC?*

First, we provide a service, giving accommodation to people who could not or would not want to build their own—that is, we rent.

Second, we have a team of experienced and qualified people to create the best possible development.

Third, we exist as a vehicle for investment—and it is interesting to note that the small shareholder is coming back into our picture.

Fourth, we create a lot of jobs for a lot of people. When we were building Belgrave House in Victoria, London, plus an adjoining block of 96 apartments, plus the refurbishment of Chantrey House and of the western frontage to Eccleston Street, we had something like 1000 people on the site at any one time.



*125 Champs Elysees, Paris (left) and the 40-storey Exchange Centre in Sydney, Australia, which was opened in March*

## The story of MEPC

MEPC, with property assets totalling over £550 million in UK, Europe, Ireland, USA and Australia, is one of the largest property companies in UK.

The Group started life in 1946 as Metropolitan Estate and Property Corporation Limited and came into being when Mr. Claude Leigh, a property entrepreneur, and Mr. Nutcombe Hume (later Sir Nutcombe Hume), Chairman of Charterhouse Group, both from London, merged their property interests and sold the shares to the public. The value of the property assets at that time was £6,500,000.

About 80 per cent of the properties owned in 1946 were residential. A deliberate policy to sell the residential and re-invest in commercial properties started the build-up of the present portfolio, which has also grown as a result of acquisition of other property companies. Over the years, Town Investments, Metropolitan Railway Surplus Lands and London County Freehold & Leasehold Properties have been the largest acquisitions.

MEPC has just completed a new development close to Victoria Station, London, which includes Belgrave

House—the new headquarters of BP Chemicals (16,000 square feet), Chantrey House—a refurbished office building of 40,000 square feet, and 55 Ebury Street—a block of 96 luxury apartments. Otis has provided the lifts in all these buildings.

Another new office building opened in March by the Governor-General of Australia is Exchange Centre (400,000 sq. ft.) in Sydney, and Otis lifts again take the office workers to their desks in this 40-storey tower. A shopping centre under construction in Guildford, Surrey, will use Otis lifts and elevators and Broadway, Birmingham—a recently completed office building (160,000 sq. ft.) has 12 Otis lifts.

Many of the existing buildings in the portfolio operate with Otis equipment, such as Woburn House, and 20 Albert Embankment, two large office buildings both with 4-car groups by Otis, and MEPC's own headquarters office building, Brook House in Park Lane, which in the 1930s was the home of Lord and Lady Louis Mountbatten. The story is told that Queen Mary, paying a social call one day, found herself stuck in the lift, but no doubt the Otis service team came to her rescue!



# Happy Jubilee Line

*There are 18 Otis elevators in London's new Underground line, the Jubilee, which opened early this year. Otis Magazine looks at the company's long and successful association with London Transport*

On 1 May 1979 stage one of London's new Underground railway, the Jubilee Line, was opened to the public.

London previously had eight Underground Lines—Victoria, Central, Circle, District, Metropolitan, Northern, Bakerloo and Piccadilly—all inter-linking in a network which covers the 30 miles square of Greater London.

The new line, the ninth, cost approximately £90 million, and takes over the former 11½ mile Stanmore branch of the Bakerloo Line. It then runs 2¾ miles through new twin tunnels from Baker Street, via Bond Street and Green Park, to Charing Cross. This has opened a new direct link between north-western suburbs and important business and shopping areas in central London.

Baker Street, Bond Street and Green Park stations were enlarged and improved to take the Jubilee Line.

At Charing Cross the new combined Underground station embraces the Northern Line platforms (formerly known as Strand station) and the former Trafalgar Square Bakerloo Line station, as well as the new Jubilee Line platform. This whole complex, renamed Charing Cross, is linked by subways and an

Otis escalator to the British Rail terminus and to both sides of the Strand.

Development work is now being done on stage two of the Jubilee Line. It is planned to go on from Charing Cross to Aldwych, Ludgate Circus, Cannon Street and Fenchurch Street.

Stage three would continue the line to St Katherine's, Wapping, Surrey Docks North, Millwall, Greenwich North, Custom House, Silvertown and Woolwich Arsenal, with the possibility of extending to Thamesmead Central.

There are eighteen Otis type 48MY-A escalators on stage one of the Jubilee Line. These escalators, entirely manufactured in Otis' Liverpool works, vary in vertical rise between ten to fifteen metres and travel at a speed of 0.75 m/sec along an incline length ranging between twenty to thirty metres.

The escalators have been fitted with black urethane step treads to avoid the stroboscopic effect of light on aluminium treads, and although these have been used on other escalators on the Underground system, this project represents the first large scale usage by London Transport or any other user of escalators.

If London Transport's plans for stage two are given the go-ahead the escalator needed at Ludgate Circus would be nearly 90 ft high, which is right on the top practicable limit.

At Green Park station there was a particular problem in installing the lower flight of escalators because the foundations of a block of flats actually touch the circular tunnel and it was feared that the residents would suffer noise and vibration. Everything had to be sound-insulated and bedded down on top of a special fibre.

Eddie Dinnadge, Otis commercial co-ordinator for LT contracts, told Otis Magazine.

"Otis and London Transport have always worked closely together on the design and construction of both lifts and escalators for the London Underground. This is a business connection that goes back as far as 1911 for escalators and 1900 for lifts.

"Mr. J. Styles, lifts and escalator engineer, is responsible for all maintenance and new installations of lifts and escalators on the London Underground, and therefore a very close





liaison is maintained between his team and their counterparts in Otis. In addition to the monthly meeting for escalators and regular meetings for lifts, there is a continual exchange of ideas and information on both current designs and future work.

"Otis Technical Sales Department, managed by John Bridge, have a team of design engineers/draughtsmen working on London Transport escalator projects. This team, led by Doug Ackers, is currently working on a modernisation programme involving the replacement of old escalators, of over forty years' service, with HD-B type equipment. Due to the nature of LTE sites, the existing escalator steel framework (truss) is often retained and the new equipment is built into it on site, resulting in an escalator being tailor-made to fit the existing shaft.

"On the field side of the LTE escalator operation, there is a team led by Jim Callow, comprising two supervisors (Tom

*Londoners are very pleased with their bright new Underground line. The attractive murals at Charing Cross station (opposite page) were done by the wellknown artist, David Gentleman*



Hester and Bill Davies) and some twenty fitters/mates. The number of fitters/mates working on the London Underground varied between 70 and 100 during the Victoria Line Project."

Trevor Davey, London Transport finance and materials controller within the lifts and escalators division, says:

"We are working on a programme to replace all the station lifts, most of which were installed as far back as 1906, and a new one has just gone into service at Chalk Farm. Most of the early tube stations had lifts when they were first opened, including busy stations like Piccadilly and Kings Cross.

"There are some stations where it is not feasible to have escalators. An example is Hampstead, where the station is built on a hill some 200 ft above platform level. To convert Hampstead to an escalator station would require four flights of escalators, each flight having a rise of at least 40 ft. Otis is contracted to provide two new high-speed automatic lifts at Hampstead."

Trevor tells a story about the TV commercial London Transport shot for the opening of the Jubilee Line. It was seen by million of Londoners and showed dozens of businessmen in bowler hats riding down the new Otis escalators and singing, 'Heigh-ho, heigh-ho, its off to work we go.'

Trevor says: "It was shot in one day at Charing Cross station when frankly the place was still a building site. We had to keep the floor constantly wet to give it a shine and keep the dust away.

"One of the men on site shouted to an actor, 'You look a right Charlie, singing and waving your arms about like that.' And the actor replied: 'Maybe, But I get paid more for being a Charlie than you do for doing your job.'

But those early days are now over. The Jubilee Line is running smoothly and the combined Bakerloo-Jubilee service on the Baker Street-Charing Cross artery has been increased by about 40 per cent during peak hours and by between 30 and 60 per cent at most other times.

At present the Jubilee Line is served by a fleet of 33 modern silver trains but entirely new automatic trains will arrive in the 1980s.

Londoners, and millions of visitors to the capital, are able to get about more easily now this much-needed additional line is running.







*Left, Alec Goatley (left) and Dave Nurse, Behind them is the 18-storey Old Market development. Below, some of the Otis team responsible for the installation. L to r, supervisor Alec Goatley, chargehand Dave Nurse, fitter's mate Les Sheargold, fitter Costas Mastoras and serviceman John Lacey*





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# site report

## OLD MARKET, BRISTOL

### 18-storey office block for Norwich Union

When Otis Magazine called in at the Old Market development in Bristol the work was fast reaching completion for hand-over to the customer.

Old Market, owned by Norwich Union, is a new 18-storey office block in the centre of the city. The Otis installation is a six-car gearless group at 700 feet per minute and with 260 control.

Western district manager is John Williams and supervisor for the contract is Alec Goatley.

Some of the men who worked on this successful contract—John Summerell, Brian Ward, Wayne Stevens and Eddie Beake (who is now in Liberia)—have gone on to other work, but on site were charge hand Dave Nurse, fitter Costas Mastoras and fitter's mate Les Sheargold.

Dave Nurse has been charge-hand on the job right the way through. He joined Otis in Bristol

in 1956 and has been associated with a lot of big construction jobs in the district including the installations at Tollgate House, Bristol, Eagle Star at Cheltenham and Julian Hodge offices at Cardiff.

He came to Old Market from Lagos, Nigeria, where he had been installing Otis lifts at Ekkon House, the 36-storey headquarters of Nigerian telecommunications.

Dave has a daughter of 17 and a son of 12. In his spare time he likes a game of snooker.

Fitter Costas Mastoras has been with Otis for six years and lives in Bristol. He has worked in Coventry and also on the Liverpool underground. In his spare time Costas is a racing man—he is a bachelor and can afford to be—and plays squash to keep fit.

Les Sheargold, fitter's mate and another Bristol man, has been four years with the com-

pany in Liverpool, Gravesend, Swindon and Weston-super-Mare. He has a son of ten and his relaxation is watching football—any team as long as it is a good game.

Also on site was serviceman John Lacey, familiarising himself with the installation which will be his responsibility after handover.

John has been 14 years with Otis and was resident engineer in Gloucester until last year. He likes to go fishing and also runs an allotment. He says that apart from supplying the family with fresh vegetables it gives his two sons, age nine and seven, 'the freedom of the garden'.

The Otis team at Old Market is looking forward to handing over their installation to another satisfied customer and seeing this fine new building make its contribution to the busy commercial life of Bristol.



# FACE TO FACE



ELSIE SMART



JANET HOBBS

## 'Otis, good morning'

### *The head office telephonists*



ANNE LATHAM



PEGGY ALDER

Unlike some telephonists the switchboard operators at Clapham Road do not suffer from aching arms. This can be an occupational affliction of telephonists, as supervisor Elsie Smart will tell you:

"With the old PBX 1A system your arms are on the go all day. Sometimes when I got home I couldn't even lift a plate." And Peggy Alder adds: "All that plugging in and out developed muscles where other people don't have them."

The operators at Clapham Road use the very latest push-button switchboard system, as you can see from the photographs—and they don't get aching arms.

Elsie and her staff have 50 lines and about 400 extensions and there are ten direct lines to the Liverpool works.

The telephonists think their push-button system is wonderful, and their Otis colleagues kind and considerate, but they have one big complaint.

Elsie says: "We know everyone by voices and extension numbers, and they know us by our voices, too—but we seldom meet anybody. The only time people come into this room is to look at a telephone directory."

However, Elsie is philosophical about her job and knows what it involves. She has been with the company for over 21 years, first at Falmouth Road, then at the Minories, before

coming to Clapham Road.

She lives in Sydenham and has a married daughter, a school teacher, who has a son of nine and a girl just over one year old. Elsie laughs: "Once I married her off I thought I would get some free time, but then the grandchildren came along, and I am much involved."

Peggy Alder lives only a few minutes from the office. She has been with the company for two years but has been a telephonist all her working life, and that includes time with the Post Office and 18 years with Courtaulds.

She has a married son who works in the Post Office and lives in Rainham, Kent. Peggy says: "When they have children I will be doing an Elsie. I have already been told my role in life is going to be baby-sitter."

Anne Latham, who lives in Balham, is a football fan. She has worked for Otis for three years and her weekends are spent supporting Crystal Palace.

The fourth member of Elsie Smart's team is Janet Hobbs. She has been three years with the company and is better now after teeth trouble which gave her a recent spell in hospital. Janet is single and likes to go out and enjoy herself.

They really are a happy crew in the telephonists' room, and their unfailing courtesy to callers is of the utmost value in maintaining good relations with customers.



## HOTEL AND OFFICE COMPLEX READY IN LIBERIA

The Hotel Africa (pictured right) in Virginia, Monrovia, is beautifully situated on the sea shore amidst tropical palms.

Otis installed three main passenger lifts, two passenger/service lifts and two dumb-waiters.

The hotel was built for the Organisation of African Unity Conference and the furtherance of tourism in Liberia.

Close co-operation between the architects, Mitton & Richards, the contractors, Cubitts (Liberia) and all concerned resulted in the satisfactory completion of the Otis lifts.

The special lift car design, chosen by the architects at the architectural display centre in the Otis London head office, finely complements the architectural style of the hotel.

The Ministry of Foreign Affairs office complex (pictured right) was designed and constructed by the same architects and contractors.

There are three Otis passenger lifts and it was originally envisaged that only one would be operational in time for the conference.

But with superb co-operation from their distributors in Liberia, Associated Electric Corporation, Otis successfully had all three lifts running in time.



Hotel Africa (above) and government office block (below)



## NEWS

### ZONE BEATS LIVERPOOL WORKS AT BOWLS

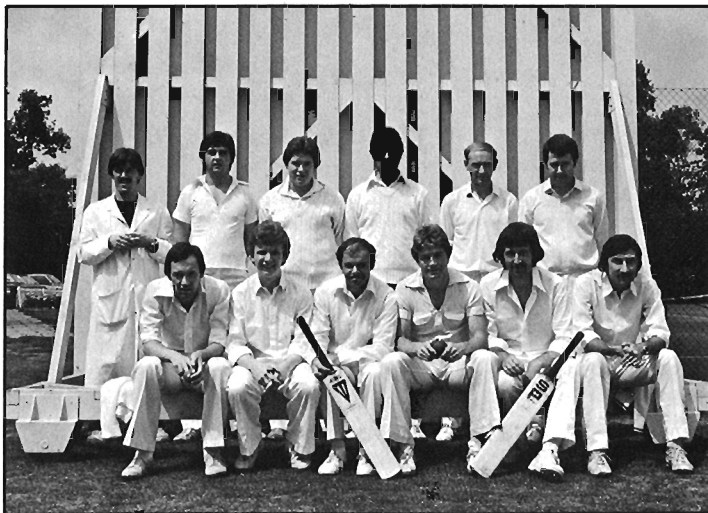
First of what it is hoped will be an annual bowls event was held in London on 17 July when Liverpool works played the Zone.

The game varies in different parts of the country, with the crown green game played in the north and flat green in the south.

Liverpool, playing on unfamiliar ground, lost gallantly by six games to five with two drawn.

Liverpool team was Eddie Evans (captain), J. Asplin, B. Asplin, E. Polanski, K. Swift, C. Johnson, W. McAllister, G. Kenworthy, D. Hoskinson, A. Gagen.

Zone team was Peter Thorpe (captain, Manchester), A. Franklin, D. Birt and D. Hobday (Birmingham), G. Kemp (Southend), Marjorie Harris (London) and F. Leonard, L. Gregory, D. Slipper and J. Fyfield (Brighton).



### LONDON RETAIN CRICKET CUP

In the London v Liverpool cricket match, London (right) made 258 and won by 138 runs. Liverpool (above) were 120 all out. Leading London scorers were Carl Walwyn (74), Dick Ashby (46) and captain Ted Meatyard (42 including two sixes). Top Liverpool scorers were Barry McDermott (32)—he also took 3 for 19—and John Crowley's 27 not out.

Other cricket reports. On 4 July at Honor Oak CC Otis beat rival lift makers Hammond & Champness by 9 runs. Leading Otis scorers were Bruce Lane (60) and Terry King (30 not out). Also in July, Otis beat Oscar Faber & Partners at Verulamium Park, St Albans.

### OTIS PEOPLE MOVER FOR US CITIES?

Otis in the United States has been awarded a \$24.2 million contract by the federal government to design, build and test a full-scale demonstration version of an urban people mover.

This will operate in a similar fashion to the system now being tested at Duke University, South Carolina (see photo on

page 21) but could be used in a city to serve the mezzanine levels of hotels, departments stores and office blocks.

The passenger cars will ride on a cushion of air and be computer-operated. The system's potential for saving energy and relieving congested city centres is enormous.





# OUR MAN IN NORWICH

*Otis magazine  
goes to see Jim Piper*



Jim Piper is the Otis area mechanic for Norwich and Kings Lynn. His office is his trim bungalow in Norwich and his workshop is his van.

Although Jim has been in the area for 22 years he is a Londoner from Enfield and wasn't all that keen when first asked to move to East Anglia.

He says: "That was in 1957. Now you would have to drag me back to London."

Jim started with Otis in June 1964 as a mate in the old West End depot off Regents Street. As he progressed through his career he always worked around the centre of the metropolis.

"I came to have a look up here, feeling very dubious, but found a place to live and took over the whole area. And in those days it was all of East Anglia. The branch office was then at Ipswich and the entire staff consisted of the manager, his secretary, me and my mate.

"We were constantly on the road—

Peterborough, Cambridge, Newmarket race course, Chelmsford and Southend. But so many units were coming on service that such a big area became impossible and now I just do Norwich and Kings Lynn with Ron Woods."

These days the branch office is at Southend, and Jim, with 33 years of experience behind him, is very much his own man, making his own decisions.

Jim and his wife have a fine home in Norwich and over the years Jim, who is a great do-it-yourself man, has built and fitted cupboards and wardrobes and made many improvements.

But his pride and joy is the garden. Last summer it was a mass of flowers and looking an absolute picture.

Jim has four grown-up children and lots of grandchildren. One daughter lives in America but there is a son at home, working for Air Anglia, and that is useful because the airfield pretty well starts where the garden ends.

When Jim first moved to East Anglia

in 1957 escalators were still much of a novelty. The first one in Norwich had gone into a store in 1956 and people came from all over to ride on it.

"In 1960 I was in Woolworths at Cambridge and had all the escalator steps out for an overhaul. An old chap came up with a young boy and asked when I would be finished. When I said it would take a couple of days he was most disappointed. It was the young lad's birthday and a ride on the escalator was going to be his birthday treat."

If Jim has any regrets at all about his job it is that he doesn't see many Otis colleagues. "However, I belong to the Long Service Association and meet people on outings."

Even so, returning to London is not on the cards. "Do you know," he says, "when I was a real Londoner I had never been to Westminster Abbey. But when my wife and I were visiting in London not long ago we finally did go round—as tourists!"



## OTIS AIDS WINTER OLYMPICS AT LAKE PLACID

Lake Placid is in New York State's Adirondack Mountains. In 1932, this small community played host to the first Winter Olympic Games ever held in North America. It was in Lake Placid that Norway's Sonja Henie skated to the gold-medal victory that was the beginning of her spectacular career. In 1980, nearly 50 years later, the Olympic Torch will again be lit in Lake Placid to mark the opening of Winter Olympics XIII.

The Olympic Committee has completely modernised and expanded the facilities at Lake Placid, with Otis playing an important supporting role. Athletes and spectators from around the world will find that new constructed or restored competition areas are among the world's best.

Though the games are not until February 1980, the preparations at Lake Placid are well advanced. Whiteface Mountain, with a vertical drop of 3,216 feet, has been groomed with several new ski trails for downhill events. The fieldhouse, built in 1932, has been modernised and expanded for the hockey and figure skating competitions. All-new refrigerated luge and bobsled runs have also been constructed.

A major project in which Otis participated was the construction of a new 90-meter tower for ski-jumping competitions. The 90-meter tower is equipped with an Otis observation elevator and an Otis-installed movable start-

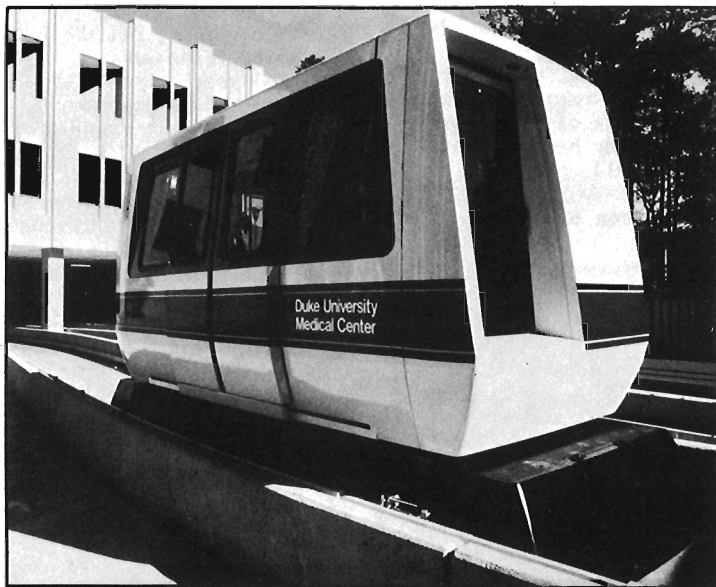


**New 70-metre and 90-metre ski-jump towers have risen out of the mountains despite last winter's near-arctic working conditions. A jumper prepares for a run down the 90-metre ramp during the February 1979 international trials. Starting platform installed by Otis moves up and down rails in the foreground**

ing platform. Despite severe working conditions including heavy snow, high winds and near-arctic temperatures, this project was completed on schedule.

Construction of the Olympic Village that will house international competitors from every continent is also nearing completion. In addition, several hotels are under construction or in the process of expansion to accommodate the expected huge influx of up to 50,000 spectators per day.

The Winter Olympic Games will begin in February 1980, and Lake Placid, with the help of Otis, will be ready.



The Otis People Mover system at Duke University, South Carolina, is now under-going acceptance testing. The system will link two hospitals using air-floated vehicles as seen above

## OTIS LOSE BY 7 RUNS TO HONOR OAK

On 12 June a team from Clapham Road met Honor Oak Cricket Club in a 20-over match.

It was a good and close game and Honor Oak won by seven runs.

Scores were Honor Oak 121 for 8 (Rod Cranfield 2 for 7); Otis 114 for 5 (Alan Spencer 36, Carl Walwyn 24).



CRSDA (UK) Ltd, American project managers for the Kings Reach Hotel in London, gave a 4th of July Independence Day barbeque and invited Barry Lane and his family. In our picture a member of the Lane family takes a break in a chair which seems just a little too big

## T. JOHN HALL

It is with deep regret that we record the death of T. John Hall, senior London buyer. He died on holiday in Greece on 4 June after a heart attack. John had been with the company for nine years and was due to retire in November of this year.

# NEWS

## WIN £75 FOR YOUR HOLIDAY PHOTO

Here's your chance to win a prize for the holiday photograph you took in the summer.

Any subject you like. The view across the bay from Alicante. Dad with his trousers rolled up while paddling on the beach at Margate. Young Charlie winning the 100 metres sprint on school sports day. The choice is yours.

First prize will be £75; second prize, £50; third prize, £25.

Only one photograph is allowed from each entrant. It must be a colour transparency or colour print. **DO NOT SEND COLOUR PRINT NEGATIVES.**

Closing date is 15 November. Send your entry to Barry Wheeler at Clapham Road.

Make sure your name and address is enclosed and tell us the details of the subject you have photographed. Also ensure that your photograph is properly packed with cardboard protection.

And before you do anything else, read carefully the rules of the competition below.

### THE RULES

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

2. Only one photograph can be sent by each entrant. It must be a colour transparency or colour print. Colour print negatives cannot be accepted.

3. Entries must be sent to Barry Wheeler at Clapham Road to arrive before 12 noon on 15 November. Proof of posting cannot be accepted as evidence to compete and all late entries will be rejected.

4. The decision of the panel of judges in awarding the first, second and third prizes will be final and no correspondence can be entered into.

5. The three prize-winning photographs will be published in Otis Magazine and become the copyright of Otis Elevator Company Limited.

6. No entries can be returned unless specifically requested.

## RETIREMENT FOR ALF AFTER 34 YEARS

Alf 'Tosh' Matthews retired on 15 June 1979. Alf served nearly 34 years with the company, mainly on construction, and worked on many prestige jobs. In later years, because of ill health, he was in Zone Service Stores. We all wish Alf and Nell a long and happy retirement.



# NEWS

## AWARDS FOR LIVERPOOL APPRENTICES

Presenting major awards to leading apprentices at the Liverpool works, Otis MD Norman Cunningham emphasised the importance the company attached to apprenticeship and sound craftsmanship.

Awards for Apprentice of the Year went to Simon Horner (1st year), Anthony McDermott (2nd year) and Paul Nelson (3rd year). Most improved apprentice was Brian Sinclair.

For the Director of Production's Awards Mr Cunningham called on Peter Thorne to make the presentations to Paul Nelson and David Evans following their success in Craftex '78.

At the end of the proceedings Mr Thorne received a digital clock made and presented by apprentices and training staff.



Above, L to r, Brian Sinclair, David Evans, Norman Cunningham, Paul Nelson, Peter Thorne, Simon Horner and Tony McDermott

Above right, David Evans receives his Director of Productions's Award from Peter Thorne

Right, Norman Cunningham presenting his award to Simon Horner



## LONDON GOLF SOCIETY SPRING MEETING

Otis Golf Society (London) held its spring meeting at Addington Golf Club, Croydon on 5 June 1979.

This course has some of the finest golf holes in the South of England. But in spite of these distractions, and the shrill squawks of the peacocks that

strut within the vicinity of the Clubhouse, Bob Dalman of Administration Department scored 33 points in the morning stableford competition to take "The Society" cup.

Runner-up was Bert Ferguson, Service Department, with 32 points followed by Roy Richardson, Mike Garlick and Alan Goodin with 30 points.

The afternoon foursomes was won by Ted Brough (Admin)

and Bob White (Sales) with 34 points, with Ian Millar, Reading Office, and Mike Hill, Sales Dept., 33 points, second.—A. T. Goodin, Secretary.

## MORE ABOUT RICHARD WAYGOOD

In our last issue we published a photograph of a very Victorian gentleman and asked; "Is this Richard Waygood?" Our interest being, of course, that Richard Waygood was founder of the firm of R. Waygood & Co. which became Waygood-Otis in 1914.

Bunny Miles writes from Beckenham, Kent:

"I think there is little doubt that the gentleman from Dorset whose photograph you published was Richard Waygood.

"Enclosed is a copy of the photograph of Mr. Waygood as given in the late H. C. Walker's book, *Reminiscences of 70 Years in the Lift Industry*.

"The photograph in the book was probably a later one, because his diminishing thatch had, by then, almost disappeared and he was, perhaps, a little thinner, but the facial features are the same.

"In your photo there is evidence of his beard, in the R & D stage, which finally somewhat resembled a clerical collar."

We have also heard from Mr. John W. Carlssen enclosing a family tree of the descendants of James Seager of Poole, Dorset, who was born in 1701. The tree shows that Richard Waygood married Chatfield Seager and adopted a daughter but had no children by his wife.



223 Long Service Association members sat down to lunch at Woburn Abbey on 29 June. There were parties from Liverpool, London, Bristol, Birmingham and Cardiff. And Bert Smith, now retired, came from Skegness. The highly successful day was organised by Valerie Keefe and Bob Lake (pictured right).



**SEND YOUR NEWS  
TO  
BARRY WHEELER  
NOW!**



## SPANISH OTIS MEN RECEIVE UTC AWARD AT CEREMONY IN HARTFORD CONNECTICUT

Three United Technologies engineers, two from Spain and one from Canada, shared in awards totaling \$15,000 for their outstanding technical achievements.

The presentations were made by Harry J. Gray, chairman and president of United Technologies, at the corporation's annual meeting of shareholders held in East Hartford, Conn.

The George Mead Award, consisting of a gold medal and \$5,000 in cash for each recipient, went to engineers from Zardoya-Otis of Spain and Pratt & Whitney Aircraft of Canada, Ltd. The award memorialises United's first vice president for engineering, and was given this year for the first time to employees working outside of the United States.

The recipients from Zardoya-Otis were Hans Bucher, who recently retired as manager of engineering and is now a consultant with the company, and Alfonso Garrido, his successor. The award also went to David P. Kenny, assistant chief aerodynamics engineer of rotating components at Pratt & Whitney Aircraft of Canada, Ltd.

The Zardoya-Otis engineers were cited for technical innovations in the design and manufacture of geared elevators. Mr. Kenny's award was for his research and analyses in centrifugal compressors for aircraft gas turbine engines.



Otis Gala went off with a bang on Saturday 9 June at the Dulwich Hamlet football ground. There were tug-of-war teams from Edinburgh, Glasgow, London, Ireland and Southend. Winners were Scottish district with London (above) runners-up

## ROLLS-ROYCE BUY FROM HAMILTON STANDARD

Rolls-Royce have awarded two contracts exceeding \$22 million over the next decade to Hamilton Standard, an Otis sister company within United Technologies.

The contracts are for jet engine starters and engine pressure ratio transmitters and will be used on Rolls-Royce RB211-535 jet engines which power Boeing 757 wide-body aircraft.

The engine pressure ratio transmitters help the pilot manually or automatically to adjust throttles to ensure optimum engine performance and fuel economy.

Deliveries for both products are expected to begin in 1980.

## NEWS

### WOT! NO TYPING POOL?

No, really, we didn't forget our promise to feature the Clapham Road typing pool in this issue's Face to Face.

But while we were preparing for press, Brenda McKinnon left the company. Brenda agreed with Otis Magazine that the feature should be deferred until the new supervisor had found her feet in the job.



This year's Miss Otis, chosen at the Gala on 9 June, was little Jodi Law. Congratulations, Jodi, and you really are as pretty as your picture



At the George Mead Award presentation, l to r, Mrs. Cary Mead; UTC Chairman Harry J. Gray; David P. Kenny, of Pratt & Whitney Aircraft of Canada, Ltd., and Mrs. Kenny; Alfonso Garrido, of Zardoya-Otis, Spain, and Mrs. Garrido; Hans Bucher, also of Zardoya-Otis, and his daughter, Barbara.

### WHO CAN BEAT BERT'S YEARS OF SERVICE?

On 2 July 1979 Bert Bradbrook had an anniversary party. He joined Otis on 2 July 1900 and has a truly remarkable 79 years' association with the company, broken only by World War I.

Starting in London as a junior he worked in almost every department except service and ended up as a director.

In 1922 he went to Australia to start Otis in Sydney.

Bert now lives at St Margaret's Bay, near Dover, with his wife, Jessie, and at the age of 93 believes he must be one of the oldest members of the wide-spread Otis family.

Congratulations, Bert, from all your many friends.





## LANDSEC HOUSE, NEW FETTER LANE, LONDON

This prestige office block is the head office of Land Securities. Otis has installed three VIP 260 passenger elevators. Two are currently operational and the third will be running in October.

Supervisor is Paul Matthews and salesman was Ron Corderoy.

Our pictures show the main entrance lobby and chargehand Ted Randall (left) with his mate, Brian Beazley

