

LIFT-OFF

Number 5

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Newspaper of the Otis Elevator Company Limited (UK)

How Southampton branch did its bit for the Falklands Task Force

As the Falklands crisis blew up, Otis Southampton branch went to war at the beginning of April.

Within hours of a request from P & O Cruises Ltd, whose ships had been requisitioned by the government, the top wheel assembly of a passenger lift on *SS Canberra* had been removed by Southampton field staff to make way for a helicopter landing deck.

On *SS Elk* the elevator was fully checked before the long sea journey to the Falklands.

But all that seems almost insignificant compared to the effort required to complete work on *SS Uganda*.

P & O Cruises contacted Peter Farrelly on 14 April and requested that an existing lift on *SS Uganda* be converted into a through car condition.

And where was *Uganda*? It would be arriving at Gibraltar on 16 April and all work must be completed by 19 April.

24 HOURS

Peter Farrelly swung into action. He located a firm which could manufacture the required car and landing doors for the J & E Hall lift within a 24 hour deadline. Everything had to be in Gibraltar by 16 April.

An RAF transport flew the

material out to Gibraltar and Otis staff followed on the morning of the 16th. They were construction supervisor Peter Savage, chargehand Phil Hearnly, fitters Andy Curtis and Jerry Kirkham.

With authorisations for an additional 50 kilos of hand baggage they left from Gatwick.

On the *SS Uganda* at Gibraltar they worked around the clock and completed the job late in the night on Sunday 18 April.

The following morning, very tired indeed, they watched *Uganda* sail out of port on its journey.

After some delay, while return flights were arranged, they arrived safely back in UK on the Wednesday and in true Otis style reported for work the following morning.

The RAF aircrew which flew the material out to Gibraltar would have had a service phrase to describe Southampton branch's effort. They would have called it a good show. And they would have been right, too.

WELCOME TO JACKIE



New canteen manageress at Clapham Road, Jackie Falconer, arrived just after Easter and took no time at all to become well-established in the job.

She was previously in the world of women's magazines at IPC's Oasis Restaurant in

not-so-far-away Stamford Street. She trained at Westminster Catering College where she won an honours award.

Jackie lives in Notting Hill, swims three times a week, and likes concerts and lots of reading.

BIG UK ROLE IN HONG KONG

Twenty-eight Otis passenger lifts and 61 escalators are going into the new HQ building of the Hong Kong and Shanghai Bank in Hong Kong.

Although this is an Otis Hong Kong contract the UK is playing a major role.

All the design and development work is being done by a UK team and the 219 HT gearless machines will be manufactured in Liverpool.

Otis UK has also supplied the project manager, Ian Millar, who has co-ordinated negotiations resulting in what is probably a unique Otis multiple contract.

Already accepted as one of the most exciting and advanced architectural designs in the world, the 42-floor, all-

glass exterior clad building has highly advanced energy-saving systems and interior architectural concepts.

Extensive use of interior glass will turn normally unseen service components of lifts and escalators into exciting building features.

SKY LOBBIES

Passengers for the upper floors will travel in 1200 feet per second elevators to strategically-placed sky lobbies and then to adjacent floors by escalators serving in either direction.

The building was designed by UK architect Norman Foster. His practice, Norman Foster Associates, is master-

minding the entire operation from London.

Consulting engineers are Roger Preston & Partners and Ove Arup & Partners. Management contractors are John Lok/Wimpey.

Project manager Ian Millar has travelled to Hong Kong, Singapore, Tokyo and San Francisco to liaise with colleagues in various Otis companies.

He reports that it has been encouraging to meet expatriates like Mike Kelly, Gordon Riddle, Peter Noon and Arthur Fairweather.

They all fly the flag and remind us that UK people and products continue to be very important in the international Otis family around the world.



Graham Willis holds the baby with sister Anita and brother-in-law Bill Spencer

Otis Express delivery!

Anita Spencer's latest child, Justine, decided to arrive a week early one evening around 11 pm.

So Anita's husband, Bill, rang for the ambulance and then called in his brother-in-law, Otis Southampton serviceman Graham Willis, to look after the other children.

When Graham arrived he saw there was no time to wait for the ambulance. With the resourcefulness for which Otis field men are renowned, he organised blankets, sheets and hot water, and successfully delivered the baby.

Graham was particularly happy to receive the delighted

thanks of the proud father - because Bill Spencer works for the Express Lift Company.

As Otis Southampton branch manager Ian Campbell cheerfully comments: "When the chips are down Otis had to be called in to deliver the Express goods".

Photo courtesy Southern Evening Echo.

WIRE ROPE IS NOW CUT AT THE WORKS

Early this year the field workshop at Liverpool works began cutting wire rope for supply to the UK field operation.

Previously ropes for new sales had been supplied by a vendor direct to site. The new system should significantly cut costs for ropes in the field and also increase turnover at Liverpool works.

Total billing for wire rope is expected to be £225,000 in a full financial year. This means that some 450,000 metres of rope from diameter 6mm to diameter 19 mm will have to be cut, coiled and despatched.

Large reels carrying some 2400 metres of rope of varying diameter are stored in special racks. When a particular diameter rope is requested the appropriate reel is loaded into a decoiler.

HEAD

The rope is passed through a measuring head and then through a cutting device and is secured to a coiling machine. Rotating the coiling machine draws the rope off the drum at a speed which can be controlled by the operator. Once the required length has passed through the measuring head the coiling machine automatically stops.

The rope can then be cut and the end secured to the coil. Finally the rope is tied for

security, using a hydraulic device, and if necessary the coil can be wrapped in hessian for protection.

For particularly long lengths the coiling head can be replaced by a fixture which allows reels to be used on the machine. These reels allow for easier handling on site.

EYE BOLT

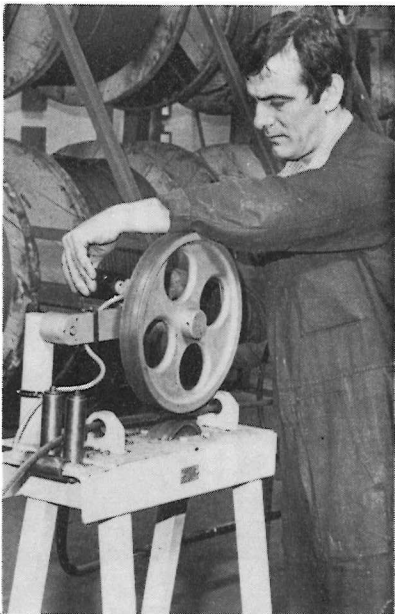
For new sales contracts an eye bolt along with spring etc is fixed to one end of the rope and bagged items are also required for the other end to allow for site fixing.

The talurit fixture is in the form of a hydraulic press with dies to suit the diameter of the rope. The rope is threaded around a heart-shaped thimble, returned through the talurit, and clamped under pressure.

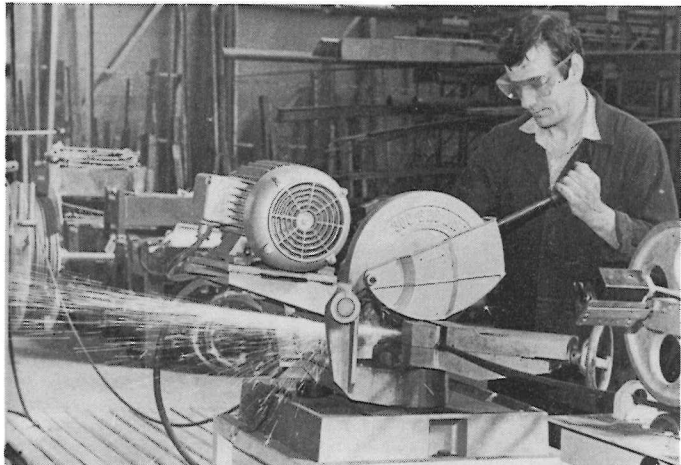
Brian Walsh, always known by the staff as 'Walshie', is responsible for the operation but other staff in the workshop have been trained in the use of all equipment and can assist when necessary.

All this is in line with the field workshop's aim of enlarging the services it is able to provide. The service they aim for is that if someone needs it then someone in the workshop will be able to make it or repair it.

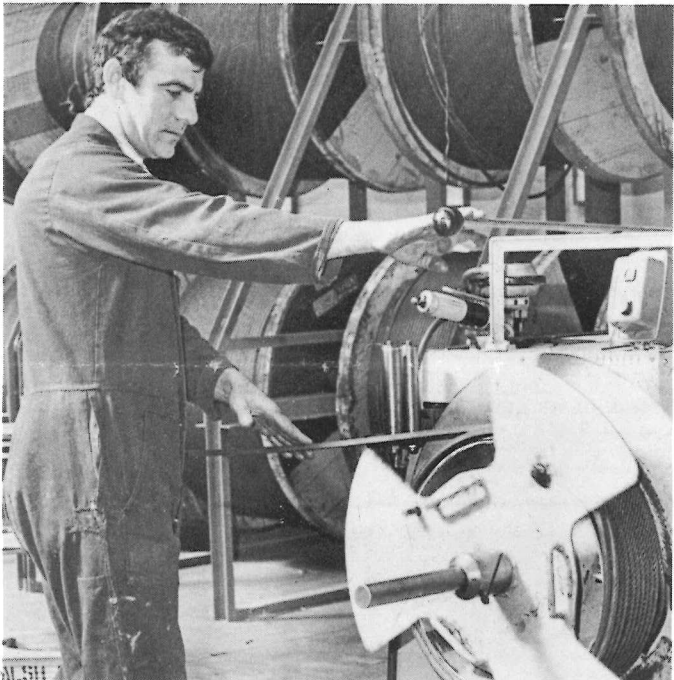
**BRIAN
WALSH
SHOWS
HOW IT IS
DONE**



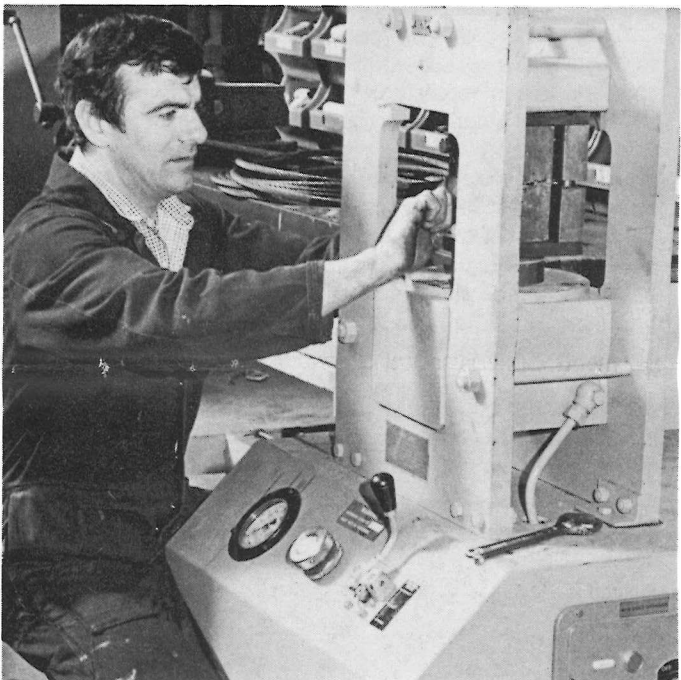
Setting the measuring machine



Cutting rope to length



Coiling the rope



Setting the talurit press

NEW CONTRACTS

Grafton Centre, Cambridge. Five Becker hydraulic lifts.

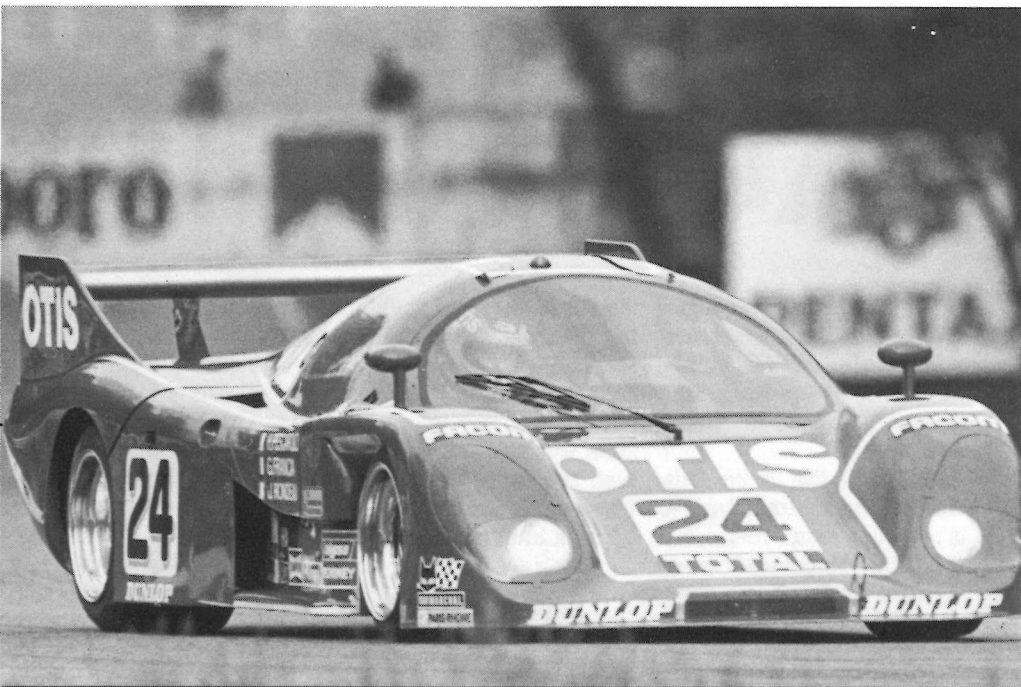
Offices in London, EC4. Three SM 1093 lifts.

Piccadilly, Manchester. Two gearless 139 HT lifts.

Wilton Road, London SW1. Four 19BT UMV. One hydraulic. One LM 893

Market Street, Aberdeen. Four SM 1093.

Oxford Street, London, W1. Three Sovereign UMV. One hydraulic.



Otis won at Monza

The Otis-Rondeau racing team, based in Paris, scored a great success in April when Henri Pescarolo took his car to victory in the Monza 1000 km endurance race. The car also competed in the UK at Silverstone on 16 May.

Nottingham wedding



It was a real Otis wedding at St Mary's Church, Attenborough, Nottingham on 24 April when David Johnson married Karen Langford. Karen works in the office and David is a lift engineer – both at Nottingham branch. The happy couple have made their new home at Chilwell in Nottingham. Congratulations from all their friends and colleagues.

Jogging to victory

On a cold day in February our very own Terry Scott went on a sponsored walk/jog/run at Crystal Palace Sports Centre in aid of the British Heart Foundation Appeal.

Colleagues at Clapham Road dug deep into their pockets to support her and in April she was able to send the organisers a cheque for £387.50 – at time of writing likely to be the largest sum collected by any individual.

Mrs. Margaret Ireson, treasurer of the Croydon committee of the British Heart Foundation Appeal, wrote to her:

"This was a truly great effort on your part and I realise only too well the hard work that goes into making this possible – not only the event itself, but the collecting of the pledges afterwards.

"It was a magnificent achievement. Our grateful thanks to you and all your colleagues. You must work with some great people".

HARRY PETTINGER AND LEN PYE HAVE CALLED IT A DAY AFTER OVER 40 YEARS

The apprentice who went on to be a director

Some men retire and then sit at home wondering what to do with themselves. Harry Pettinger retired early this year after 45 years with Otis and already his wife has issued an ultimatum.

"If you take on any more outside commitments", she says, "I will leave you".

It is, of course, a gentle joke between husband and wife, but everyone who knows Mr Pettinger, and his energy and capacity for work, will take the point.

"I just cannot understand people who worry that when they retire there will not be enough to do", he comments. "Life is so full. Now that I am retired, people in my village keep calling and asking if I will be secretary of this organisation or that association."

"The company has been

kind enough to suggest I come into the office a day or two a week to continue some of my old activities but, really, I am going to have difficulty finding time even to do that, because I am so involved with other interests".

Harry Pettinger started with Otis in 1937 as an apprentice at the old Falmouth Road factory in London. By the time he retired he had been a director of Otis UK since 1963, chairman and



currently president of the National Lift Makers' Association, and if all goes well will become president of the European Lift Makers' Association this coming June.

Not a bad record for an ex-apprentice and he is justifiably proud of it.

In recent years Mr Pettinger has been much involved in setting up European standards for lifts and escalators. He has been chairman of the NALM technical committee, a member of the British Standards committee and a member of a number of European technical committees.

The ones with which he has been particularly involved established a European standard for lifts, CEN, which two years ago became the British Standard. He has

been leader of the European delegation for standards on escalators and passenger conveyors and associated with the international standards organisation for lifts in the establishment of dimensions.

On the days that he comes into the office Mr Pettinger, among other things, continues his secretaryship of the Otis Olympic Sports Spon-



sorship. He says: "We were fortunate enough to achieve some success at the last Olympics. Two golds, two silvers and a bronze".

He also continues his work as chairman of the Otis Long Service Association, with which he is so much associated.



Harry Pettinger in the office last month

"Because I have been with the company of 45 years", he says, "I must now know more people who are retired than are still here. And I am blessed with a secretary, Valerie Keefe, who has worked with me for 20 years and is very much identified with the company and with the Long Service Association. Many people have worked for this company for a long time. Thirty-five or 40 years is not uncommon. They have an attachment to Otis which we try to keep going. And I am happy to say that over the last years I have had managing directors who have been very much with me on this."

"I sometimes wonder how long it will all continue. People do not stay so long with companies these days. But I

was brought up in a different school".

By 1940 Harry Pettinger had become a specifier. Then the army took him overseas for about five years. The Middle East, Crete, Syria, the break-out from Tobruk in the desert, then India and Burma, eventually becoming part of Wingate's Chindits on special operations. He left the army in 1946 with the rank of major and returned to the company, again as a specifier, followed by a year as a salesman.

In 1948 he was appointed Newcastle branch manager, an appointment he was to hold until 1955, and he still proudly refers to Newcastle as 'my old branch'.

**CONTINUED ON
PAGE FOUR**

Time for carnations

Another man with plenty to keep him busy is Len Pye, who retired as Production Administration Manager at Clapham Road on 31 March.

Len's hobby is growing carnations and he has a fine collection of cups from the British National Carnation Society, and several local societies, as proof of his skill.

In mid-May, when Lift-Off talked with him, he was just about to leave with his wife, Winifred for a holiday in Spain, and a lot of essential toil had been going on in the greenhouse.

He joked: "I am beginning to wonder how I ever found the time to go to work".

Leonard Samuel Pye joined Otis as a trainee layout draughtsman at the Falmouth Road factory in December 1937. He later had five years in the RAF during the last war and returned to Otis in 1945 at a salary of £8 3s 6d. "It was worth a bit more in those days", he says.

Len Pye with one of his many awards for prize carnations

In 1951 he became an estimator in the Sales Engineering Department under Jack Harding and in 1961 took charge of estimating and processing contracts.

By 1971 he had taken over what became the Sales Administration Department and in 1977 became manager of the Product Administration Department for three very enjoyable years which brought him very much into contact with Otis people in Europe.

SPIRIT

He says: "I had the most wonderful co-operation from my European opposite numbers. The Otis family spirit is really fantastic".

Sister companies in Europe have an equally high opinion of Len. When news of his impending retirement went abroad letters and telegrams started to pour in from all over Europe, and he and Winifred were invited over to Paris for dinner and an evening out with Ian Reynolds.

There was a retirement party in London, of course, and another in Southport given by friends at Liverpool works.

Len has a fund of 'now it can be told' stories of disasters which were serious at the time but funny when recalled years later.

NOT ENOUGH

Like the time a field supervisor complained that he had not been given enough hours to complete a job. It turned out that two lifts had been sold for the price of one.

Then there was the goods lift which had a vertically opening door to admit vehicles. The door was operated by a constant pressure button and in those days it was not thought necessary to have any other safeguard.

When the lift was demonstrated to a very important executive from the client the door came down and hit him on top of the head.

But Len says it was very much before his time when

office workers at Falmouth Road used to lower a pail out of the window on the end of a rope so that it could be filled with beer by the governor of the local pub, the Duchess.

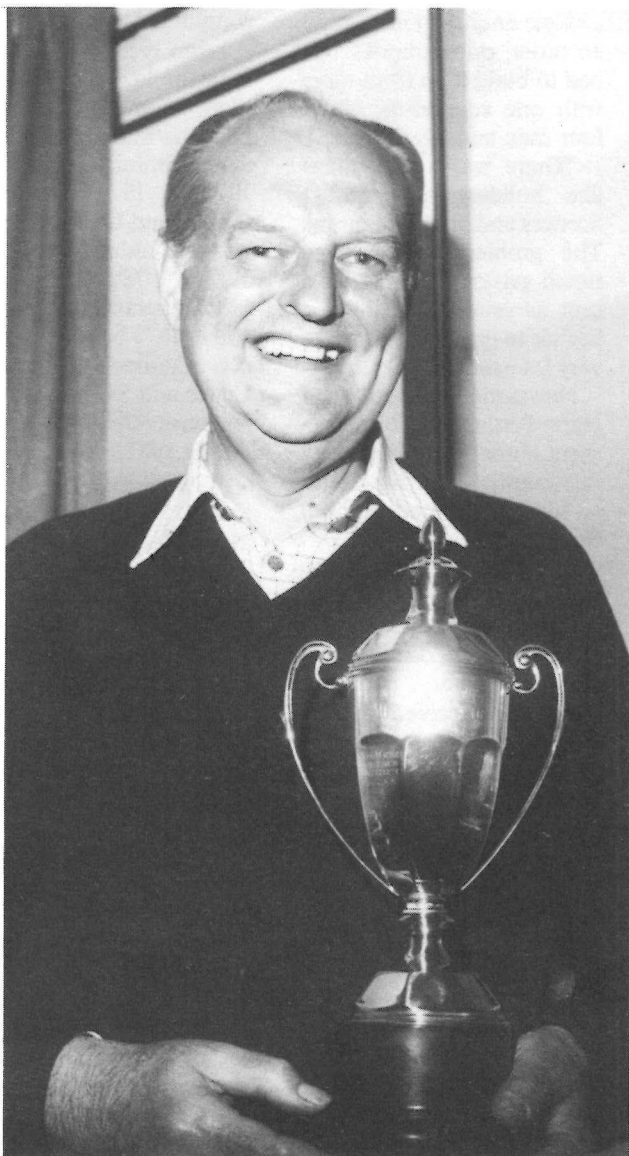
Len will be busy this summer at home in Chingford, Essex with his prize-winning carnations. It is a more relaxing activity than refereeing amateur football, which he gave up about 20 years ago.

He says: "I played the game for too long before I became a ref to get anywhere. If you go on playing until you are 30 or 35 it is really too late to start refereeing".

A modest statement, because he refereed for ten years in the top Athenian and Isthmian leagues.

Happy gardening, Len. And here's hoping a lot more silver cups come your way.

**Presentation
photo is on
page four**



MEET THE MARATHON MEN



To inevitable shouts of 'Do you want a lift, Otis?' from the crowds, the Liverpool works Kirby Mini-Marathon team did their 13½ miles on 2 May with some remarkably good times to raise £125 for

the Springfield School for Handicapped Children. Back row, l to r, John Timson (90 mins), Eddie Owens (99 mins), John Tanner (109 mins), Tommy Mellor (105 mins), Chris Duffy Senior (90

mins 30 secs). Front row, John McKeown (103 mins), Jimmy Good (107 mins), Tommy Nolan (91 mins), Chris Duffy Junior (not in picture) did a fine 82 mins.

Ipswich representative John Stanley received his 25 year award from Bill Pillans at the Post House Hotel, Ipswich. Also in the picture are Mrs Mary Stanley, daughter Jacqueline and A. F. Allen and A. G. Govett



Harry Dunley, London Construction Supervisor, received his Long Service Award from Harry Pettinger



Len and Winifred Pye were guests of honour at a dinner in Southport hosted by Tony Williams, Director of Engineering, on Len's retirement. Len received a tankard and Winifred crystalware and a salver. See page three.



Jack Duffy, painter

LIVERPOOL LONG SERVICE AWARDS

Presented by Alan Mainwaring and Julian Levy



Jack Stainze, fitter in Department 56



Jim Boyd, machinist



Ron Clark, chargehand joiner



Les Geldart, welder in Department 33



Jack Bramhall, stacker truck driver



Stan Hill, packer in Department 48



John Whittaker, ratesetter, Industrial Engineering



Joe Rooney, Wages Department



Wally Bowles, Department 41



Time clerk Bill Gore at Liverpool works with friends from Department 38. They presented him with a tankard on his retirement.

HARRY PETTINGER *from page three*

"In 1948 we did not have a single enquiry, never mind an order, on the books. We had to build it up from there with one supervisor, about four men and a lady clerk."

"There were little things like building and timber licences and petrol rationing. The problem was not so much getting an order for a unit as securing a building licence to put it in. They were very interesting years."

Newcastle did not forget Harry Pettinger. At his retirement dinner on 25 February this year the branch presented him with a medallion off the first lift he sold at Newcastle, plus a miner's lamp from the colliery where he sold his last lift before leaving to take over Birmingham branch in 1955.

He also received another gift from the past. Back in 1938 he was involved in the installation of lifts at Plantation House in the City of London. They were taken out last year, but a supervisor remembered, and saved one of the control switches to present as a reminder of all those years ago.

Mr Pettinger was branch manager at Birmingham from 1955 to 1957, Midlands District Manager from 1957 to 1962 and UK Sales Manager from 1962 to 1965, during which time he was

appointed a director of the company.

From 1965 to 1971 he was Director in Charge of Districts, from 1971 to 1974 Director/Manager of Product Administration, from 1974 to 1976 Director of Quality and Codes, to which was also added Safety. From 1976 to 1978 he was Director of Contracts and Products and in 1978 became Director of Contracts, Products, Codes and Safety, giving up responsibility for Contracts during 1981.

With all his many outside interests his main spare time activity has long been sailing. At first it was in dinghies, but these days he is a part-owner of a 30-footer kept at Gosport.

He assures everyone that he will never lose his interest in Otis. Forty-five years is a long time, and for Harry Pettinger, Otis is something very special. And, if we may say it without risking his wrath, there are a lot of people in the company who think he is very special too.

Perhaps the feeling can best be summed up by an engineer who said, on hearing of Mr Pettinger's retirement: "Now he is a *real* lift man". Coming from one lift man to another, Harry Pettinger would appreciate that very true compliment.

AT CASTLEGATE, BRISTOL

Castlegate House, off Old Market Street, Bristol, is an eight-storey office block due for completion this summer.

It has been bought from M.P.Kent PLC by the Clerical, Medical and General Life Assurance Society.

Seven floors have been designed for letting as half floors so that it would be possible to have 14 different tenants.

In January John Summerell (right) moved in with Bob Hobbs (left) and Pete Lewis to install a triplex group of three LME 1093 lifts with Gamma 160 microprocessor control. There is also another single unit.

Saying farewell to Bob

Materials (WIAC) controller Bob Wilson at Liverpool works retired in April after eight year's service. At a dinner given in his honour he was presented by Alan Mainwaring with gifts from colleagues. We wish Bob a long and happy retirement



Getting it there quicker, cheaper and by yesterday

TRAFFIC DEPARTMENT AT LIVERPOOL



Loading the pre-assembled car for Doha, Qatar. L to r are John Wilson, Peter McLeavey, Billy Nolan, Joe Parker and foreman Jim Healy.

A recent order for a pre-assembled car from Doha, Qatar, in the Arabian Gulf, had to be shipped from Liverpool works in a special 40ft flat rack container with open sides, plus one 20ft open top container.

The loading was carried out by a team from Despatch Department. But keeping its eye on everything was the Traffic Department, a small unit headed by Geoff Higgin-

son with Dennis Pye and Brian Gosling.

This very busy department handles all exports and imports and ensures immediate despatch by container, trailer, groupage, air freight or post.

Air transport plays a large role these days. Faster movement reduces the time goods are in the factory but documentation, according to the regulations of the importing country, must still accompany

the goods to avoid delayed clearance on arrival.

And no matter how quickly despatches are dealt with, the department is used to requests to "get it there quicker, cheaper and by yesterday!"

COSTS

To meet the challenge of overseas competition costs must be kept to a minimum,

and freight costs as well.

Long and hard discussions with the Far East Freight Conference have achieved a reduction of 30 per cent, thus allowing Otis UK to land the 131 HT machine in Japan and sell at a price competitive with the Japanese product.

Special rates negotiated with air charter companies also help to keep down the cost of freight.

The Traffic Department



Geoff Higginson at his desk

does not only move goods. It also moves people. On Geoff Higginson's desk at any time is a file of authorisations for

flights to all over the world – to any place, in fact, where Otis can do business and keep up factory production.

We made a catapult back in 1917

During the Second World War catapults were extensively used to launch aircraft from the decks of fighting ships.

The catapult was, in effect, a giant ram. The aircraft's throttle was opened wide, the catapult was fired, and the pilot literally kicked out over the sea, hopefully with enough power and air speed to climb away.

But the history of this technique goes back a long time. Even before the First World War the Admiralty was interested in the idea, although it was not until 1916 that it invited tenders for the construction of catapults.

The first experimental type

was designed by R. F. Carey, but very few people will know or could remember that it was built by Waygood-Otis and erected at Hendon in 1917.

The aircraft used for the tests was the Pup fighter, built by both Sopwith and Beardmore, and a typical wood and fabric biplane of the period.

Official histories are not informative on the results of the tests but the catapult was not developed, partly because the Pup, a very light aircraft, could be flown off small platforms on ships.

It was not until aircraft became heavier and more powerful that the idea of the catapult was taken up again.

WHO CAN BEAT THE OTIS FAMILY AT NEWCASTLE?

Banging the big drum for her branch, Joan Richardson claims Newcastle has the highest number of family connections in the country. Looking at this fine collection of fathers, sons, nephews and brothers-in-law, she may well be right.

Are there any contesting claims?

Joan goes on to boast that the branch also has the best-looking engineers.

Now you really are going to be in trouble, Joan. Pictures by Steve Saxon.



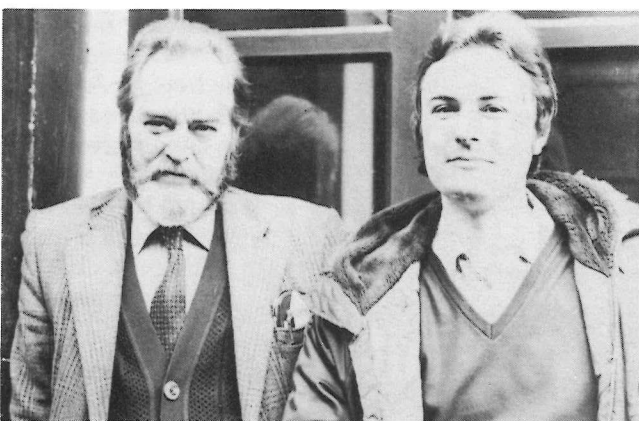
Fitter Tommy Grist and son Michael, who is a first-year apprentice



Fitter Phil Nesbitt and brother Derek, fitter and shop steward



Improver Phil Adams and father, also Phil and a fitter, and currently in Saudi



Fitter Dick Turner with son Michael, also a fitter



Service supervisor Jack Harmieson with son Ian, who is a second-year apprentice



Fitter Brian Orkney and brother Malcolm, who is a mate



Construction supervisor Alan 'Big Al' Nesbit and nephew Colin McGee, who is a fitter.



Fitter David Beckwith and brother-in-law John Irving, mate, whose wife also worked in the branch



Gary Glover

Promotion

Secretary and manager Gary Glover reports that Otis Elevator Football Club at Liverpool works ended a very good season with promotion from the third to the second division.

The team lost only four league games out of 34 and won the Lord Wavertree Cup.

The league covers the whole of Merseyside and there is big competition from teams put up by Ford, Plessey and other major companies in the area.

You can sign him up

Anybody with a shopkeeper friend who needs the front of the store brightening-up had better get in touch with David Lee in Production Services at Liverpool works.

Some 12 years ago David took a signwriting course and he has recently gone back to practising the art. In addition he has evolved a technique of window decoration in which he paints a design directly on the glass.



David Lee

He is also much in demand by relatives for his skill at producing individually designed greetings cards.

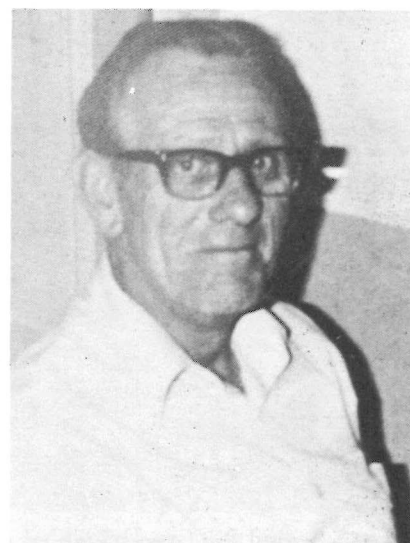
Apart from the designs he has a flair for writing witty headings and words.

**OTIS
AND
THE ELEVATORS**

Rest of the poster says this pop group plays every Thursday night at the Royal Hotel, Bangor. So that's what they get up to of an evening in Wales



Improver Adrian Williams. On right is his father, Alf, former construction supervisor at Newcastle and now superintendent in Nairobi



Tester Jackie Denholm and brother-in-law Chris Rutherford, improver

