

# LIFT-OFF

Number 7

October/November 1982

Newspaper of the Otis Elevator Company Limited (UK)

**DEVONSHIRE  
HOUSE IN  
PICCADILLY**



## HISTORIC SITE GOES ELEVONIC

**Nine lifts being installed**

### New MD for Otis

Dr John Watkinson has been appointed Managing Director and Chief Executive Officer of Otis UK. He assumed his responsibilities on 6 September.

He also assumed responsibility for the other companies within the Otis Group and the managing directors of Becker, Evans and Wadsworth will report to him.

In turn, he will report to Ian Reynolds, Regional Vice President for UK operations.

Born in Liverpool, Dr Watkinson attended St Francis Xavier's College. He later graduated from Sheffield University with a degree in metallurgy and then gained a PhD in engineering metallurgy.

From 1963 to 1966 he was Divisional Manager of ITT and from 1966 to 1974 was Managing Director of Fosroc International, the building



products division of Fosco-Minsep.

He then became Divisional Managing Director of the Dynamics Group of Plessey and in 1979 was appointed Managing Director of the Industrial and Marine Division of Rolls Royce. It was

from this post that he moved to Otis.

Dr Watkinson, 53, lives in Cheltenham and is married with two sons, both in the medical profession, and one daughter.

Ian Reynolds says: "I am delighted to welcome John Watkinson to his new position. He brings good experience and special skills from the construction and engineering industries and will, I believe, strengthen our UK position".

Upon the appointment of Dr Watkinson as MD, Alan Bryant, who has been Acting Managing Director for the past year, reverted to his former position of Commercial Director.

Ian Reynolds says: "I would like, formally, to recognise and thank Alan for the excellent holding job he has done during this period".

### BERT PHILLIPS DOES IT AGAIN



Repeating his last year's triumph Bert Phillips of Leeds won the Otis National Golf Championships for the second year running on 24 August. See story and group photograph on page two



Refurbishment work in progress on the north elevation in Mayfair Place

laminated panels to each side, bronze mirror to the rear, and have stainless steel doors.

Ceilings are finished in suspended white egg-crate and the floors are carpeted.

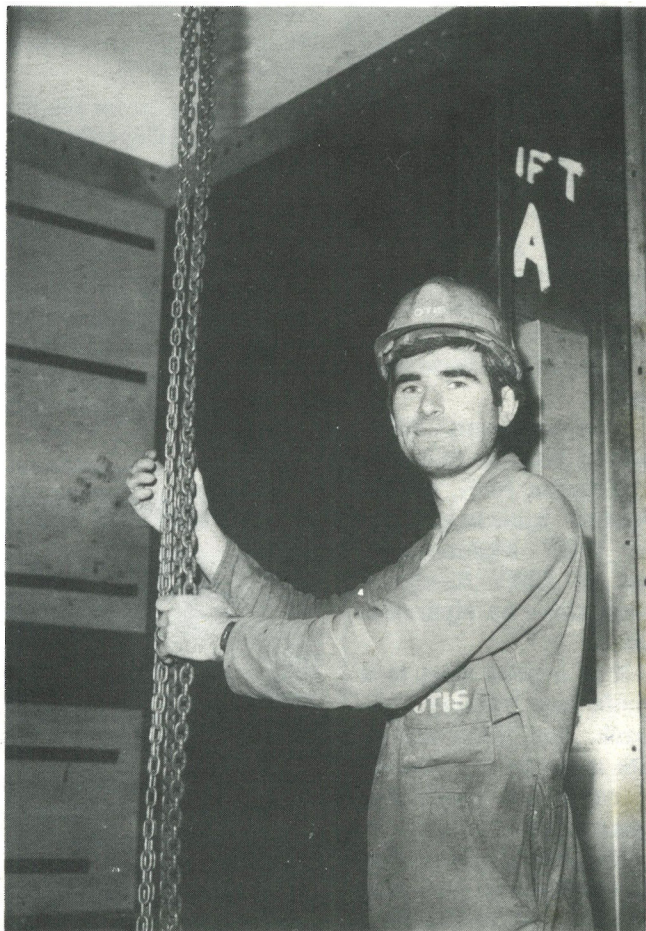
There are also two 8-person traditional simplex-gear lifts with a speed of 1.5m per second. Finishes are the same.

as in the main lifts.

In addition there is a 2000 kg capacity goods lift serving all floors including Basements One and Two. Finishes are black ribbed rubber to walls

**CONTINUED ON  
PAGE TWO**

Chargehand Kevin Hackett with one of the group of six Elevonic controlled passenger lifts in the main entrance



Devonshire House in London's Piccadilly, almost opposite the Ritz Hotel, is currently the scene of considerable Otis activity.

The building is being refurbished by John Laing Construction for the client, Land Securities Development.

It is a most impressive project, providing approximately 159,000 square feet of office accommodation arranged on ground and nine upper floors. There is office storage on three basement levels and a penthouse flat on the tenth floor.

With the exception of certain areas on the ground floor, basement and first floor, the entire building is being completely redeveloped from within.

#### TEAM

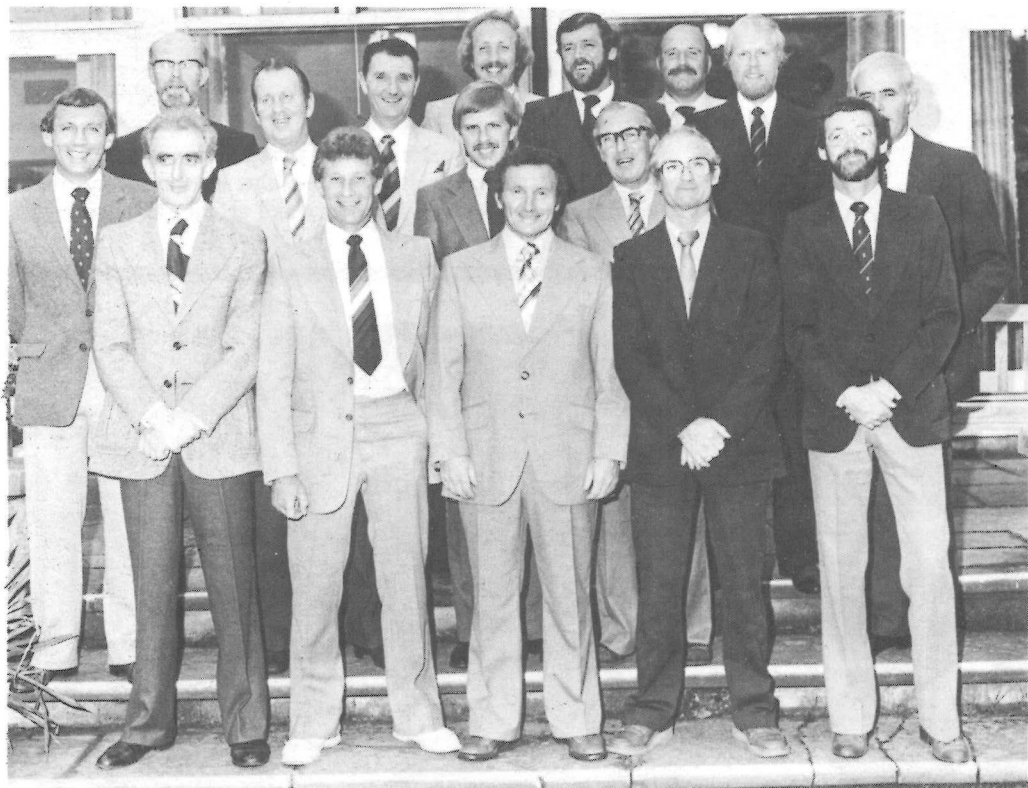
Nine new Otis lifts are being installed and on site at the moment is chargehand Kevin Hackett with his team of Brian Kelly, Peter English, Andy Crooks, Brian Cole and Jeff Unsworth. The sale was made by Barry Lane.

Office areas will be served by a group of six 22-person gearless lifts with Elevonic control.

These cars are finished internally with teak-veneered



# National golf championships at Moor Hall



The 16 contestants. Front row, Guin Humphries, Vin Mallen, Bert Phillips, Jim Healy, Mal Derrick, Centre row, Harry Manks, Wally Murphy, Dave Regan, Alan Beattie, Dave Allen, Pat McNulty. Back row, Derek Allen, Don Powell, Dave Oakland, Graham Johnson, Alan McNamee

Bert Phillips of Leeds did it again on 24 August by becoming Otis national golf champion for the second year running.

In the very wet and windy conditions he put together two steady and creditable rounds of 62 points.

After the morning round the

leader was Vin Mallen from Liverpool works, with an excellent 32 points, followed by Bert Phillips and Alan McNamee, both with 29.

After lunch, however, Vin slipped away a little. But his second round total of 24 points was enough to secure the runners-up position with a total of 56 points.

Third place went to Derek Allen of Liverpool works maintenance who got a fine afternoon's score of 31 points to give a total of 55.

Leading scores for the day were: 1 Bert Phillips 62 points, 2 Vin Mallen 56, 3 Derek Allen 55, 4 Alan McNamee 54, 5 Wally Murphy 51, 6 Jim Healy 49.

There were 16 competitors and new faces this year included Harry Manks from Leeds, Dave Oakland from Derby and Graham Johnson from Leicester.

Undoubtedly the turn-out would have been bigger, but this year the championships had to be held early, while many potential entrants were still away on holiday. And stocktaking activity at Liverpool works prevented three keen players from taking time off.

Moor Hall golf course is close to Birmingham and, as always, was in beautiful condition and a pleasure to play on. It is set in rolling parkland and surrounded by fine scenery.

Despite the wet weather the event proved a great success. There was an excellent meal in the clubhouse, followed by ample liquid refreshment – including a sip from the Otis tankard by courtesy of Bert Phillips.

Here's looking forward to another good turn-out next year in what has now become an established annual sporting event.

## Gone to Wadsworth



Mike Hirst has left the field workshop at Liverpool works to become works director at William Wadsworth. Staff in the workshop presented him with a whisky decanter on his departure. We wish Mike and his successor, Pete Larsen, every success in their new positions. Pictured here, l to r, are Brian Sinclair, Mark Gibson, Bob Bradley, Pete Larsen, Brian Hayden, Mike Hirst, Tommy Lowther, Brian Walsh and Pat Jeffers. Photo by Eddie Dodson.

## DEVONSHIRE HOUSE from page one

and floor and there are stainless steel doors.

These lifts are the first of the Elevonic gearless type to be completed in Europe. Micro-computers control all aspects of lift operation. In addition, the revolutionary digitally controlled solid state drive system gives the fastest possible travel time.

Devonshire House is the third building of that name to stand on the site.

The first was built by Lord Berkeley of Stratton in 1665 on what was then farm land well to the west of the City of London. In 1698 it was acquired by William Cavendish, 1st Duke of Devonshire, and was to remain the London home of this distinguished family for 200 years.

The house was burned down in 1733 but the 3rd Duke immediately ordered another to be designed by the fashionable architect, William Kent,

and to be built on the same site.

The second Devonshire House, with a wealth of painted ceilings and elaborate carvings, became one of London's most distinctive and elegant homes.

And from 1764, when the 5th Duke lived there with his beautiful wife, Georgina – from whom the present Princess of Wales is descended – it became a political powerhouse for the Whig party.

The final years of the second Devonshire House are not well-documented, but it was demolished in 1924 and on the site rose the third and present Devonshire House – then not offices but luxury flats “modelled upon the most up-to-date designs of London, America and Paris”.

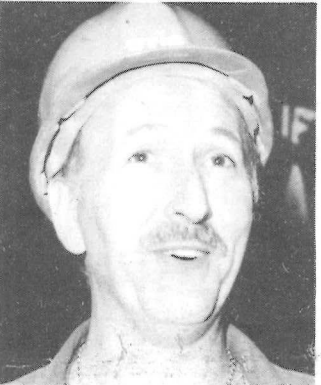
In the mid-1920s people were apparently not so confident about travelling in lifts

as they are today, and a brochure describing the accommodation said:

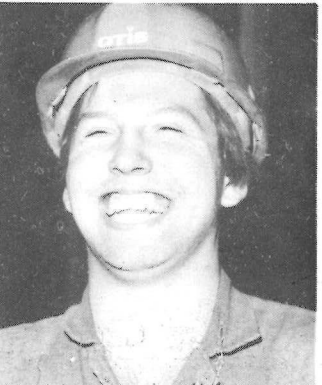
“...not only are the acceleration and deceleration entirely automatic, thus avoiding the unpleasant sensations of jerky and ill-regulated starting and stopping, but an ingenious device is also fitted which ensures the floor of the lift always stopping at precisely the same level as the landings”.

One thing is certain. Kevin Hackett and his team will ensure that many more ingenious devices will go into the new lifts to give 1982 standards of comfort for users of this fine, refurbished 1925 building.

Architects for the project are The Fitzroy Robinson Partnership; chartered quantity surveyors Gardiner & Theobald; structural engineers Scott, Wilson Kirkpatrick & Partners; mechanical engineers Haden Young.



Peter English



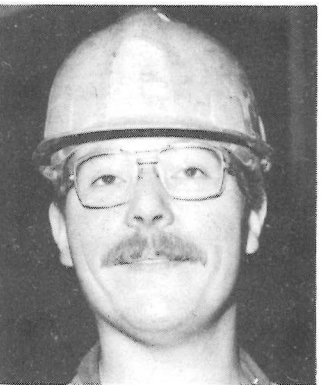
Jeff Unsworth



Brian Kelly

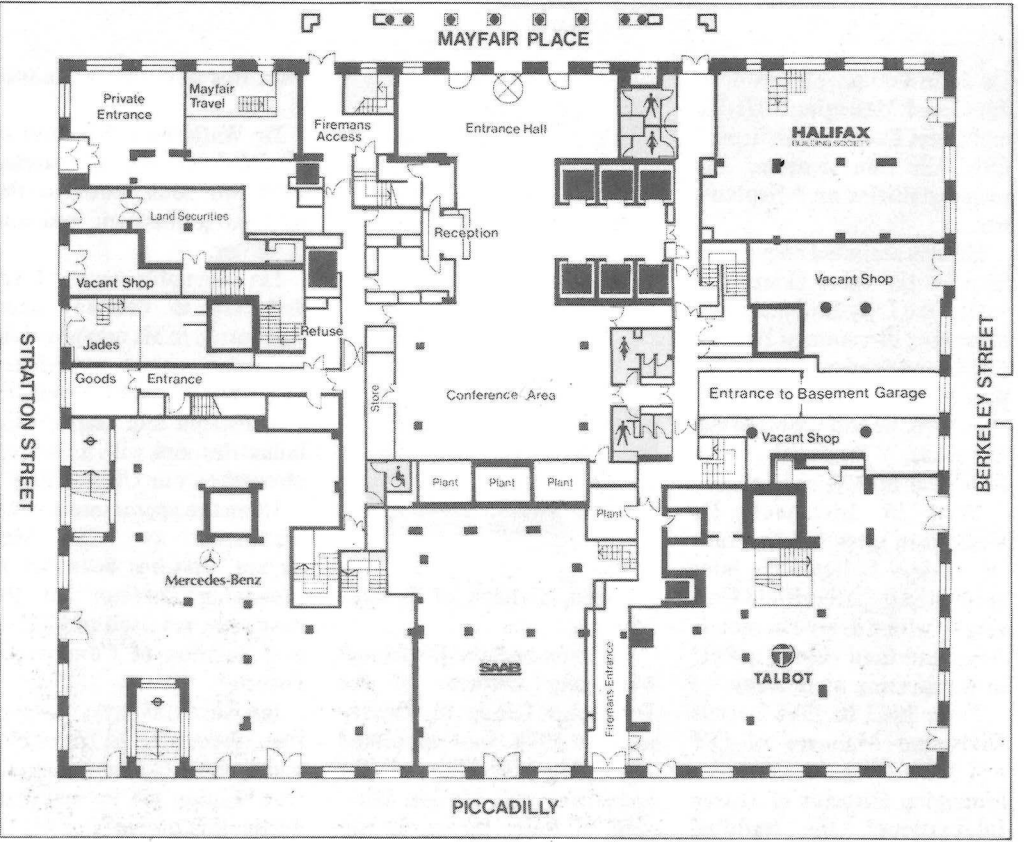


Brian Cole



Andy Crooks

Ground floor plan of Devonshire House showing lift locations



## TRAINING TALK

In March this year the recently modernised training centres at London and Liverpool got into full swing with regular courses on new and traditional equipment.

Since March there have been:

Four courses on CMOS, two on Gamma 160, one on Gamma 160S, two on Product Knowledge, two on UMV Maintenance, one on UMV Readjustment, three on Hydraulic Lifts.

It is a good start to a whole new training approach. And there will be lots more in the months to come. So watch this space for further news.

And for any information about training just ring Derek Smith at Clapham Road on extension 539.



## THREE BOYS WHO ARE MAD ABOUT BIKES

# MEET THE MOTOR CYCLING SWANSONS

Richard Swanson is a service fitter working out of Luton branch. His brother, Douglas, is his mate.

At one time Douglas was a keen trials motorcyclist. Richard used to support him at meetings, taking along his own two sons, Kelly and Frazer.

And that is how it all started.

Richard says: "My boys have been mad keen on bikes almost ever since they were babies. And Stephen, Douglas's son, naturally followed his father into trials".

### SCHOOLBOY

For anybody who is wondering what young boys like Stephen (12), Kelly (8) and Frazer (5) are doing riding motorcycles, let us do a bit of explaining.

Schoolboy motorcycle sport is big in this country and well-organised by the Auto Cycle Union. Boys start in trials at eight years old, and in cross-country scrambling at six.

The first scrambling stage is the six to eight years old group, and Kelly is now in his last year at that stage.

### QUALIFIED

He has won over 30 cups and awards and this year qualified for the British Championships held on 29 August.

His brother, Frazer, who at five years old practically needs to be lifted on to his bike, rides in practice in the grounds at the back of the house, but will not start competitively until March of next year, when he will be six.

The competition scrambling bikes are specially built for schoolboy sport and have 50cc engines developing 9½



Kelly in action during a scrambling event



Richard Swanson



Douglas Swanson

horsepower. They are not cheap, either. Kelly's cost about £700 and Frazer's around £400.

Stephen's trials bike is bigger, and more powerful, and cost over £1000. After intensive competition riding it really could do with changing every year.

And Stephen's riding is indeed intensive. He modestly says he is not quite sure how many awards he has won, and when you see them all displayed at home by his proud Dad, you realise why he doesn't bother to count.

The Swanson boys are three of the nicest, healthiest-look-

ing lads you could meet, and thoroughly enjoy their sport.

And as Richard Swanson says: "When they are old enough to ride on the roads they will not be tear-aways. They will be safe, responsible riders".



The Swanson boys. Stephen (12), Kelly (8) and Frazer (5). Stephen rides in trials while Kelly is into scrambling. Frazer will follow his brother, Kelly, into scrambling early next year when he will be six years old and allowed to ride competitively. But he is already practising hard on the private ground at the back of the family house.



## Cricket win for CU

Our very good clients, Commercial Union, met an Otis Clapham Road Eleven at CU's sports ground, Beckenham, Kent.

In a 20-over match CU came up winners, scoring 92 for six with two overs to go. Otis managed a creditable 89 for seven.

Otis Man of the Match was Tony Pringle. He scored 15 not out and took an important wicket. A good show by a man who says he is not a cricketer.

Alf French kept wicket superbly (see page 4 for news of his retirement) and Ted Meatyard added 18 to the Otis score.

Captain Bill Whittaker did not bat or bowl but did wonders with the score book.

After the match there was a social evening with a magnificent spread put on by Commercial Union.

And CU enjoyed the game enough to suggest a return match next year to be played on 31 July.

Top, both teams with umpires. Right, Man of the Match Tony Pringle. Left, CU Services Manager Mr Brian McHugh with Ted Meatyard. Below, Bill Whittaker with Colin Hall and John Legge



## Arthur worked on the Hampstead lifts for the 50s – and 80s

MONDAY, DECEMBER 7, 1983  
**Fastest Tube Lifts In  
Use By Easter**  
AUTOMATIC DOORS

"Star" Reporter  
THE high speed lifts being built at Hampstead, London's deepest tube station, will cut the time taken to descend to the platforms from 35 seconds to 18 seconds. Work on the new lifts has passed the half-way stage, London Transport said last night.

This autumn two new lifts will be brought into service at Hampstead station on the London Underground's Northern line.

They will be driven by 269 HT machines. The only other unit in Britain using this machine is at Ellington Colliery in Northumberland.

### 50 YEARS

The new lifts will replace units installed in 1953-4. Arthur Mawson, who is now retired but was with Otis for 50 years, worked closely with London Transport in the early 1950s and prepared the drawings for the 1954 lifts.

He has sent Les Phillips at Clapham Road a clipping from *The Star* of 7 December 1953 (shown above) reporting progress on the installation. *The Star*, a London evening newspaper, no longer exists.

Hampstead is the deepest station on the London Underground and at that time the lifts were the fastest in Britain and described as 'The Pride of the Northern Line'.

They replaced units which were originally installed when the station was opened in 1907.

Arthur did not retire until 1979 and, in fact, also worked on the technical details of the new 1980s lifts shortly to be in operation.

Lift replacements at LTE stations have recently been carried out by Otis at the Bank and Chalk Farm stations.

### MORE

Further replacement work is going on at Elephant & Castle, Kennington and Caledonian Road stations, and an additional two units are going into Bank station.





PERA instructor Mike Lomax with John Griffin of Industrial Engineering, Roy Clarkson of Armature Winding and Tom Newton of Quality Assurance.

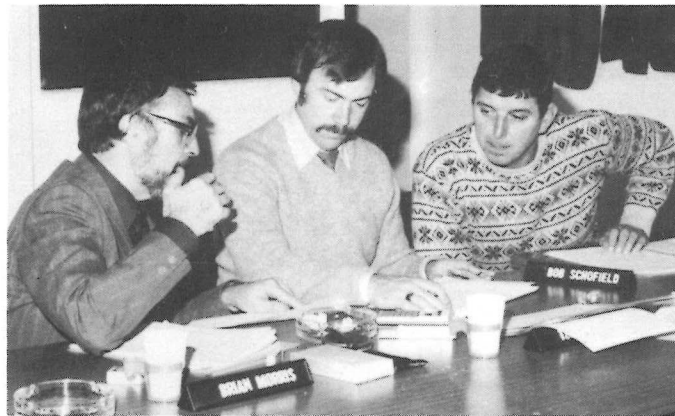
Quality action groups, based on Japanese quality circles, are being set up in Liverpool works.

The first quality action group is in the gearless machines area. This is being used as a learning base for further groups to be introduced on a progressive basis to other departments in the coming

months.

The gearless machines team attended a formal three-day training session given by a Production Engineering Research Association (PERA) instructor in the Liverpool field training centre. The session was also attended by two representatives from Wadsworths of Bolton.

## ACTION FOR QUALITY AT LIVERPOOL



Brian Morris (Electrical Department, Wadsworth), Tony Taylor (Machine Shop, Wadsworth) and Bob Schofield (D50, Liverpool works)



Eric and Josie behind the bar at the Barnaby Rudge

## A pub where you will feel at home

There is a pub in the lovely Lake District where any Otis man or woman can be sure of a particularly warm welcome.

The Barnaby Rudge Tavern at Tebay, Cumbria, is run by Eric and Josie Hatton, and they are former Otis people.

A great many at Liverpool works will remember Eric with affection because he was the directors' chauffeur and a well-known character.

Eddie Dodson visited the Barnaby Rudge in the summer and reports that it is a

beautiful old building with huge fireplaces, copper table tops and old church pews which have been upholstered.

At the time a couple of rooms were being prepared to accommodate guests for bed and breakfast.

Eddie and his wife were made very welcome and were able to spend a pleasant hour talking over old times.

You get to Tebay from exit 38 off the M6 motorway and the telephone number of the Barnaby Rudge is Orton (05874) 328.



This is the Barnaby Rudge at Tebay, Cumbria



## ALF RETIRES TO PERTH

After 34 years with Otis, Alf French is emigrating to Perth, Australia.

At Clapham Road on 12 August, Harry Pettinger, on behalf of Alf's many friends in the company, presented him with a silver salver, glasses and a decanter.

Alf French joined Otis in 1948 as a fitter. He had previously worked for Sterling Boiler Company and had served four years in the RAF as a rigger and then as a flight engineer on Halifax bombers.

He was originally based in the West End of London District Office under Ted Hill - whose team were well-known as the "Hill Billies".

Ted Hill was the acknowledged 'gear expert' and Alf says he owes much of what he knows to him. In turn, Alf became the gear expert.

Ted Meatyard, who was District Manager in the West End at the time, describes Alf as one of the finest men he had working for him.

Alf has always been a keen cricketer, and played until quite recently, one of his last appearances being at the Otis v Commercial Union match (see page 3).

Alf and his wife have a son in Melbourne, but having visited Australia several times, they both decided they prefer the climate in Perth. We wish them every future happiness.



## WEDDING BELLS

There was another all-Otis wedding at Liverpool works when Brian Hayden married Anne Percy. Brian is in the field workshop and Anne in accounts. They are a very popular couple and quite often take their turn in serving behind the clubhouse bar. We wish them every happiness for the future.

## MORE NEW CONTRACTS

Tim Bowman at Bristol has sold a triplex group of 10-person Atlantic passenger lifts at 1.6mps 14 m rise for an office development in Bath Road, Heathrow. Client is Guinness Peat Ltd, architect J. T. Design Built Ltd, consulting engineers Sir Frederick Snow & Partners.

For an office development at 48-52 Clarendon Road, Watford, Barry Lane of London has sold two 10-person Atlantic passenger lifts at 1.6 mps, two 8-person Europa passenger lifts at 1.6mps and one LD325 service lift. Client is Alliance Assurance, architect Fitzroy Robinson Partner-

ship, main contractor Farrow Construction.

Ian Reynolds in London has sold three passenger lifts (including two Sovereign models) and one motor car lift for a block of flats and offices at 104-112 Buckingham Palace Road, London. Client is the United Kingdom Temperance & General Provident Institution, architect Elsam Pack & Roberts, consulting engineers Zisman Bowyer & Partners, main contractors Fairclough Building Ltd.

Two 10-person Atlantic passenger lifts at 1.6mps and one hydraulic goods lift at 0.84 mps will be going into new

production studios for Granada Television in a modernised bonded warehouse at Grape Street, Manchester. The salesman is John Hughes of Manchester. Architect and consultants are the Building Design Partnership, main contractor Fairclough Building Ltd.

Tony Francis has secured an export order from Lagos. It is for the offices of K. Chellaram & Son (Trading Company) and is for four 16-person gearless passenger lifts with VR fixtures at 2.5mps. They will serve 13 floors.

## Murdoch wins Scottish golf

Dundee branch manager Murdoch Stewart won the Otis Scottish District Golf Tournament this year at Croftamie and was presented with his trophy by district manager Ron Baker.

J. D. Low, Glasgow construction supervisor, received the nearly hole-in-one trophy.

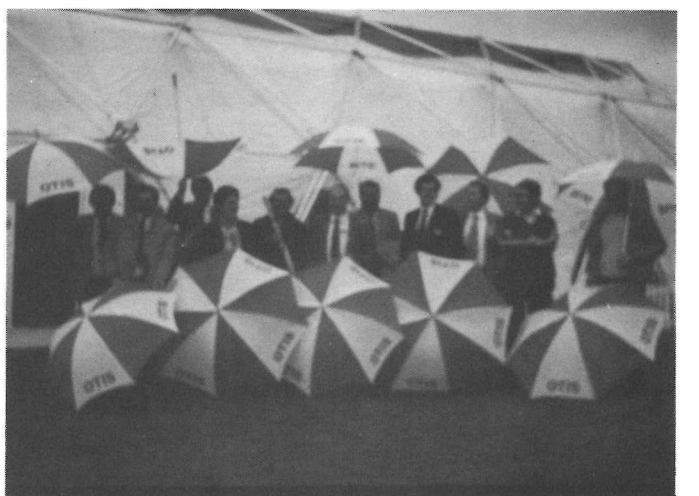
## Big entry for Otis Award

By the closing day early in September more than 70 entries had been received for the 1982 Otis Award.

As announced in our last issue, Otis, in association with *The Architects' Journal*, is offering a £10,000 award every two years for a different category of building or for the successful solving of an environmental problem.

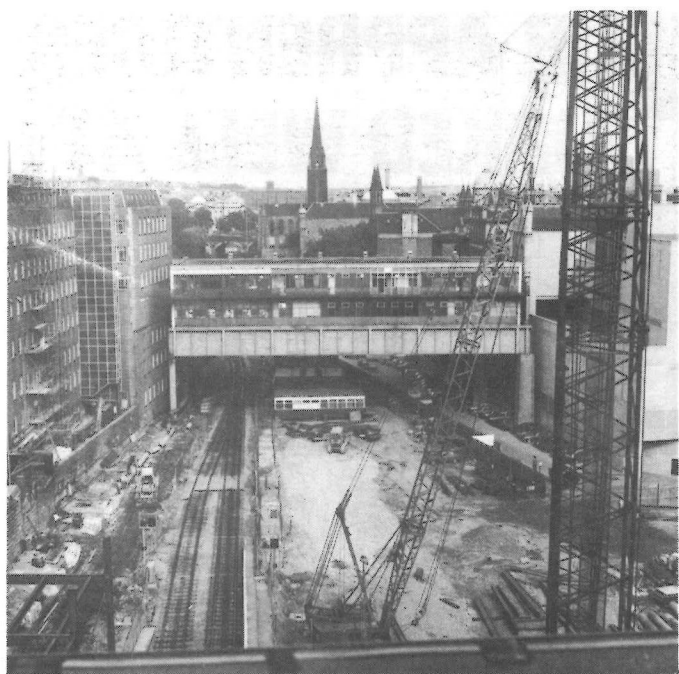
The 1982 contest is titled 'The Urban Scene' and the award will go to the architects who have designed a building, or group of buildings, which makes a significant contribution to urban living in the UK.

## HAPPY IN THE RAIN AT THE BRITISH OPEN



Scottish district manager Ron Baker took a party of customers to Royal Troon on 16 July as his guests for the British Open Golf Championships. Well protected by colourful Otis umbrellas they did not for one minute let the bad weather spoil their outing and a really good time was had by everybody.

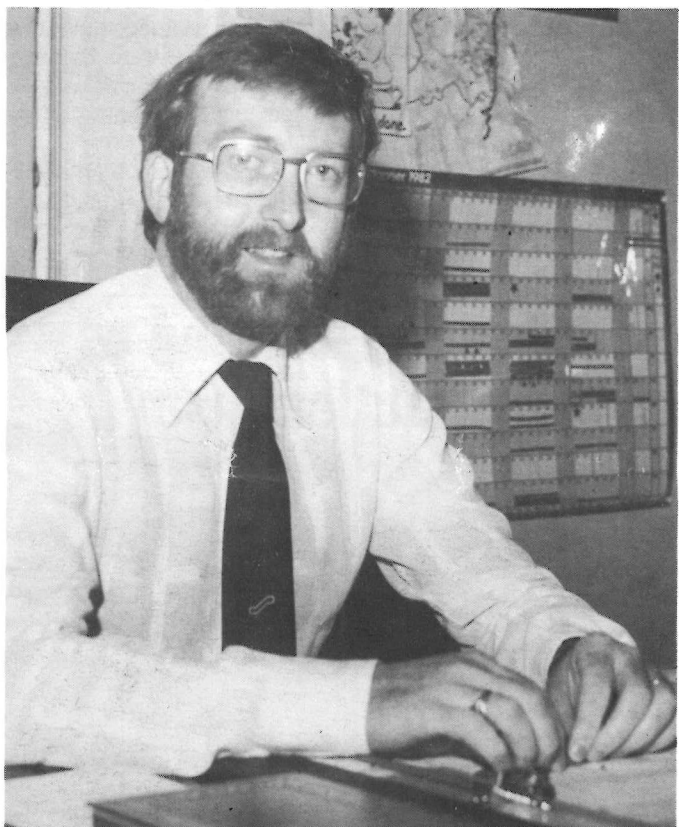




There is a lot of construction work for Otis in Aberdeen. This is piling in progress for the Trinity Shopping Centre where there will be eight units consisting of two F1000K goods lifts, plus traditional units of one 1500Kg goods, two 900Kg goods and three 21-person passenger lifts

## Spotlight on Aberdeen

# UP IN THE OIL COUNTRY



John Balsillie at his desk in the Crown Street branch office

## We visit branch manager John Balsillie

motor accident last November, and in January 1982 John Balsillie was promoted from Edinburgh branch.

Otis has a lot of the big names in oil as customers in and around Aberdeen. Shell, BP, Conoco and what used to be BNOC but is now Britoil, are among them.

Most of the majors have built new office blocks rather than take over existing properties. An attractive building, in which there are three Otis units, is the Chevron Aberdeen office, near a new industrial estate on the outskirts of the city. The facade is in local stonework.

But for Aberdeen branch, business is not just the oil industry, important though that is.

Biggest customer, in fact, is the Grampian Health Authority. With Aberdeen Royal Infirmary and other buildings there are 40 units involved. Aberdeen District Council is another good customer, along with the Royal Bank of Scotland, Frasers, British Home Stores, Boots and the North of Scotland Hydro-electric Board, because 40 miles up the coast from Aberdeen is Peterhead Power Station.

Shortly after John Balsillie arrived in Aberdeen he was asked by Shell to take a look at a lift in a ship. Nothing unusual, he thought, because Otis often do that kind of

thing.

But when he asked when the ship would be coming into port they answered: "Probably not for 20 years".

The ship is, in fact, an oil tanker moored as a permanent floating storage tank for the Fulmar Field, operated jointly by Shell and Esso, and about 170 miles out in the North Sea.

So in February John was helicoptered out to the rig and then transferred to the tanker for an inspection. Following his recommendations engineers from the branch went back in August to work on the lift, which had been built in the 1960s by J. & E. Hall.

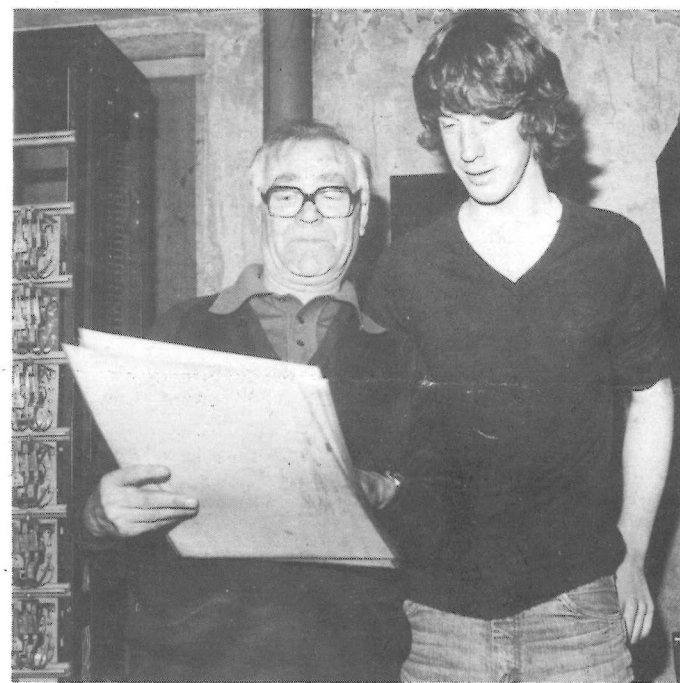
Over the weekend they spent a couple of nights on the rig and reported that the food was superb and that they had been very well looked after.

John Balsillie thinks this is the first time Otis UK has been involved on a North Sea oil rig, but he believes it will not be the last.

At the moment John is the only man in the offices at Aberdeen branch, but is hoping shortly to appoint a supervisor.

There is a chargehand, Dave Young, and three service engineers, Ron Coull, Terry Villis and Jeff Scott.

On construction there are two engineers, Sandy Cowie



Service engineer Ron Coull and second year apprentice Mark Ogilvie in the motor room at Atholl House, Guild Street, where there are four lifts on service.

Everybody knows that after the opening of the North Sea fields the north-eastern Scottish city of Aberdeen became a booming oil town.

Workers poured in from other parts of Scotland, from the rest of the UK, and, in fact, from all over the world.

Stand at Aberdeen Airport any time of the day and you will see the big twin-rotor helicopters constantly coming and

going as they feed the North Sea rigs with men and materials.

Until the middle of last year the Grampian region around Aberdeen was looked after by Otis Dundee branch. But because of the continuing boom in oil and oil-related industries a new branch was opened in Aberdeen in August 1980.

The first manager, Derrick Lannie, died tragically after a

Fourth year apprentice David Johnston (left) and adjuster Frank Mogg carrying out final testing on an HR 581 lift in refurbished offices in Union Terrace. The project is for Scottish Legal Life



Right, development under tower cranes on left of picture is St Magnus House, Guild Street, where there will be a triplex group of three SMA 1093 lifts. This is a Fred Olsen Ltd development. Tower crane on right marks the Market Street Development where there will be four SMA 1093 lifts in two duplex groups



**CONTINUED ON  
PAGE SIX**

Two 12-person Sovereign passenger lifts will go into Grampian House, Union Row, a project by St Martins Development



# George Richards retires after 44 years' service

On 30 July 1982 colleagues in Bristol said a final farewell to George Richards on his retirement after 44 years' service with the company.

George joined R. Waygood Ltd in February 1938 on a casual basis for the installation of a goods lift at what is now the British Cellophane Factory in Bridgewater.

When that contract was completed he was laid off for 8-9 months before rejoining the company, again on a casual basis.

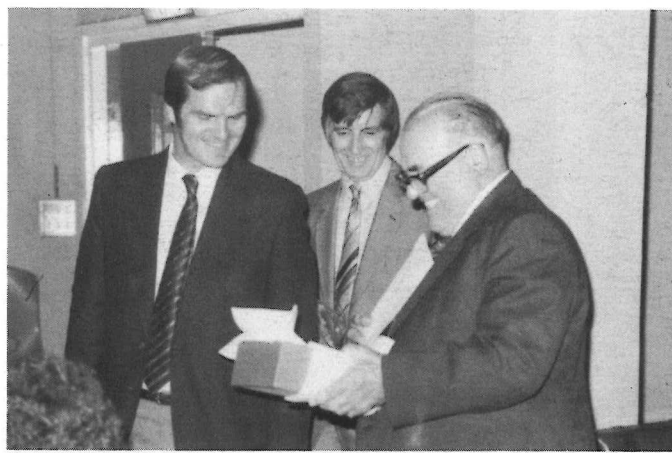
Because no computer records were kept at that time, we are unable to trace the date when George became em-

ployed by the company on a permanent basis. Was he the longest serving casual worker for the company?

However, in August 1960, George was made a service supervisor, for which his pay was 5s 4d per hour.

After a short spell in that position, George found he preferred the nuts and bolts side of the business, and took the job of resident mechanic in Weston-Super-Mare and surrounding areas. He has come to be regarded by the majority of his customers as Mr Otis.

In his time, George has seen the company progress from



George is obviously delighted with his clock. With him are Peter Jones and Alan Mattingley

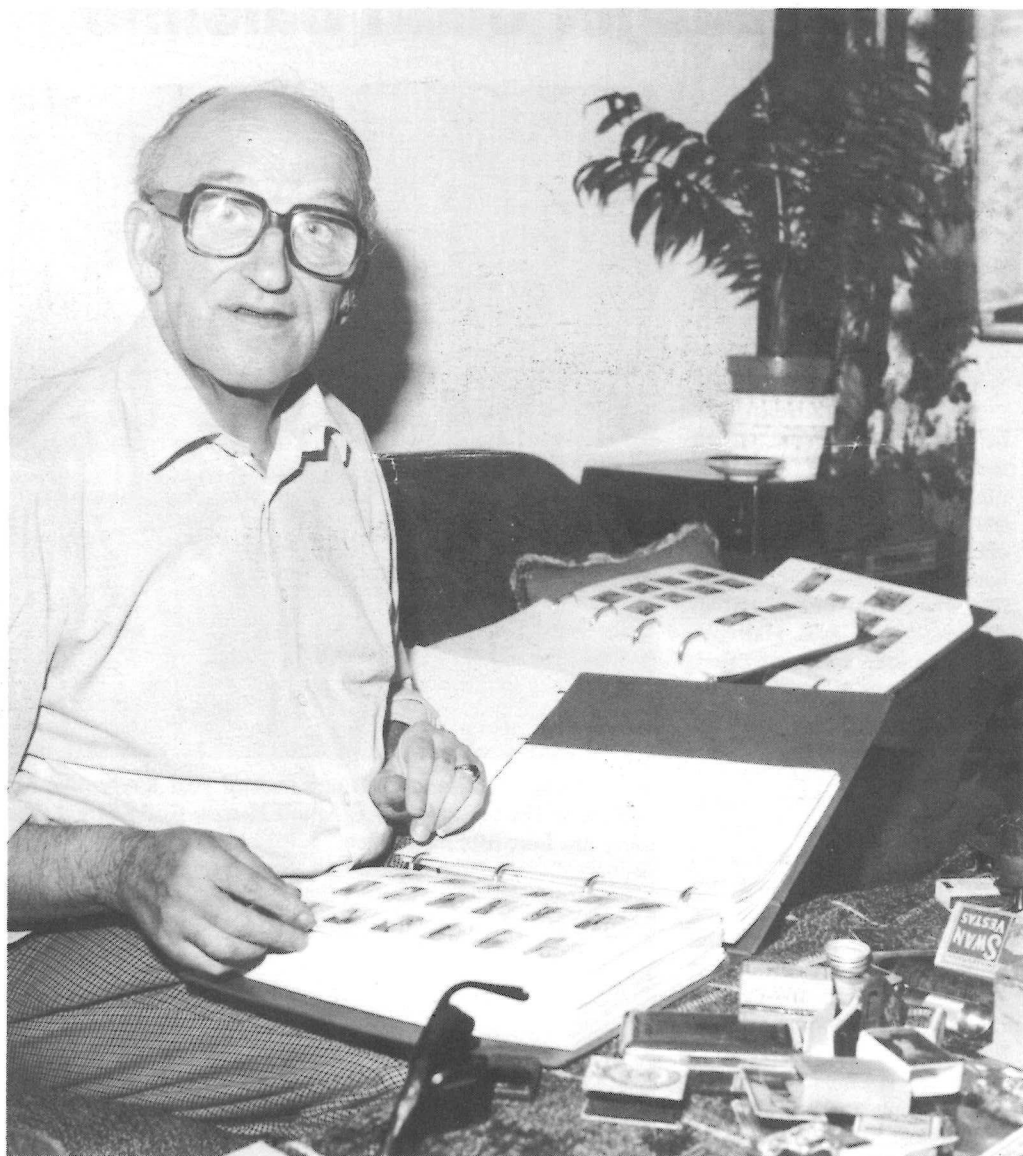
using hand carts and public transport (ie; the local bus) to the modern service van for moving equipment around the area.

Over his time lift equipment has also changed from simple water-powered hydraulics to today's complex micro-pro-

cessors, all of which George has taken in his stride.

At the party held in his honour, George was presented by his colleagues with a carriage clock. His wife, Doris, was given a bouquet, and to mark the occasion a special cake was baked.

Terry Scott has left promotions to be secretary to Otis MD Dr John Watkinson. All news and photographs for the next issue of Lift-Off should be sent to Barry Wheeler at Clapham Road to arrive by Wednesday 10 November. This is the absolutely final date.



Sid Dickens at home in Dagenham, Essex, with just three of his 40 albums of labels

## He has 100,000 match box labels

Start collecting match box labels as a small boy and the chances are your collection will grow with you.

Sid Dickens, a service estimator at Clapham Road, now has the staggering total of over 100,000 labels all beautifully arranged in 40 large albums.

A couple of years ago he started remounting to put his collection in better order. The operation cost him £100 just to buy enough stamp hinges

and photographic corners.

You name a subject and Sid can show you a label which illustrates it – and more likely several series of labels from a dozen countries.

He says: "There is more social history reflected in match box labels than on stamps because match boxes have been around longer. They came in about 1820 but the first stamps did not arrive until 1840".

There is also the history of the match industry itself. The Salvation Army started to make matches around 1890, using red phosphorus instead of the yellow phosphorus which gave the East End of London match girls 'phossie jaw' – a particularly nasty affliction.

Sid, very naturally, has some of those early Salvation Army labels.

In addition to his mounted

labels he has a considerable collection of rare and individual boxes.

Swan Vestas, for instance, which may seem ordinary enough. But the swan on the label faces left. Look at the box in your pocket and you will find the swan faces right.

And wax 'Go To Bed' matches from around 1890. You lit one, stuck it in a hole at the top of the box, and used it as a miniature candle.

### OVER £100

Labels can be worth anything up to over £100 for something particularly rare, and Sid has a great many valued between £20 and £60.

He likes to say that if label collecting were as popular as stamp collecting, and had similar price values, he would flog the lot tomorrow and retire to the South of France. But don't believe him.

Friends joke that when Sid and his wife are on holiday, he walks one side of the street and she walks on the other, both with heads down and looking for thrown away boxes.

Sid laughs: "And I'm not too proud to do that, either".

He asks two favours from his Otis colleagues. When you come back from a trip abroad, let him have any match box when it is empty.

And don't buy a lighter. Cheap, lighters, he says, are killing the match trade.

## OUR APPRENTICES WORKED WELL AT WOOLWICH COLLEGE

They know about Otis apprentices at the Woolwich College of Further Education.

All first-year lift engineering apprentices attend a technical college full-time for the first year of their four-year apprenticeship.

### PRIZES

The London-based apprentices go to Woolwich College. And it is the practice at Woolwich to award prizes for achievement in various fields at the end of the college year.

This year Otis apprentices were awarded four of these prizes including the coveted Apprentice of the Year prize.

Jeffrey Wheeler won The Charles Cutler Shield for all-round performance. EITB Apprentice of the Year 1981/82.

Robert Webb won the Otis Award for Best Electrical Apprentice 1981/82.

Andrew Ginno won The Sterrat Award for Quality

and Accuracy of Work and also The Wynn Barton Shield for First Aid.

Andrew shared this latter prize with another lad. They both achieved distinction with 100 per cent marks – the first time such marks have ever been awarded at Woolwich.

Regional personnel manager Gordon Bell says these prizes are the result of a great deal of hard work and the lads are to be warmly congratulated on their achievements.

### STANDARDS

However, he points out that the whole group of Otis apprentices have worked hard and he understands that the College Award Committee had a difficult task in deciding the eventual recipients.

Such was the high standard that has been maintained throughout the first year training course.

## Turning training to practical use



The skills acquired by the MSC trainees in Liverpool works were demonstrated in a practical way when a request to make two tool trolleys was received by the staff of the training school. Working from given dimensions one of the boys, Neil Rawlings, did the job, using the knowledge and skills Harry Smith and Mo Jepson have patiently and methodically imparted to all the trainees. Our picture, by Mo Jepson, shows Neil with one of the trolleys.

## SPOTLIGHT ON ABERDEEN *from page five*

and Steve Coyle plus an adjuster, Frank Mogg, who also works on service. In addition there are four apprentices, from first to fourth year, Norman Gray (1st year), Mark Ogilvie (2nd year), Ian Murray (3rd year) and David Johnston (4th year).

The branch is looking for more engineers because of the increase in new sales, and by the beginning of next year the work load will really be building up.

Piling is now in progress on the site of what will become

the Trinity Shopping Development, where there will be eight lifts which were sold by Paul Kent in London. Further down Guild Street, near the station, there are more big developments. St. Magnus House, will have three SMA 1093 Atlantics and the Market Street development will have four Atlantics. And there is another off Union Street, Grampian House, which will have two 12-person Sovereigns.

All in all, there is a lot of work for Otis in Aberdeen, and more coming along.

John, by the way, does not live in the city, but in a new scheme on the outskirts of a village about 22 miles down the coast. Even there he cannot get away from the oil industry, and reckons that three-quarters of his male neighbours are in oil-related jobs.

He believes in keeping fit to manage his branch, and early in September ran in the 26-mile Edinburgh Marathon, finishing with the time of 3hrs 52 mins 41 secs. Not bad against the professionals.