

OTIS

MAGAZINE



Otis Elevator Company Limited

Summer 1980

contents

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Front Cover. Otis 506 Compact escalator. See also page 15

London: a city shaped by transport
by David Crawford 3

Laying down a cellar
by William Foster 6

It's running! Story of the Hong Kong Mass Transit Railway
by Mike Kelly 8

Spotlight on Edinburgh 10

Meet our Customers: British Caledonian Airways 12

The Otis (UK) Long Service Association 14

Product Page 1: Otis 506 Compact escalator 15

Product Page 2: Otis 90-1 Europa and Standard Line lifts 16

Our Man in North Wales: Joe Carribine 17

Otis News 18

Face to Face: With Ted Heywood at Liverpool 19

Otis News 20

London Transport Museum Covent Garden 21

Liverpool photo exhibition by Tom Penney 22

VR lifts chosen by Manchester Corporation 23

Back cover: Up and over. Escalator going into the Owen Owen store at Coventry

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Summer Days

In this summer's issue, with the coming Festival in mind, we feature the Otis branch in Edinburgh. Then off to Hong Kong to look at the magnificent job done by Otis in supplying lifts and escalators for the newly-opened Mass Transit Railway.

Back in London, David Crawford examines the way the metropolis has been shaped by transport and, in particular, how the vertical transport of lifts and escalators has played such an important part. And we go to the new London Transport Museum in old Covent Garden to admire their fine model of a veteran Otis A-type escalator.

Then off to North Wales to talk with Our Man there, Joe Carribine, and from Wales to Liverpool to see Ted Heywood's departments at the works.

We meet our customers, British Caledonian Airways, who have probably carried more than a few Otis people to far-away places for summer holidays where the wine is plentiful and cheap.

Wine is not cheap in the UK, but according to the Wine Development Board, consumption at home has gone up by nearly 50 per cent in the last ten years. So we asked William Foster, holder of a Wine Writer of the Year Award, to give us some hints on saving money by laying down a few bottles.

Have a happy summer.

LONDON: a city shaped by transport

The river, the roads, the railways and Underground all helped to shape the metropolis. But without vertical transport the Underground and the London we know today could not have been built. DAVID CRAWFORD looks at the city's development

Among the many records and landmarks which London can claim as milestones in her history, a significant number, dating from the Victorian era, relate to transport.

London led the world with the world's first public railway line, the earliest-ever railway station, the world's first railway hotel, the first lifts and escalators introduced into a public transport system in Europe, and—

perhaps most important of all—the forerunner of all the metropolitan underground railway systems which have subsequently become the symbol of urban living the world over.

Nineteenth-century London, in other words, was a forcing house and proving ground for the evolution of much that we now take for granted in the way of transport. In turn, London was naturally the

first city in the world to respond to, and allow herself to be shaped by, the transport revolution which she had incubated.

With the opening this year of London Transport's new museum in the old Covent Garden flower market it is an apt time to consider the development of London as a city shaped by transport.

Appropriately enough, the clue to much of Greater London's transport-

orientated growth can be traced in the layout of LT's Circle Line. Two immediate points about this crucial metropolitan link deserve attention.

First, it is not a circle at all, but a long, squashed-out ovoid lozenge, with a predominantly east-west axis. Linking, as it does, the City with Holborn, Westminster, Marylebone, Kensington and the fringes of Paddington and Chelsea, while



The Victoria line is a post-war extension of London's Underground railway network. Without the deep-level tubes the city could never have developed

making only the most nominal of gestures in the direction of the East End, it freezes in its nineteenth-century alignment the inexorably westward (rather than northward, southward or eastward) direction of central London's expansion.

The second key point about this line is that it still marks the limit of the advance into London of the country's great main line railways which were built from the 1830s to the end of the century. With the solitary exception of the Southern Region's commuter extension to Holborn Viaduct, no main line crosses it. Of the other great termini, ten feed directly on to it and of the remaining six, three are only a short walk away.

What stopped the main

'The clue is in the layout of LT's Circle Line'

lines coming any further in, and ruled out the possibility of a Grand Central station, was the presence, as central London landlords in possession of key areas of the metropolis, of the great estates which had progressively developed the areas to the west of the City from the seventeenth century onwards.

The railway companies had little difficulty crashing their way through the poorer areas of the capital nearest the docks—hence the proximity to its commercial heart of London Bridge, Fenchurch Street, Liverpool Street and Broad Street, compared with the relative remoteness of the northern termini and even more so of Paddington. (This last was the *raison d'être* of the world's first underground railway, linking Paddington with first Farringdon and ultimately Moorgate—now the northern stretch of the Circle Line).

But what was good enough for the City's poorer neighbours to the immediate east and south was by no means all right for the affluent and prestigiously developed areas

lying west—and the termini were consequently kept out. But why was the west the favoured direction?

The key reason, of course, was the early establishment of the Court—and hence of the seat of government—at Westminster, where it has

been built further to the east of the site which they chose, Tower Bridge, contributing still further to the relative isolation of the docklands.

Upstream, to the west, by contrast, the river became more easily bridgeable all the time—though the other

were the original propellants of London's expansion—but until the advent of the internal combustion engine and the era of mass transportation, which it ushered in, the contribution which roads could make was a limited one in relieving the pressure of centuries on the historic area of the City.

This pressure was, for a long time, sustained as deliberate official policy. Under the first Elizabeth, for example, a proclamation was issued banning all new building within three miles of the City limits, except on existing foundations. The aim was to discourage suburban development—though its comparative lack of complete success can be judged from the repetition of the ban in the same and later reigns.

The progressive effect of such a policy, with the rapidly increasing commercial prosperity ushered in by the Elizabethan era, is aptly described by Simon Jenkins in his book *Landlords to London* (Constable, 1975). "Already, by the middle of the seventeenth-century, the old City within the walls had become a stinking, overcrowded, thoroughly intolerable place for any sort of gracious living. Its streets, never designed for wheeled traffic, were hopelessly congested."

In such conditions, neither the Great Plague of 1665, nor the Great Fire which succeeded it a year later, can in retrospect be seen as particularly unexpected phenomena. But what they both achieved was an immediate and lasting outward push of the built up area of



Millbank by night. The modern London skyline is a product of vertical transport

remained since Tudor times. But the choice in the first place of Westminster, long a virtual island surrounded by marshy and unprofitable terrain, itself depended on the availability of what was for centuries London's fastest, most direct and best used transport artery—the River Thames.

The City of London is where it is today because here was the first convenient place which the Roman invaders, advancing from the east, found—to bridge the Thames. To this day only one bridge has ever

bridges of London, providing its only north-south links (apart from ferries) until the late Victorian tube tunnels, are a fairly recent phenomenon, dating only from the mid-eighteenth-century.

This helps to explain why London's southern expansion was a long time in coming. But if the Thames was long a barrier for Southwark and Lambeth, it was a positive asset for communication with the west.

First the river, and only secondarily the road—these

'London's southern expansion was a long time in coming'

the City.

During the two-year period of chaos and the reconstruction which followed, it was natural that those best able to do so should seek to set themselves up elsewhere—and they moved westwards, in many cases

never to return, so giving a further impetus to the development of the West End, which was already beginning to flourish despite official discouragement.

A further factor was the rebuilding of the City, when it did happen, on the same pattern as previously. Streets followed their ancient alignments, with little attempt at widening or a regrouping of sites, leaving the City with an essentially mediaeval street pattern which survives in many areas until today—fortunately, in our newly conservationist frame of mind.

The story might well have been different, of course, had Wren or one of his competitors succeeded in their plans for building a brand-new City with wide

'The commuting radius was a maximum of five miles'

streets and noble squares, cleaner, less crowded, and less dense than before. There would, of course, have been a consequential shift outside the City walls of population, poor as well as wealthy, to compensate for the opening up of the historic core to make it more spacious.

But that, too, could have been co-ordinated, in the same way as the great estate developers of the following centuries co-ordinated their purely private enterprise schemes in the West End. At the same time, the City itself would have become a new centrepiece for London, leading perhaps to a more equitable distribution of outward growth.

In any event, the commercial maritime activity of the Pool of London, later expanding naturally down-river towards the mouth of the Thames, would have prejudiced the chances of the East End and of the dockland villages of the Surrey shore, rendering them just as vulnerable to the onslaught of the railways. But, for London as a whole, who knows what the

subsequent pattern of growth and of transportation development might have been with a Wren City at its heart.

The old-style City, however, remained the core and, though better built than before, congestion was still endemic. Not until 1760 were the old City gates finally demolished, though by the following decade major roadbuilding was underway—initiated by the New Road (now the Marylebone and Euston Roads).

By the 1830s, however, London was still a neat rectangle bounded to the north by the Regents Canal—the continued importance of water transport led to a canal boom before the railway boom. On the southern bank of the Thames, development went little further than what we now know as the Elephant & Castle.

At the beginning of the nineteenth century, the commuting radius was a maximum of five miles, served by private carriages, short-stage coaches or, from 1829, the omnibus—a form of transport in which London was not the pioneer (they had been introduced in Paris only shortly before). So began the separation of workplace from residence, which the advent of the railways was to accelerate beyond anything its originators could have conceived.

London's first steam-powered railway opened from London Bridge (the world's first urban terminus) to Deptford in December 1836 and over the next 40 years London acquired most of its present-day termini.

'Lines on what is now the Underground led the way'

The lines that fed into them had different approaches to traffic: those south of the Thames, for example, welcomed commuters and this led to rapid suburban growth in their area.

On the other hand, the Great Western and the

London & North Western (now Midland Region) were more interested in long-haul trade (understandably given their remoter destinations). Hence the greater penetration in the north and west of London of the Underground, for which suburban

'The arrival of safe and efficient vertical transport'

development in these areas had to wait.

By the beginning of this century, however, the built up area extended little further than an eight-mile radius from Charing Cross and road transport remained mostly horsedrawn, though by the start of the First World War, electric trams and mechanical buses were well in evidence.

But it was railway electrification, both overground and underground, which fuelled the next great outward thrust.

Lines on what is now the Underground led the way, hotly pursued by the surface lines south of the river in what became the Southern Region. The Metropolitan went as far into Buckinghamshire as the old LBSCR towards the coast, creating Betjeman's beloved Metroland as it went.

Suburban living became the norm; the City, as wave succeeded wave of commercial development, became a permanent home largely for cats and caretakers, and the rest of central London began its transformation into the preserve of shops, hotels, institutions and international headquarters.

The London we know today would not have been possible without the Underground, because it was mainly the Underground which made daily commuting from many suburbs a practical proposition. And without the millions of commuters to work in the City and the West End these two areas could not have developed.

But the Underground

itself was only made possible by the arrival of safe and efficient vertical transport, for without it the system could not have developed much from the just-below-the-surface Circle Line.

It was the elevator, and then the escalator (the first was installed at Earls Court station in 1911) which made the deep-level tubes feasible and helped to create the remarkable network of intersecting lines which enables Londoners, and millions of visitors, to go swiftly about their business or to and from their pleasures.

And it was the elevator, swift and above all safe, which created and shaped London's skyline as we know it today.

'Lifts and elevators . . . gave London a whole new dimension'

Lifts and escalators, vertical transport, gave London a whole new dimension by making possible the high-rise buildings typical of the 20th-century metropolis and the resulting concentration of commerce and tourism in skyscraper offices and hotels. And, strangely enough, it was vertical transport which also enabled the horizontal transport of the Underground to carry London's millions about the metropolis.

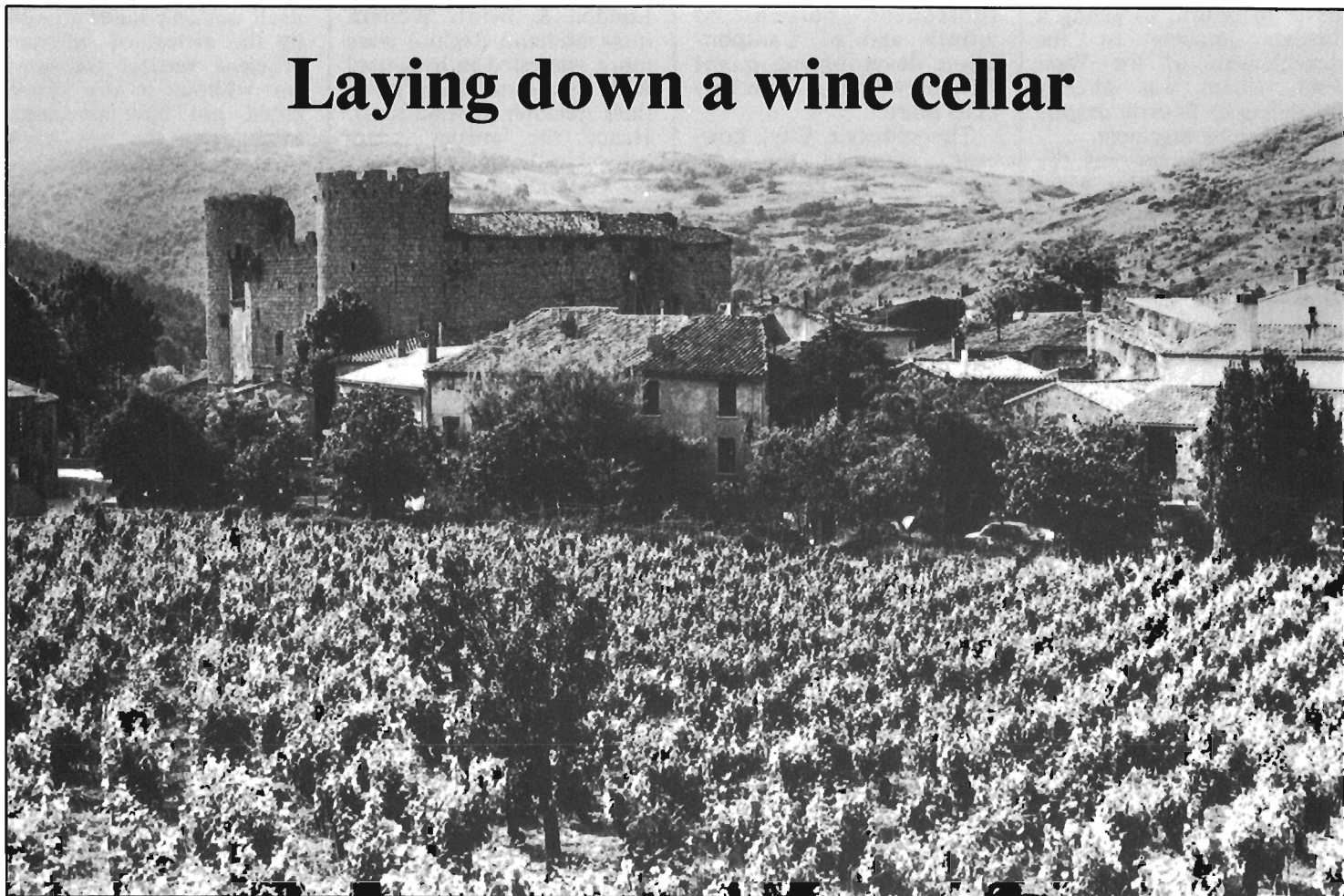
Four hundred years ago, the population of London was less than 100,000; at the beginning of the nineteenth century the then built-up area could barely muster one million inhabitants—though that was sizeable enough for the time.

It is what has happened in the last 200 years—and more particularly in the last 100, with the enormous advance in transportation during that latter period—that has made London one of the world's great metropolises.

Transport, both horizontal and vertical, has been the major impetus.

• *David Crawford writes for 'The Guardian' on architectural matters.*

Laying down a wine cellar



*Where a lot of wine comes from.
Picturesque chateau surrounded by
vineyards in the Languedoc Roussillon
area of France.*

Whenever I order a ton of coal, a warning light flashes somewhere inside my skull and I rush home to put up the defences. An old bit of corrugated iron is lugged into position and empty wooden wine boxes are stacked as a protective shield. The entire household is put on red alert until the coal has actually arrived.

If I am at home when the delivery lorry turns up, I pace up and down in a torment of doubt. Will the stockade hold this time? Will the massive lumps of coal penetrate some weak point in my overall strategic plan? Should I throw myself on the coalman's mercy and ask him to empty his sacks slowly and decorously?

Up till now, the thin grey line of corrugated iron has held firm against every onslaught. Huge boulders of best domestic come hurtling down the chute and crash the barricades with a resounding clang. In eight years not a bottle in my wine cellar has been lost.

Perhaps "cellar" is the wrong word. It suggests a subterranean passage and ancient bottles thickly covered in cobwebs. All I have is a small coal cellar beneath the kitchen with enough wall space for nearly 1,000 bottles.

Eight years ago, I decided to turn it into a wine cellar. My wine merchant told me where to buy the racks, which are wooden struts held together with aluminium strips, so that the bottles can

lie on their sides, thus preventing the corks from drying out.

The racks can be taken to bits and shaped exactly to the walls. After an avalanche of coal has descended alongside, the labels on my bottles are covered by a thin film of black. When I can hardly read the label at all, it is a sure sign that the wine is getting on a bit and I ought to consider whether or not to draw the cork. The system is infallible.

I cannot pretend I have the ideal cellar. The pundits—and there is no shortage of them in the wine trade—say it should be underground, have a north-south circulation of air, maintain a steady 10 to 13 deg. C, have a 70 per cent humidity, a dirt floor, total darkness and be far away from tremors and noise. When the coal arrives, I have tremors and noise in earthquake proportions, I can tell you.

A wine cellar need consist of no more than, say, 100 bottles hidden away in small caches under the stairs, in old toy cupboards, in the garage or outhouses. The temperature will rise or fall, depending on the season of the year, which will bring the wine on faster than the experts would prefer. But with only a few

dozen in stock, there should be a steady turnover and no problems.

Those of us who keep no wine at all in the house probably rely on a quick sprint to the nearest off-licence if an unexpected guest arrives for dinner. But there is not much point in paying £4 or £5 for a good bottle of claret, which is then shaken around on the journey home and tastes like supermarket plonk when opened.

Your own cellar means the wine can be served in reasonable condition when you want it. But what will we put in the cellar, once it has been declared open?

Mostly, we will look for red wines. I am pushing my own choice here, as I tend to agree with one of the first wine writers, Maurice Healy, who said: "The first duty of a wine is to be red". In any case, whites barely improve with age compared with the reds and some of them like Muscadet, Alsace, Moselle and certain hocks are much better when drunk young.

Among my two dozen white, which is the most I would keep in a 100-bottle cellar, I would include a fair proportion of sweet Graves and Sauternes and Vouvray, all of which improve with age. The most marvellous sweet wines are still under-priced and the Grants of St. James's Sauternes, which is still around £2.65 in Victoria Wine stores, goes beautifully with puddings and desserts.

I like the Anjou wine, Quarts de

You don't need to live in a baronial hall to do it. WILLIAM FOSTER explains why buying wine now is an investment for the future

Chaume (it really does improve with age) and also the Muscats from Languedoc Roussillon, like Muscat de Rivesaltes and Muscat de Frontignan.

Now for the reds. If you have something like a coal cellar, or even a big larder where the temperature remains constant, now is the time to buy young clarets, at £3 to £6 a bottle, that you will keep for eight years, if necessary, until they are perfect. The 1975 and 1976 vintages from Bordeaux are probably the answer here.

The 1975 was a small crop, exceptionally promising, but one that will only develop slowly and must be laid down for a long time. I tried a few when they were very young and they seemed delicious. Since then, the 1975s have "gone hard", as they say the wine trade, which probably means a wait of at least four years before they will be at their best. They are a splendid choice, therefore, for laying down and simply forgetting.

In 1976, a large crop of fine wines was harvested that will not take so long to mature as the 1975s. The wines have an almost Burgundian richness and firm flavour and they will be long-lived. I laid down some 1976 Château Puyfrazat from the Côtes de Castillon when it was under £2 a bottle—not because it tasted all that good but because the wine was full of tannin that will disappear over the years, leaving me with a very drinkable Bordeaux Supérieur in 1985.

For the purpose of laying down, ignore the cheap but plain district wines that are simply labelled Medoc, St. Emilion, St. Julien and so on, without any qualifying pedigree. Go for top-class, middle range château wines like Loudenne (around £4) or Giscours (about £6). Peter Dominic shops could find them for you, along with the very attractive Château De Pez and Château Gloria, which they also ship.

If you are thinking of laying down some burgundy, you have a stouter wallet, or a more understanding bank manager, than I have. Prices have gone through the roof in the last few years because the growers cannot produce enough of it.

You soon realise why when you motor through Burgundy and find that half a hillside is devoted to the total production of some famous name. Good recent years were 1969, 1970 and 1971 but very little is left. Two other good years to note are 1972 and 1976 but you are not so much buying wine as condoning daylight robbery if you go for them.

One of the great areas for bargains in French wine is the Rhône valley. A good Châteauneuf-du-Pape can still be found for around £2.50 in Victoria Wine

stores. It is a big, burly wine for drinking with game or steak.

I tend to prefer the darker, more velvety Crozes-Hermitage from the same area, and have examined an outstanding 1978 at £3.62 a bottle which could be tucked away to advantage for a few years.

The encouraging thing about the Rhône wines is that they rarely have a bad year. They are an excellent basis for any wine store and some have fantastic potential for improvement and growth. But if you find them a bit heavy, it is worth dabbling in a few bottles of Chinon or Bourgueil, the lighter reds from the Loire that are best served slightly chilled.

If you can find any Cahors, the "black" wine from Provence, you could keep it for 10 years and it would still go on improving. The enormous amount of tannin in the wine is the reason. Among the Italian bottlings, I have a great respect for Barolo, which simply cannot be drunk young. It is a dark, red wine that ages at least three years in cask before being bottled and the best recent years were 1969, 1971 and 1974.

If you started your drinking career in the 1950s (as I did), you will wince automatically if anyone suggests laying

William Foster in the converted coal hole which is his wine cellar. He has wall space for 1000 bottles but says that racks to hold up to 100 bottles are all that is needed in the average house.



down any Spanish wines, remembering those cheap bottles with tinselly capsules and the contents with their distinct aftertaste of furniture polish.

Spanish supermarket wines can still be pretty horrid but those from the Rioja area around Logrono are coming into their own at last (prices shooting up too, I see). I am also very taken with the splendid range of wines made by the Torres family near Barcelona. Try a bottle of the 1974 Torres Tres Torres to see if it suits your palate and then compare it with the same firm's Gran Coronas range. The biggest red they make, and therefore the one to lay down, is Gran Sangredetoro.

Having reached Spain, I think Portugal deserves a nod for its red Dao wines. They are not overpriced and I have had some bottles of Dao Grao Vasco steadily improving in my cellar for about eight years. I never have any problem finding them as they are under the thickest layer of coal dust.

Lastly, a bargain for the cellar if you move quickly. One or two shippers bought a great deal of Argentine red a few years ago, knowing you could serve it in a decanter at a dinner party and wait for guests to confuse it with Beaujolais. Since then, inflation has raged away in the Argentine and prices have risen. But Grants of St. James's are still offering their Argentine Primado at about £1.50 and Peter Dominic have an Argentinian red that is soft and full-bodied at about the same price. To be bought, as they say, while stocks last.

A well-stocked wine cellar that is to serve its turn over the next few years is going to cost several hundred pounds and is quite an investment. Most of us will wonder if this is the right time to take the plunge.

I doubt if there could be a better. The prices of fine wines are not likely to fall in the face of the present demand; and the most recent vintages, with the glorious exception of 1979, have been doubtful, to say the least.

The 1977 was undistinguished in much of Europe, largely because of the weather, and in 1978 they had much the same kind of non-summer on the Continent that we had over here. The Loire vineyards were devastated by hail and in Italy production was 30 per cent down, thanks to incessant rain during the flowering.

All this can mean just one thing. The price of wine can only go up. Anyone who buys in quantity now will have little cause for regret later.

● William Foster is a well-known wine writer and contributes to several newspapers and magazines.

It's running!

**The first section of
Hong Kong's
Mass Transit Railway opened
early this year.**

**There are 124 Otis escalators
and 20 Otis lifts**

in the 15.6 km system.

**MIKE KELLY, from Otis
Hong Kong, tells the story**

On the 12 February 1980 the first section of a multi-phase rapid transit railway system for Hong Kong was officially opened by Princess Alexandra.

The first stage of the system, known as the Modified Initial System, was opened on 1 October 1979 with a second stage completing the Kowloon side of the system by the end of December. The line now goes right into the heart of the main commercial centre of Hong Kong.

With the completion of this first phase Otis Hong Kong has installed a total of 124 heavy-duty escalators and 20 hydraulic goods lifts, into a 15.6 km rail system running from Kwun Tong in Kowloon (on the mainland) to Chater Station, Central District (on Hong Kong Island). There is a total of 15 stations, 12 of which are underground and three elevated.

Hong Kong is a city teeming with people. It consists of two primarily developed sections either side of one of the finest natural deepwater harbours in the world. On one side there is Hong Kong Island itself with the skyscraper office blocks of the business and commercial centres. On the other side there is Kowloon stretching on into the New Territories with more towering office blocks and hotels, high-rise fac-

tories and apartment blocks, plus Kai Tak International Airport, possibly unique in being located almost within the city centre.

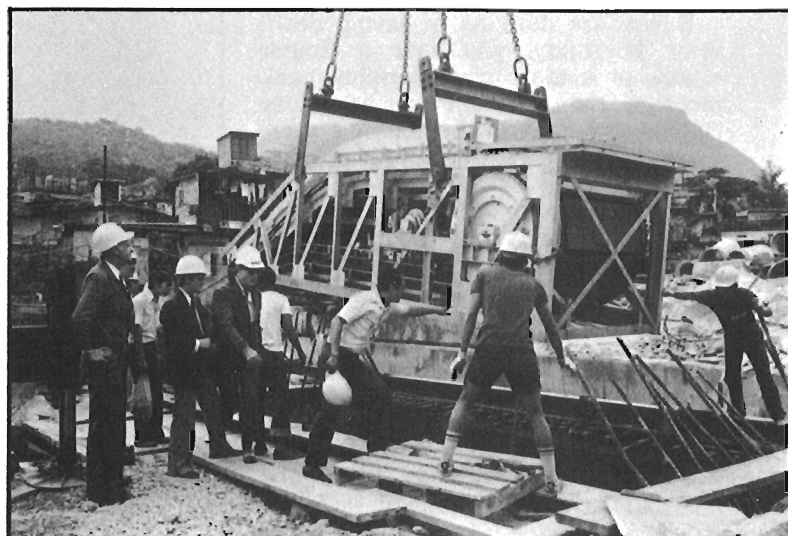
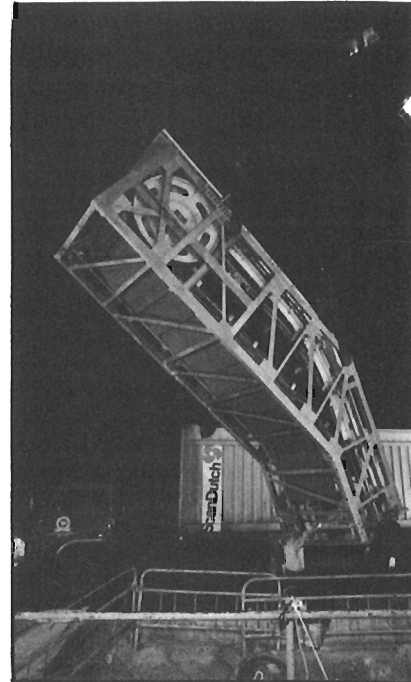
Historically, communications across the harbour have been by ferry, principal among them being the world famous Star Ferry plying between Tsim Sha Tsui and Central. Only a very few years ago road communication was established with the construction of the Cross Harbour Tunnel, and now a new dimension in communication will come into being with the MTR opened right through on to Hong Kong Island.

The Otis Hong Kong negotiating team, led by managing director Bill Mallett, successfully concluded negotiations with the Mass Transit Railway Corporation (MTRC) to contract Otis for the supply of the escalators and lifts, in the face of intense competition from major European and Japanese organisations.

Following the contract award to Otis in May of 1976 it was necessary to take strong positive measures to properly plan and coordinate every facet of what is the largest and most complex escalator contract ever awarded. Flohr-Otis of Germany was the primary source of supply with the largest (38 BEC) machine from Otis UK.

In addition to the primary

Right and below. Otis men toast in champagne the 124th and final escalator as it goes down into a street hole in Hong Kong Central. And at bottom of page, there goes one more in daylight. Most escalators had to be delivered at night to avoid traffic congestion.



consultants, the services of London Transport International were employed in connection with vendors' type tests, works examinations and specification approvals together with the retained E & M Consultants, Kennedy & Donkin.

The intensely complex nature of the contract demanded the greatest possible care and attention. Accordingly, a special project group was established in Hong Kong to carry out the detailed site planning and establish schedules for shipment of each escalator section.

The responsibility for the training, and in charge of this team, was Arthur Fairweather from Otis UK, assisted by local superintendents M. C. Wong and T. M. Cheung.

Together, in association with Flohr-Otis and O.C.L. & ScanDutch shipping companies, a sophisticated numerical code system was developed to ensure that the correct sequence of shipment and delivery to site of escalator sections was achieved.

With each unit being shipped in at least three sections (and a maximum of six) utilising 40 ft. containers, coupled with the necessity for night-time down loading into the stations due to traffic congestion and the severely restricted space available to us within each station, accuracy in sequence was essential.

Such was the success of the code/planning developed that not one container arrived on site out of sequence.

In addition to six stations opening on time, three stations were handed over for use six months early. Otis met or exceeded all its promised completion dates right up to the 124th and final escalator, which was lowered into a street hole in Hong Kong Central amid popping champagne corks.

MTR is one of the few Metros ever to be completed on time, and all praise must go to every manufacturer and consultant involved, along with all the men who worked on the many contracts.



Above. Bill Mallett, managing director of Otis Hong Kong, is presented to Princess Alexandra at the official opening on 12 February.

Right. Special stamp issued by Hong Kong to commemorate the opening of the Mass Transit Railway.

Below. A completed installation in one of the stations.



Spotlight on Edinburgh

FESTIVAL CITY

We visit branch manager Bill Noon

Walk down Princes street and you realise that Edinburgh is one of the most beautiful cities in Europe. At night the floodlit castle seems to be straight out of a children's fairy story, and the enormously successful Edinburgh Festival brings appreciative visitors from all over the world.

Just off Princes Street, in the business centre of St. Andrews Square, are the offices of the Otis Edinburgh branch. Manager Bill Noon must surely be one of the tallest of Otis men. He stands 6ft 5in but says: "My brother, Peter, is taller; he's 6ft 6½in." Peter now works for Otis in San Francisco.

The Edinburgh branch covers the whole of Fife, and runs from Edinburgh east to Berwick upon Tweed, down to the Borders and west on a line from Edinburgh to Biggar. In terms of square miles it is a big patch.

Major customers are Edinburgh Corporation and the Department of the Environment (with equipment on full maintenance contract), Edinburgh University, Royal Bank of Scotland, Bank of Scotland, Standard Life, Scottish Widows, House of Fraser, Lewis's and the old-established independent Scottish department stores of Jenners and R. L. Forsyth. Interestingly, a survey was done among independent department stores and it was discovered that over 90 per cent had Otis maintained units.

There is a lift in Holyrood Palace, used by the Queen, and

units in many hotels, including the famous Peebles Hydropathic on the Borders.

The branch office has eight staff with 26 service men in the field. In addition to being manager, Bill Noon covers new sales in an area bounded by Berwick upon Tweed and Thurso, Grampian being looked after from the Dundee branch.

Service sales are in the hands of John Balsillie and service supervisor are Tom Simpson and Ron Hood. Ralph Irvine is construction supervisor and Willie Duncan is service surveyor. Margaret Cummings and Margaret Kernan complete the office team.

Bill Noon comes from an Otis family. His father, also Bill, served around 40 years with the company, and his brother Peter, as already mentioned, is with Otis in San Francisco.

Bill started in 1957 down in Plymouth as an apprentice and still regards himself as a Devonian. When his father was moved to Bristol, Bill went with the family, and after finishing his time stayed on in Bristol for a few years before becoming resident mechanic in Gloucester. He moved to Edinburgh in 1972 on service sales just around the time his Bristol-born wife was having their second child. Four years later he was appointed branch manager.

He has a son of ten and a daughter of eight. He plays squash—"just for fun, not competitive"—and likes to sail in the Forth when he can find the time.



The Otis branch office staff at Edinburgh. L to r, Ralph Irvine, Willie Duncan, Margaret Kernan, Bill Noon, Margaret Cummings, John Balsillie, Tom Simpson and Ron Hood.

John Balsillie's time with the company goes back to 1965 when he was an apprentice in Edinburgh. He had a service route and did night telephone, then left the company for a year, returning on construction. Then he had a service route again and in September 1978 took on service sales. John has a young son, is a captain in the Boys' Brigade, an elder of his church and in the choir, and treasurer of his badminton club.

Ron Hood is another Edinburgh apprentice. He started in 1961 and after serving his time went on testing until January 1979 when he was appointed a service supervisor. He lives just outside the city and his hobbies are photography and sub-aqua diving, the latter sport now being keenly followed by his ten-year-old son.

Tom Simpson began 15 years ago in Edinburgh as a mate and has mostly been on construction, including a short spell in Copenhagen. He took up his present appointment as a service supervisor 18 months ago. He lives five miles south of the city and golf is his game.

Ralph Irvine did his time with a Glasgow lift company and has been 17 years with Otis. He served four years as a construction fitter, two years as an adjuster and four years as a construction supervisor in Glasgow before moving to Edinburgh seven years ago as construction supervisor. He lives in a village eight miles from the office, has a daughter of

16 and a son of 13 and runs an under-13 football team, Tynecastle BC, which last season won a European tournament in Germany.

Willie Duncan has been 33 years with Otis. He started as a service mechanic, went on to construction, was supervisor on service and construction for about 20 years and has been service surveyor for the last two years. He has twin daughters who work in a bank. Willie was base drummer in a pipe band from 1946 to 1978. During the last war he finished as a staff sergeant in REME.

Margaret Kernan is a comparative newcomer, and has been at the branch for the last 18 months. In her spare time she helps her husband run an amateur football team.

Margaret Cummings is no newcomer and has worked for Otis in Glasgow and Dundee. She says the present office is the third Otis have had in the Edinburgh building.

Margaret began with the company in 1960 and has been back in her home town now for eight years. She lives only five minutes from the office and says she used to play golf when there was more time.

Visitors are always welcome in the Edinburgh office but if you want to go this autumn, and also take in the Festival, their advice is first to make sure you have a hotel room, because the whole world comes to Edinburgh for the Festival.

MEET OUR CUSTOMERS

British Caledonian Airways

They always remember you have a choice



B. Cal is Europe's largest private enterprise scheduled service airline and also operates worldwide passenger and cargo charter flights.

Through a series of mergers and take-overs it can trace its history back to 1928, but as its name implies, the airline of today has its roots in Scotland. B. Cal is completely independent, backed financially through a parent company, Caledonian Airways Ltd., by a wide range of institutional investors. Its annual revenue is over £200 million.

The airline's activities centre on a 28-acre base at London's Gatwick Airport. A new £7½ million headquarters is currently being constructed close by the airport, for completion on St. Andrew's Day, 30 November this year, to house office staff at the moment spread around the area in different office complexes.

The semi-automated cargo centre at Gatwick was built for the airline in 1977

by the British Airports Authority. The 60,000 sq.ft. area comprises warehousing and export-import documentation facilities and handles over one million kilos of cargo every week.

A £5½ million maintenance hangar has just been completed at Gatwick which will enable the airline to carry out all major overhaul work on its DC-10-30 fleet.

B. Cal has another cargo unit at London's Heathrow freight village connected to Gatwick by an inter-airport trucking service and at Heathrow B. Cal also handles cargo for five other international airlines.

British Caledonian employs a total of 6,000 staff worldwide and operates a mixed fleet of McDonnell Douglas DC-10-30 wide-bodied tri-jets, Boeing 707-320C long range aircraft and BAC One-Eleven short-to-medium-haul jets. Three of the latest A.310 Airbus airliners have

been ordered for delivery in 1984.

The airline's DC-10-30 aircraft are named after Scottish personalities; the flagship of the fleet is called Robert Burns. The Boeing 707-320Cs are named after Scottish lochs and the BAC One-Elevens after Scottish burghs, cities and isles. The airline operates six and 16 respectively.

The development of B. Cal's scheduled services, now operating at a rate of around 400 per week, has been substantial and the airline is also active in worldwide passenger and cargo charter operations.

A Gatwick-Heathrow Airlink helicopter transfer service, operated by British Caledonian Airways with a 28 seat Sikorsky S-61N helicopter leased from the British Airports Authority, was introduced in June 1978 and the service provides 70 round trip flights every week. Flights are specially timed to coincide with morning and afternoon peak



Left, interior of B-Cal DC-10-30. Below left, B-Cal flies scheduled services linking London with Edinburgh and major UK cities. Below, uniform of the cabin staff makes very clear the Scottish connection.



services at both airports.

Caledonian Airways Limited, the B. Cal parent organisation, is one of Britain's major aviation, travel and leisure groups, with interests ranging from continental coach tour operations to the purchase and lease of all types of aircraft. The Caledonian Airways subsidiary, British Caledonian Travel Holdings, has its base and operations centre at East Grinstead, Sussex, eight miles from Gatwick Airport.

Blue Sky Holidays, the biggest of the BCTH companies, annually books more than 100,000 people for holidays overseas. Most Blue Sky flights are operated by B. Cal aircraft on either scheduled or charter services. Both summer and winter programmes are offered and destinations include European, Mediterranean and West African resort areas.

Far Away Blue Sky Holidays operate a series of tour programmes based on

the airline's long haul scheduled route network. In addition to offering holidays for the UK market in Africa, South America and south western United States, another company, Golden Lion Tours, also market a series of inbound tour programmes to Britain and Europe in overseas countries served by the airline.

Another subsidiary, Caledonian Hotel Management (CHM) operates eight hotels in the Balearic Islands of Majorca and Ibiza. CHM also manages the prestigious new Hotel Bintamani in Sierra Leone and its adjacent conference centre near Freetown, the new 5-star Hotel Pamodzi in Lusaka, Zambia, and the Hotel Atlantic, Banjul, The Gambia.

Caledonian Hotel Management also assisted the Liberian Development Corporation in providing technical assistance and planning accommodation and support facilities for the 1979 Organisation of African Unit Con-

ference (OAU) in Monrovia.

Also within the hotel industry, the Caledonian Group owns an interest in the 230-bedroom Copthorne Hotel, close to Gatwick Airport.

British Caledonian Aircraft Trading, another Group company, operates a worldwide service in the purchase, sales and lease of aircraft, engines and spares.

Caledonian Airways also holds minority interests in, and provides management services for, Sierra Leone Airways and Gambia Airways, and manages and operates Air Liberia, the Liberian national carrier, and Turks and Caicos National Airlines.

Latest addition to Caledonian Airways is British Caledonian Helicopters, which undertakes a wide variety of contract services and ad hoc charter work with a fleet of Bell Jet Ranger and Bolkow 105 helicopters. It also has options on Boeing Chinooks, Sikorsky S-76 and S-61 types.

The Otis (UK) Long Service Association

There were blue summer skies on 26 June 1975 when members of the Otis (UK) Long Service Association, with their spouses, met at the Chateau Impney, Droitwich—a suitable half-way point between Liverpool and London—for a luncheon party which will long be remembered.

A total of 230 people enjoyed this Otis get-together, and it was the first of many to follow. The idea came from the Association's president, Norman Cunningham, at the March 1975 AGM.

There have been days equally momentous in the past history of the Association, particularly the 25th Anniversary Annual Dinner in October 1978 at Plantation House, London. Every diner was presented with an elegant silver goblet, and in addition, every lady received an orchid corsage. The year 1978, of course, coincided with the 125th Anniversary of the Otis Elevator Company.

To mark the centenary, 25 years previously, the parent company had suggested suitable presentations should be made to employees who had completed long service. The managing director at that time (Mr. W. A. Frater) said that a presentation of a gold watch would be made to any employee

Right. Goblet given to Bert Smith (Ex-London Construction) at the 1978 25th anniversary dinner of the Long Service Association. He had it engraved to his own design.

Below. This year Bill Binckes, in recent years editor of the Long Service Association's news letter, received the gift of a silver tankard from committee chairman H. A. W. Pettinger.



who during the year had completed 35 or more years of uninterrupted service and who was still actively at work.

From this announcement the idea of a Long Service Association was conceived

by a number of employees and with a 50 guinea donation from the company the Association got under way. The founder members were Sid Courtney, Dick Garnsey and Jack Bamford.

The first annual dinner

was held in London in the autumn of 1954 with an attendance of 64 people for the princely sum of 14/- (70p) per person. Oh, for those halcyon days. The next annual dinner, by the way, will be on 26 September 1980.

In 1962 the Association reduced the qualifying period for membership to 30 years, following the company's change in the qualifying time for a gold watch from 35 years to 30 years.

Yet again, in 1972, the eligibility for membership was reduced to 25 years for male and 20 years for female staff. After that change membership increased and so did the numbers at annual dinners. Larger venues had to be found to accommodate them all. From 64 members at the first dinner there were no less than 233 sitting at the celebration tables in 1978.

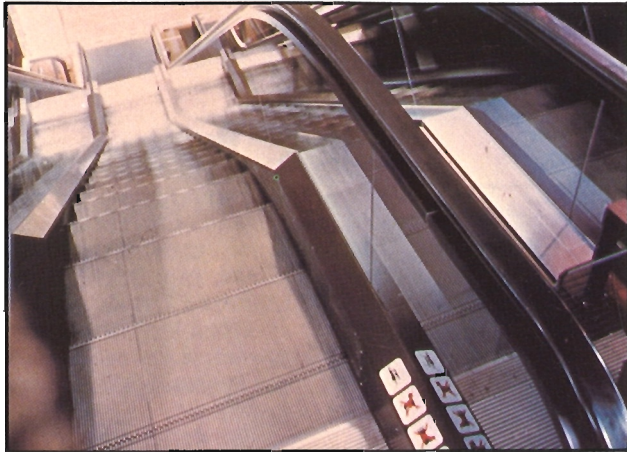
For those nostalgically minded, amongst the places where functions have been held from those early days are—Elizabeth Hall, Bridge House Restaurant, Balstaff Restaurant.

Since its inception, when it was called the Otis (London) Long Service Association, the name was changed in 1973 to Otis (UK) Long Service Association, for obvious reasons. This has made it possible to allow colleagues associated with the Company in the UK and overseas to join.

As a point of interest for all those who are eligible to join, and have not done so, quoted below is one of the rules that were first drawn up.

Rule No. 2, The object of the Association is to cement the fellowship formed during service with the company after retirement, and to endeavour to assist members within the possibilities of the Association.

It is emphasised that membership of the Association is open to all, far and wide. No matter what your status there is a welcome and an opportunity to hear from and see many people that you may have known personally, or just by name, and there is a news letter circulated twice a year to keep everyone in contact with events and people.



Otis Compact 506 escalator

Otis believe this new escalator is the most compact and quietest of its type in the world. The reduction in overall size will not only increase usable floor space but will reduce building structure costs.

The Compact 506 is designed to fit within existing escalator wells and is particularly suitable for refurbishment programmes. The design produces a 14

per cent overall space saving—20 per cent saving in depth—6 per cent saving in length.

In addition, Otis have carried out extensive research and development work still further to reduce vibration and noise levels. The 506 is probably the quietest escalator on the market.

Design features include a choice of balustrade styles in glass or solid panels. Where panelling is chosen, the interior is finished with plastic laminate and the exterior with a matching paint finish. Glass panels can be clear, tinted brown, grey or green.

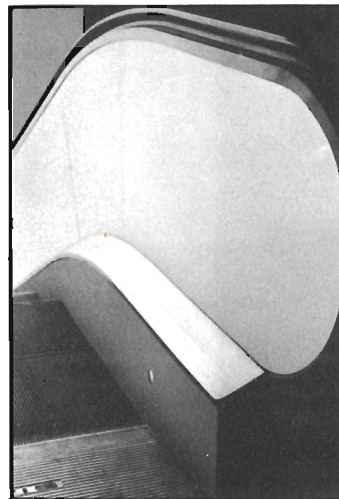
A choice of interior laminate panels is available in ivory, orange, yellow or grey. Where a customer wishes to have a customised exterior colour, Otis will supply the 506 in prime coat finish only. Apart from a standard black handrail, Otis offer a choice of eight colour finishes. Additionally, the 506 can be supplied with stainless steel panelling.

To meet different traffic requirements the 506 is available in three step widths. The 600 mm step will handle up to 4,500 passengers per hour, the 800 mm step up to 6,750 passengers per hour and the 1,000 mm step up to 9,000 passengers per hour. All three types of the 506 have speeds of 0.5 m per second and an inclination of either 30° or 35°.

The 506 is pre-tested and fully assembled prior to installation so minimising installation time and ensuring a high and consistent quality standard.

Another feature of the Otis Compact 506 is that no structural extension is required when criss-cross arrangements of rising and descending escalators are installed.

Even with considerable reduction in overall dimensions there has been no compromise over safety. The 506 conforms with the draft CEN safety code which will cover safety regulations for escalators in the ECC.



Otis 90-1 Europa and Standard lines



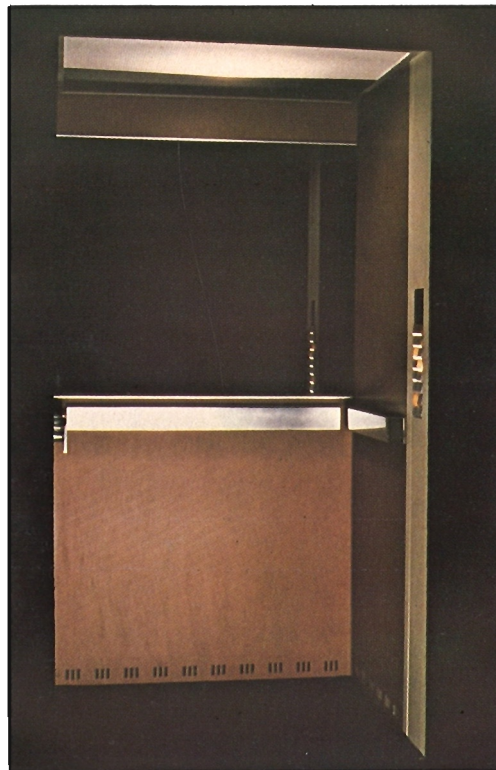
8-person Europa car



*Car operating panel in
10-person Europa model*



Landing control buttons



5-person Standard line car

These latest additions to the Otis 90 range are purpose-designed lifts for offices, hotels, apartments and banks. In particular, the Standard line (basic specification) offers an attractive yet economic lift for apartments and small hotels.

The duties covered are up to 13-person capacity with speeds up to 1.6 mps.

Europa and Standard lines, as part of the Otis 90 range, share many of the benefits of microprocessor and solid state equipment, achieving economies in space and weight while raising the overall efficiency of the lift installation.

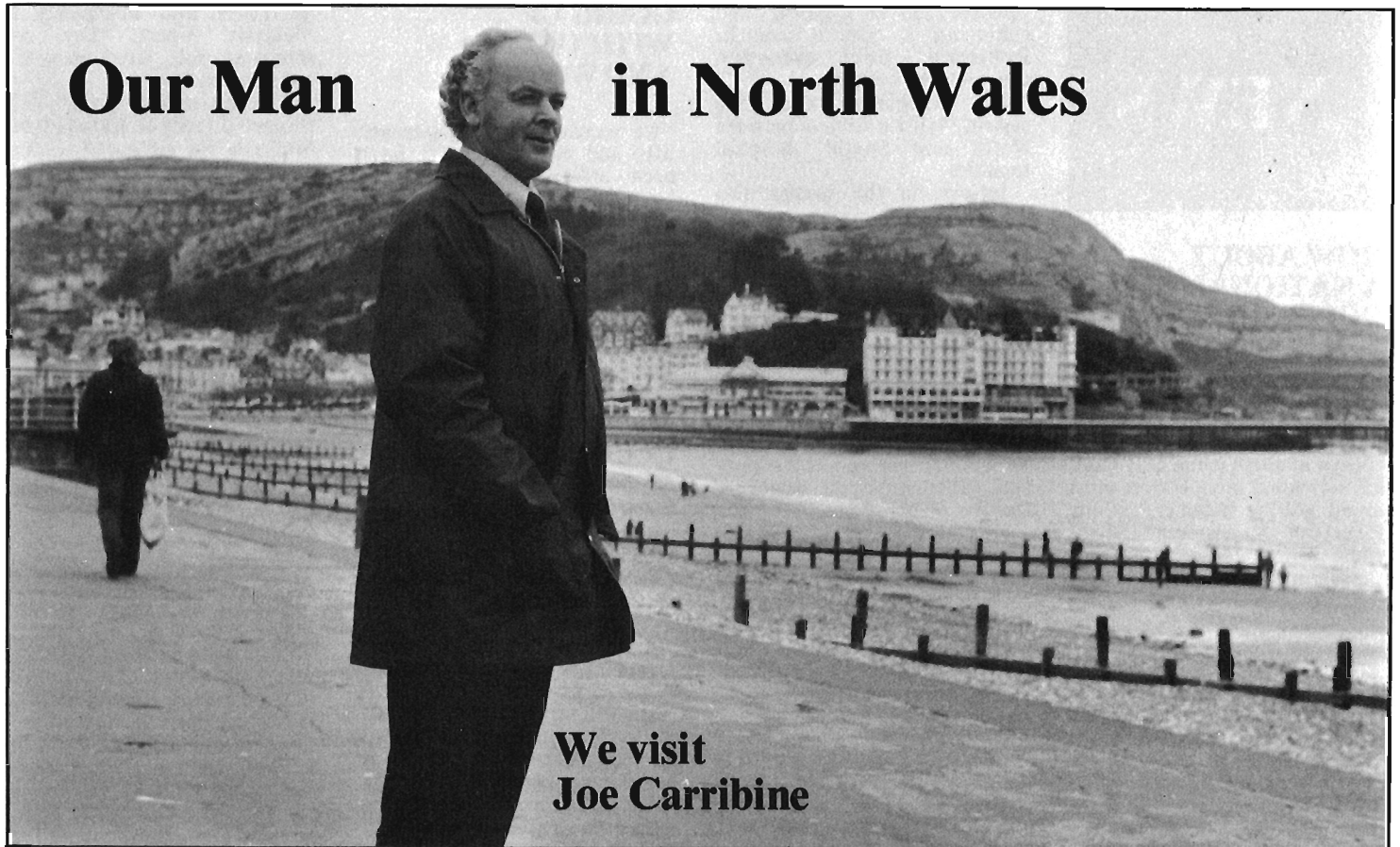
They feature a unique form of car wall panel. It comprises a 'sandwich' of acoustic material between outer steel sheets. This, in combination with special insulation and guide shoe assemblies, achieves considerable improvements in ride and in acoustic levels.

The new cars offer a high level of interior treatment, together with a wide choice of finishes and optional fittings, such as ceilings, handrails, mirrors and ashtrays.

Landing treatment is designed to blend with either new or existing architecture. There is a choice of either stainless steel or prime coat finish to the entrances, thus allowing an exact matching finish to be made.

Car control panels and handrails are located in accordance with international recommendations for the handicapped. Landing control units offer digital indicators and modern-style buttons mounted on stainless steel faceplates.

Our Man in North Wales



We visit Joe Carribine

Joe on the front at Llandudno, where he has many units on service

His area covers a lot of Wales' most famous beauty spots and he has a proud boast: "My lift motor rooms have the best views in the business." Like the stately home where the Marquis of Anglesey has a flat. From the motor room you can see all across the Menai Straits.

If Joe Carribine travels the radius of his area in one day he will cover 245 miles. It goes from Wrexham to Mold, down to Bala, round to Harlech, Caernarvon, Port Madoc, Bangor, covers all of Anglesey, Llandudno, Colwyn Bay and right round the coast to Flint.

Otis Magazine caught up with Joe at the Imperial Hotel, Llandudno, where he has units on service. He has been resident mechanic in the area for 15 years and lives a bit further round the coast at Llanfairfechan.

His time with Otis goes back 26 years to his days as a mate in Webster Street, Liverpool. After four years he became a fitter and spent another four years on the tools around town, before going further afield. Then he was offered the job of resident mechanic in North Wales.

For the customers in his area the Otis Elevator Company is Joe Carribine. He is the kind of man who makes and keeps friends.

In this famous holiday area he has a lot of lifts in hotels, naturally. But there are units at Trawffynfydd nuclear power station, on the boat going across from Holyhead to Ireland (Joe knows about boats and used to work on the Empress ships at Liverpool), in Bangor University and in eight hospitals covering the area.

He also has a lift on an 145 ft. tower right in the middle of a reservoir. To get to it he has to walk for threequarters of a mile through a tunnel under the water.

Then there are the many luxury blocks of flats in the area—the ones which have superb motor room views.

Joe worked by himself for many years, but the number of units was increasing very considerably, and about 18 months ago Ray Walch joined him as mate. In two years he can clock

up around 68,000 miles and in his time in the area has had seven vans. He laughs: "I always tell my supervisor he must think I've got a helicopter blade twirling away on the roof of my van."

He has one very old unit which he says will interest Otis Long Service men. It has a bandy motor, V locks and G-type contacts. He also services a very old Waygood: a dealer recently offered the owner £800 for the wooden car and was refused.

A joke he treasures goes back to when two duplex lifts in the residential hall at Bangor University were giving teething trouble. The bursar hung a notice on the lift doors: "The lifts are temporarily out of order until they regain their senses."

And he swears that in a nursing home at one time the management had a notice which read: "Please refrain from using the lift as it costs money to run."

In the summer months, particularly, Joe works very long hours and his only relaxation is an evening swim in the sea. "I live on the side of a mountain and it is just five minutes straight down by car to the beach."

There are the summer frustrations of an enormous number of visitors on the roads. "From Bangor to Conway, a distance of eight miles, can take 3½ hours because of the bottlenecks."

He is unsure about the origins of his name, but he is not Welsh. "I am lucky and have been accepted in my village. I am also lucky in having some fine customers. And over the years I have worked with good people. Men like Joe Rotherham; he's been dead for 15 years but mention his name in Liverpool and it is still respected."

"My first supervisor, Duncan Ure, was a fine man of the old school, but a hard man. If he caught you drinking a cup of tea he would ask: 'Did you enjoy that?' Then he would say: 'Good, now you can go and have three days off and drink as much tea as you like',"

Joe does a fine job in keeping the good name of Otis in North Wales and is truly happy in his work. And still very proud of those motor rooms with the fantastic views.

NEWS

HOW ABOUT A NATIONAL GOLF CONTEST?

Otis Liverpool Golf Society has, over the years, been successfully involved with both internal and external competitions. The best known of these is the Otis Cup, an individual competition open to all golfing members of the Liverpool Sports and Social Club.

Liverpool would like to get together with other Otis golfing societies to organise an Otis UK individual tournament.

They suggest a 36 holes stroke play event, open to all Otis UK employees who have a recognised handicap. The tournament would be over one or two days and at a course which could accommodate the numbers and be reasonably accessible from most parts of the country.

It would obviously be 1981 before necessary arrangements could be made, but Liverpool would like to hear now from Otis golfers who would be interested in competing in such a tournament, and also have suggestions for format and venue.

Please contact Alan McNamee, Personnel Department, Liverpool works, or John McKinlay (golf secretary) Industrial Engineering, Liverpool works. All correspondence will be acknowledged.

FIRST RIDES ON THE PEOPLE MOVER

Duke University in North Carolina recently gave some 30 "lucky" employees and local press a brief introduction to its new Personal Rapid Transit (PRT) system, designed and installed by Otis Transportation Technology Division, with inaugural rides over the system's 1,200-foot guideway connecting two Duke hospital facilities. The system, as previously reported in Otis Magazine, uses air-floated cars.

The festive introduction ceremony, which drew a crowd of several hundred, included entertainment by a staff choral group performing familiar railroad tunes with revised

"people mover" lyrics, and comments by Dr. Roscoe R. Robinson, chief executive officer of the hospital.

Dr. Robinson called the system "truly a lifeline between North and South" hospital facilities.

Interest in the system also sparked an employee competition for the honour of being a first passenger on the PRT with a drawing from which 30 names were selected.

Duke's PRT system is the most advanced transportation system in the world," said Jill Orvald, director of Duke employee services. "There is nothing like it at any hospital in the country and we feel it is only fitting that employees should get the first ride."

One of those selected in the drawing, Jane Bindewald, cut a PRT inaugural ribbon, and the first 15 employees boarded one of the cars. Several minutes later they returned to the south facility station and were greeted by the cheers and applause of visitors, guests and staff.

Currently undergoing final system testing, the Otis-TTD designed Duke PRT system will connect the existing Duke Hospital with a new \$93-million 600-bed hospital facility, scheduled to open sometime next year.

The system will provide transportation for patients, staff, and visitors commuting between facilities.

The PRT also connects the new north wing to a parking garage through an underground tunnel.

GOING UP WITH UNITED AND WOLVES

Two vandal-resistant passenger lifts and one goods lift have been ordered by Manchester United in recent months. And not to be outdone, Wolves have also ordered a couple of Otis lifts.

Requests from construction crews for continual Saturday afternoon working will be looked at with great suspicion.

MOSTEK BUILDS IN IRELAND

Mostek, an Otis sister company within United Technologies, is expanding its overseas operation with a new plant now under construction in Ireland.

The 115,000-square-foot facility is being built in the Dublin suburb of Blanchardstown. When completed in 1981, the plant will serve as a major testing facility for Mostek integrated circuits sold in Europe for computer applications.

Circuits are now tested in a leased facility at Cherry Orchard, about 10 miles from Blanchardstown. The new plant will greatly expand Mostek's testing capacity.

Integrated circuits are fabricated on wafers, thin discs of silicon four inches in diameter. Each wafer contains several hundred integrated circuits.

The wafers are manufactured

in Texas and assembled in Malaysia where they are separated into integrated circuits and packaged.

The assembled circuits are shipped directly to Ireland from Malaysia for advanced testing. They will then be sold to countries in the Common Market.

SUMMER HOLIDAY PHOTO CONTEST

In the Autumn 1979 issue we ran a holiday photograph contest. Entries poured in and, as we said in the New Year 1980 issue when we published the winning pictures, "... better luck next time to the many good photographers who didn't manage to get into the first three".

So let's do it again this year. Have a look at the pictures you took on holiday this year. Or think about the ones you will be taking if your holiday is still to come.

There are no restrictions on subject. Perhaps it's a beautiful landscape. Or a happy shot of the kids on a beach. All we ask is that it is a colour transparency or colour print - not a colour print negative.

Your photograph could win you a first prize of £75, a second prize of £50 or a third prize of £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 1 September. 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

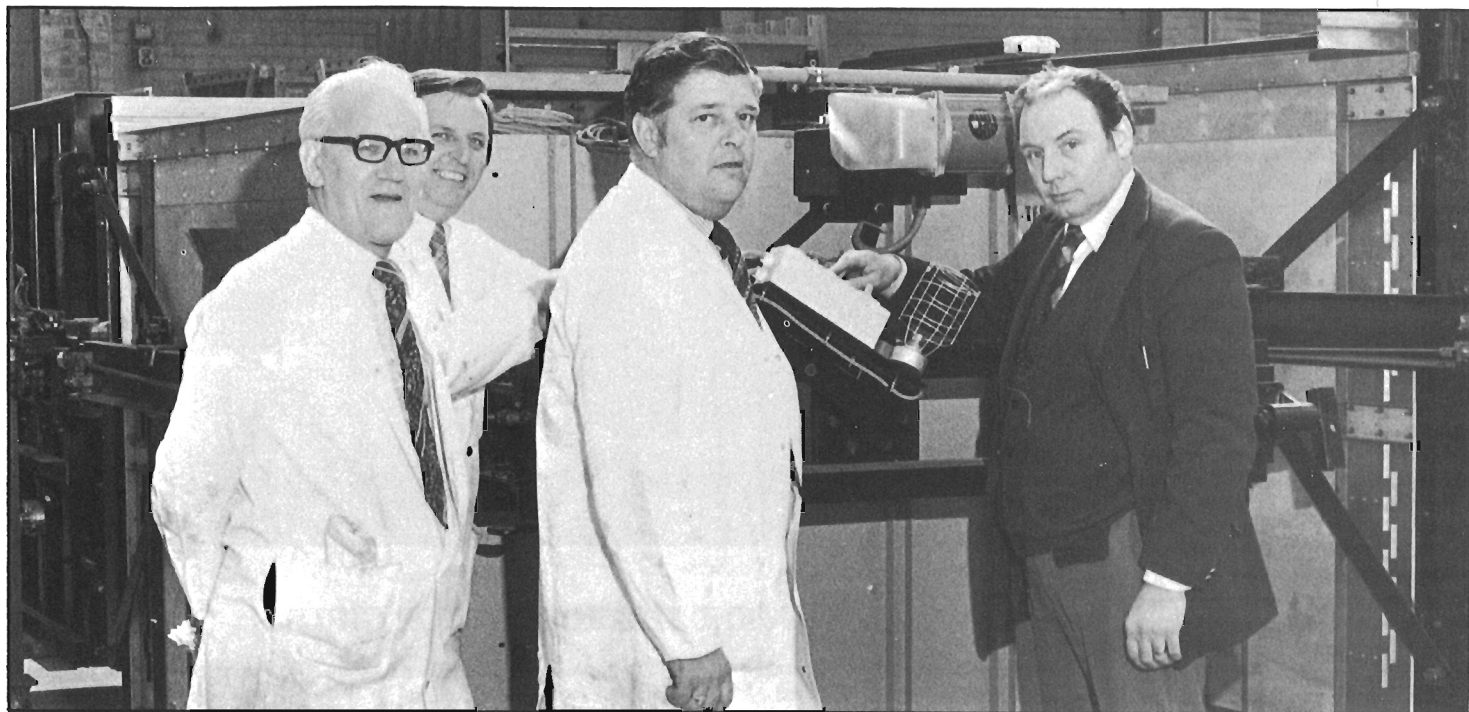
1. This competition is open only to employees of Otis Elevator Company Limited (UK), excluding Otis Board of Directors, Management Committee and members of Otis UK Marketing Department but including Otis Long Service Association members who have retired but are not employed full-time elsewhere.
2. Only 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 1 September. Proof of posting cannot be accepted as evidence to complete 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.

GOLD WATCH FOR JOHN KEMP



Latest recruit to the Otis Long Service Association is John Kemp, production control manager at Liverpool works. He completed 25 years' service on 10 December 1979 and here receives his gold watch from Alan Mainwaring, Director of Production.

FACE TO FACE



At the Liverpool factory, l to r, Arthur Jones, Cyril Dunscombe, Ron Shaw and Ted Heywood

With Ted Heywood at Liverpool

As a superintendent at the Liverpool factory Ted Heywood is in charge of four foremen and 73 personnel spread across a number of departments and groups.

He has to co-ordinate the work, make sure production is on time, that the quality is right and that costs are controlled.

Otis Magazine asked Ted to outline his areas of responsibility. He said:

"Break down the making of a lift into 11 groups. My responsibility covers groups 1, 2, 6, 7, 9, 10 and 11.

"All this includes the manufacture of the rail brackets, the overhead steelwork and the steelwork at the bottom of the lift; the overhead sheaves, that is all the main pulleys at the top of the lift; the car frames; the counterbalance and rope compensations; the car platforms; the pre-assembly of model and traditional cars; the entrances.

"I am also responsible for group 15, a separate group covering heavy-duty escalators for London Transport and for the Liverpool Loop and Link."

Ted served his time with

D. Napier & Sons, and worked on petrol engines for air-sea rescue launches, turbo-blower superchargers for diesel engines and on heavy switchgear.

After finishing his apprenticeship he joined the Merchant Navy as a sea-going marine engineer.

Leaving the sea, he joined English Electric Diesels Ltd., worked on gas turbine engines for helicopters and on diesel engines for BR and the United States Navy, and progressed to foreman and superintendent. When English Electric joined GEC he was offered positions in Lincoln and Colchester but decided to join Otis as a foreman.

That was in February 1970, when he was night-shift foreman on LL type escalators and Hall type Z and ZL escalators. Then there was a short period as foreman on 6104AY selectors before transfer to department 56 as foreman of the model car assembly flowline.

After 18 months he was promoted to the then position of senior foreman for all model, traditional and freight car assembly, the paint

shop and the plating shop. He also took on the sheet metal department.

He later took up the duties of superintendent of the heavy escalator department and the structural steel department. After about 12 months he further took on the model, traditional and freight car assembly departments, and the entrance assembly department.

Ted lives at Widnes, about 12 miles outside Liverpool, and has a 17-year-old daughter who is taking her A levels this year and is determined to make nursing her career. He makes wine and is a do-it-yourself man.

Ted's foremen are Ron Shaw, Arthur Jones and Cyril Dunscombe. His fourth foreman, Harry Hoyle, tragically died early this year of a heart attack at the age of 42. Ron Shaw says: "It was a sad loss and we will always miss him. He was tremendously popular and no matter what the pressure of work never lost his sense of humour.

Ron Shaw came from the aircraft industry, has been with the company for 15 years and is foreman on the entrance assembly lines and

on the escalators. He lives in Knotley Ashe.

Arthur Jones is foreman of department 33A and responsible for a great deal of fabrication to supply other departments. He came to Otis 12 years ago as a foreman welder and has two sons and a daughter, all married. One of his sons, Colin, works in the factory. Arthur's great interest used to be ballroom dancing and he would like to take it up again.

Cyril Dunscombe is foreman on the pre-assembled cars. He started in 1961 in department 38 on the shop floor as a sheet metal worker, progressed to department 56 and about seven years ago became an assistant foreman. Cyril lives at Billinge, between St. Helens and Wigan, and is treasurer of the works gardening club. Both his two sons, aged 19 and 9, were born blind, but the eldest has ten O levels and is now studying for three A levels.

It is men like Ted Heywood, with his foremen and 73 personnel, who help to produce the quality product for which Otis is world-famous.

NEWS

ADVENTURE TRIP TO ICELAND

As part of the first year apprentice training programme at the Liverpool works all apprentices are given the opportunity to participate in the expeditions conducted in the Lake District by Brathay Hall Centre for Exploration and Field Studies.

When Derek Bradley and Bill McLean attended early last year they could not have imagined what the sequel to their visit would be.

The qualities that both of them displayed and the assistance and consideration that they, spontaneously, gave to a fellow member of the group, so impressed the staff at Brathay that they awarded Derek and Bill a bursary to assist them in what proved to be an adventure of a lifetime, a three-week exploration trip to Iceland.

By their own efforts and with

the encouragement of their parents they raised the balance of the cash for the trip and the

required equipment.

Friday 13 July was the big day. Derek and Bill joined the expedition group, which numbered thirteen, and flew from Glasgow to Reykjavik. Despite the coincidence of date and party numbers that a superstitious mind might have seen as an omen, the flight was gremlin free.

After spending a night in a Youth Council Hostel the party set off for their base camp at Fagurholmsmyri.

The objective of the expedition was to carry out field studies and survey work, observing and recording details of the many types of marine birds, mammals and insects that exist there.

Derek's most notable event among many was the trip he made as part of a party of five to the small island of Ingolshofdi. This was six miles from land and the sand was black volcanic dust, and very abrasive as Bill was also to discover on a later visit when a high wind sprang up and he was only wearing shorts.

Walking on a glacier, and the awesome sight of a glacier breaking up, provided Bill with his unforgettable memory of the majesty of Iceland's scenery.

In future years Derek and Bill can reflect on this holiday in the land of ice and mountains and exclaim a la Max Boyce "I was there".



MEET THE DOUBLE-TOP GIRLS

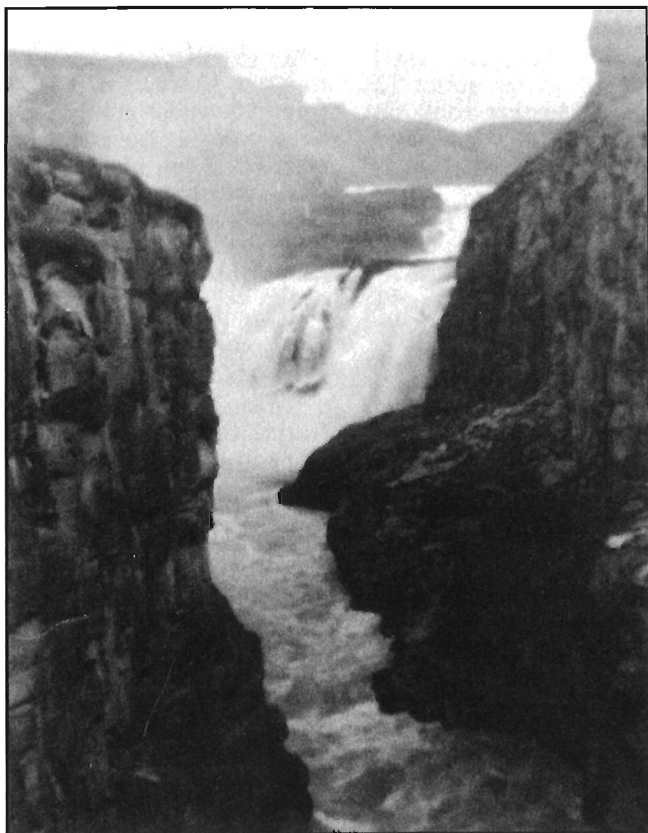
Lunch-time darts matches in the Liverpool works are enhanced by the presence of the Facilities team. This all-girls team may not be the strongest in terms of matches won but it has on more than one occasion brought a blush to the cheeks of male opponents by defeating individuals on their own patch. Their opponents' prowess at darts does not overawe the girls, who run in this male province where other angels have feared to tread. Pictured above from left to right are, Margaret Pollock, Typing Supervisor; Margaret Smith, I & S Secretary; Diane Woodward, Receptionist; Carol Williams, Personnel Department Secretary; Lorraine Bond, Post Room Services. Congratulations are due to Lorraine who has just passed her driving test and made the roads safer.

RECORD-BREAKING LONDON TO PARIS FLIGHT

A Bristow crew piloting a Sikorsky *Spirit* set world aviation records on 8 January for a round trip between London and Paris.

The 14-seat helicopter named "Spirit of Paris" flew the 200 miles between Battersea Heliport and Issy Airport in Paris at an average speed of 170 miles per hour. The trip took one hour, 15 minutes, and two seconds and the return one hour, 11 minutes and 20 seconds.

Capt. Frederick leGrys, who piloted the *Spirit*, said the previous records set by a helicopter in 1961 were broken by 26 minutes to Paris and 29 minutes coming back. Bristow owns two *Spirits* used in North Sea oil operations.



One of many fine photographs taken by Derek Bradley while on his three-week exploration trip to Iceland with fellow apprentice Bill McLean.

SEND YOUR NEWS
TO
BARRY WHEELER
NOW!

Steam locomotives, trams, trolleybuses and horse buses returned to the heart of London on 28 March this year when Princess Anne opened the capital's latest attraction, the London Transport Museum.

Otis has had a happy association with London Transport which goes back to the turn of the century, and as David Crawford points out on page 3 of this issue, the development of the Underground network in deep-level tubes could not have happened without reliable and safe vertical transportation, first with lifts, and then with elevators.

London Transport has not forgotten either. On display (and shown on this page) is a superb model of an A-type escalator installed before the First World War. The model was made for LTE but a large part of the cost was borne by Frederick Sage Ltd.

The escalator was on the Piccadilly Railway and large notices pointed out that it was a 'moving stairway'—a startling thought for the top-hatted and long-skirted passengers of the day.

The new Museum is in Covent Garden's former Flower Market, a handsome listed Victorian building. Dating from 1871, the building is five years younger than the Metropolitan Railway steam locomotive which is now one of the main exhibits.

London Transport's new Museum now open in old Covent Garden



Many visitors will remember the days of the trams and trolleybuses, but few will recall the horse-bus era, represented in the Museum by two Victorian vehicles and a 1929 replica of London's very first bus, introduced 100 years earlier by George Shillibeer.

A colourful character, Shillibeer was at various times in his career a coach-maker, bus pioneer and funeral director and he spent spells in prison on debt and brandy smuggling charges.

The London Transport Collection, formerly at Syon Park, forms the nucleus of the new Museum, but there are several new exhibits; visitors will be able to operate a points and signals layout and handle the controls of a tube train.

A library and a small lecture theatre will provide facilities for study; there is a coffee bar for relaxation and a shop selling posters, photographs and souvenirs.

A special daily vintage bus service—route 100—runs to the Museum from Oxford Street.

An exhibition of Edna Lumb's watercolours depicting the creation of the Museum is now on view, and other special exhibitions will follow from time to time.

Admission to the Museum costs £1·40 for adults, 60p for children.





Admiring the display, l to r, Dave Shambrook, Brian Sinclair, Lorraine Roberts and Alan Blackburn.

Photo display at Liverpool works

In May this year a number of Otis personnel got together and organised a display of their photographic activities. The result was an impressive presentation of photographs and slides covering a wide range of subjects.

For many people a camera is something to be brought out once or twice a year for the purpose of making permanent holiday memories. However, for a number of people at Liverpool the camera is in use all year.

In some cases photography is an end in itself, for example, in the case of Bob Liversley and Mike Bukata, portraiture is a satisfying means of expression. For Eddie Dodson, John Whitehead, Les Halliwell and Frank Sinclair the recording of landscapes and buildings is of prime importance, while Anne Martin does animal studies.

There is another side of

photography which is equally interesting. This where it is used as an adjunct to a hobby. We have, as an example of this, Hugh James whose interest is in railway equipment and George Lunt who records scenes while walking and climbing.

The display was unusual in that there was no judging, and no prizes were awarded, in order to encourage as many people to submit entries as possible.

There were a good number of slides entered, for example by Dave Shambrook, Brian Kipps, Brian Sinclair, John Williams and others.

It is interesting to see the entries from people who, like Mo Jepson, process their own colour photographs. This involves the amateur in a big step into the technical side of photography.

Perhaps this year more people will think carefully

before pressing the shutter button and will provide an even bigger variety of photographs for the next display.

Should you have an interest in photography, have a look round for a club to join. Many Otis personnel have joined local clubs. In this way they get good advice and the chance to see which type of equipment is most suitable for their needs. The membership of a club also ex-

pands their social life.

There is one thing to remember and that is, keep it simple. You do not have to spend a lot of money to get good results:— **Tom Penney, Production Control, Liverpool works.**

● *Editor's Note. We hope all those good photographers at Liverpool works will enter this year's holiday photo contest—see page 18 for details.*

LONDON GOLF SOCIETY SPRING MEETING

Otis Golf Society (London) returned to The Addington Golf Club, Croydon, on 5 June for a well-attended Spring meeting at which several new members were made welcome.

The main event was the morning stableford competition for the Society Cup.

Alan Goodwin, Administration, returned a fine

gross score of 76 for 35 points to take the trophy. George Ketley of Southend was second with 30 points and Mike Hill, New Sales, third with 29 points.

The afternoon foursomes competition was won by Barry Lane and Bob Rayfield, with Ian Millar and Ernie Marnham, second.

—**D. Dalman.**

Otis VR lifts chosen by Manchester Corporation



As part of a major and high-priority upgrading of lifts by the direct works department of Manchester Corporation 20 lifts in ten blocks of flats are being replaced by the Otis vandal-resistant model, shown on the right of both photographs.

The VR unit meets the high standards for a long working life which the corporation insists upon.

It has attractive visual appeal but incorporates effective vandal-resistant features such as easy-to-clean interior finishes which resist defacement, blow-resistant operating panels and recessed buttons.



UP AND OVER

Otis 32UB escalator makes a dramatic night-time entry into the Owen Owen store in Coventry. The men at work are construction superintendent John Coss and his team from the Birmingham branch. Salesman was Ray Large. The unit has a 30° incline, glass balustrade and under-handrail lighting. These fine night shots are by Birmingham service salesman Ian Pollock

