

LIFT-OFF

Number 10

May/June 1983

Internal newspaper of Otis Elevator PLC (UK)

This 200-room luxury hotel at Reading is the first in the UK to be built for the giant North American-based Ramada group. Otis lifts were chosen for this pioneer venture



NEW 'FIRST' FOR OTIS IN UK

Six Otis units have been installed in the new 200-room Ramada Hotel in Reading - the first in UK to be built for the North American-based Ramada group, and programmed to open this summer.

The installation consists of three SM1693 lifts as a 2-car and a single plus a 3-car group of SM1093

lifts.

The duplex serves seven floors and the single lift eight floors. The 3-car group serves six floors.

Salesman was Mike Harris in London and construction has been supervised by Alec Goatley from Bristol.

On site were chargehand Roy Wilton (Bristol),

Henry Wiklo (Nottingham), Brian Ward (Bristol), Alan Croft (Reading), Alan Franklin (Luton) and Gordon Morris (Luton).

This luxury hotel has been sited at Reading because of the area's increasing commercial importance.

With easy access to Heathrow Airport and the motorway network, Reading houses major companies like Metal Box, Prudential Assurance and the petro-chemical firm, Foster Wheeler. There is also a British Rail headquarters.



Brian Ward

In nearby Bracknell are the headquarters of 3M and Racal, the largest British-owned electronics organisation.

In fact, the triangle of Reading, Newbury and Windsor is fast becoming known as the Silicon Valley of the UK.

Ramada is one of the world's largest hotel companies, with 600 inns and

**CONTINUED ON
PAGE 2**

THE LAST RIM RAN 52 YEARS!



London Transport have around 300 heavy-duty escalators in service on the London Underground.

To ensure continuity of service, spare parts are kept for the machines.

Recent examination of a machine at Holloway Road station revealed that the worm rim needed replacement.

This machine has been in continuous service since 1931 - for 52 years - yet

although worn the rim was still giving trouble-free service.

A spare rim was fitted on site and a replacement machined at Liverpool works.

Our picture shows machinist Bob Schofield with the new one, which will go into storage as a spare.

After all, London Transport may need it in another 50 years' time!

LONDON FIREMEN'S ROW DOWN THE RIVER THAMES TO SOUTHEND

Full story and pictures of this Otis-sponsored event are on page 3

Another chance to enter our service package contest

In our last issue we announced a contest asking for suggestions which could be used in the development of service packages.

Because of production delays, not much time was allowed for people to submit their ideas, so we are extending the contest to the end of July.

A valuable part of the company's business is the sale and installation of service packages.

Each package is stocked with all necessary components, as an off-the-shelf product, and enables a customer's existing lift to be

modernised in appearance, performance and for safety.

Let us have your ideas for a new service package. For every idea investigated there will be a prize of a gift voucher for £25.

If your suggestion goes into the package development programme there will be a further prize of a gift voucher for £75.

This contest is open to all Otis employees.

Send your package suggestions to Geoff Farge, Service Marketing Manager, at Clapham Road, to be received by the end of July.

TRAINING TALK

from COLIN COAST

Four trainee salesmen have started their programme

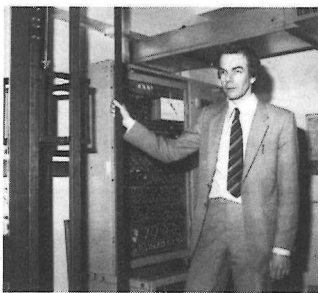
After getting through a backlog of people who have joined the company over the last 18 months, induction sessions have settled down to one every month at Clapham Road.

The morning or afternoon sessions are a complete introduction to Otis and UTC for newcomers.

During May between 150 and 200 people have been attending sessions on contract processing techniques



Roy Markham and Chris McDonagh, accounts supervisor at Clapham Road, sign indentures for Chris's son, David.



Derek Smith with working model lift at Clapham Road. It will be used for instruction



Cecilia Matthews with first year apprentices after signing of their indentures on 17 March at the London Park Hotel



Brian Johnson has joined the Training Department at Liverpool

and it is expected that in the near future this will be extended to service contract processing.

The familiarisation morning or afternoon session on the microcomputer in Clapham Road Training Department has proved most popular. Ring Kay Styles if you want to join a session - authorisation from your department head is necessary.

At the beginning of May four trainee salesmen from the field started a 39-week training programme which will include experience in various departments, work with an experienced salesman and off-the-job courses. The programme will cover both new and service sales. The four are Steven Corderey, George McMahon, Ray Bealey and Mick Beecroft.

On 17 March there was a ceremony at the London Park Hotel at which first-year apprentices and their parents signed indentures. Roy Markham signed on behalf of the company.

Otis has faith in the future and in September a further 30 apprentices will be taken on (15 in London and 15 in the provinces). Recruitment is now in progress.

During March an Essentials of Managing Course for middle managers was held at Coventry and a Supervisor Development Course at Leamington Spa.

Both of these courses, like others organised by the Training Department, are action-orientated. Managers and supervisors are encouraged to commit themselves to take action following the course and to report back on their success at a review session held within the following three to six months.



Dave Sundborg at Reading congratulates Adrian Mace, with his father, after signing of indentures



Escalator handrail repair course at Liverpool, 1 to 7, Terry Willis, Anthony Hiorns, Paul Moran, Colin McGee, Dick Turner, Frank Goodier (instructor), and Fred Brown. Also on the course were John White and Steve Croney

ESCALATORS GO INTO DEBENHAMS, CROYDON



Eight escalators have gone into Debenhams store in the new North End development, Croydon, and have been handed over. A ninth unit is in storage on the top floor of Debenhams to await Stage 2

of the development. Left to right, in our picture by Paul Matthews, are Carl Guiver, Pat Dalton, John Fell, Arthur Dunne, John O'Hanlon and Tony Horstead, who worked on the job

25-year awards in London and Belfast



Roy Markham at Clapham Road presents 25-year service awards to Louis Szabo (left) and to Bob Jones (centre). In Belfast Eddie McGarry presents his award to service salesman Raymond Norwood (photo on right)

EXPORT REPORT

Service seminar in Cyprus

Ken Durward made the UK presentation at a service seminar held in Cyprus for Middle East managers.

He outlined the structure of the Otis UK Group of companies and stressed their specialist strengths in the overall lift market.

Using film slides he was able to show the products and services available from UK and followed this with detailed answers to questions on



In Cyprus, 1 to 4, Otis UK Group Export Manager Ken Durward with three UK expatriates, Saudi Arabia Service Superintendent Colin Pitman, Kuwait FOD Manager Ted Russell, and Service Director Stan Porteus, who is based in Jordan.

price, delivery and performance.

Stan Porteus, Service Director based in Jordan, commented in a memo to Enrico Juliani at ETO in Paris, who was also present

at the seminar: "This was a first-class job of work by the UK".

As we go to press Ken reports the booking of a large contract for 12 units in a hospital complex in Algeria.

PLAY SQUASH AT LIVERPOOL

Liverpool works Squash Club held its first annual handicap knockout competition at Knowsley Squash Club.

The competition was held under American rules, and the back marker in the handi-

capping was Bob Cummins, escalator fitter in Department 33, who played off a handicap of minus 16.

In spite of this severe handicap, Bob proved to be a cut above the other competition, and became the eventual winner by defeating T. Feeny (handicap minus 2) in the final.

The presentation of prizes was made by John Simmons, Production and Distribution Manager, and the great success of the evening augurs well for the future of the Club.

Although formed comparatively recently, the Club has played a match against the Computer Section

squash team, and won by a convincing ten games to nil.

Flushed by this success, they are now looking for further challenges. Any takers?

Anyone interested in playing squash at Liverpool should contact Arthur Watson on motor test.

FROM ZAMBIA

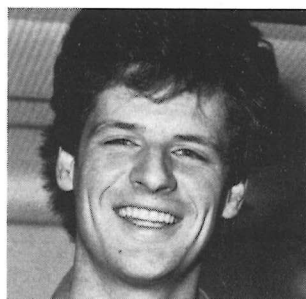
Tommy Dowie will be remembered by many from the days when he was with the London Service Department in the West End. He writes from Lusaka:

"I have been in Zambia for more than nine years now. I read Lift-Off from cover to cover and always look forward to receiving all the news about my old friends.

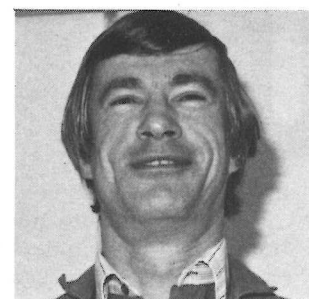
"I have a large area to cover with elevators 600 km in one direction from Lusaka and 500 km in the other".

RAMADA HOTEL AT READING

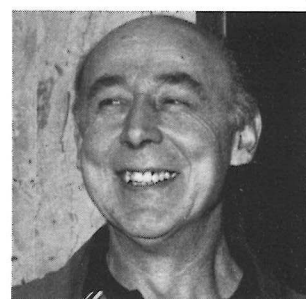
from page one



Alan Croft



Gordon Morris



Alan Franklin

hotels across the United States and Canada, and in Paris, Brussels, Liege, Dusseldorf, Frankfurt, Hamburg, Gothenburg, Geneva, Cairo, Bahrain, Saudi Arabia and cities in

the United Arab Emirates. Interestingly, the Ramada organisation had no presence at all in the UK until the beginning of 1982 when they joined with Rank to market the existing

Gloucester Hotel in London.

The Reading development is by London & Edinburgh Investment Trust Ltd. Main contractor, Costain.

Two reminders!

Reminder No. 1. 1983 Otis National Golf Tournament will be held on Tuesday 13 September at Moor Hall Golf Club, near Birmingham. Entry forms from Alan McNamee at Liverpool works.

Reminder No. 2. Take your camera on holiday this summer and win a prize in our Holiday Photo Contest. Details and rules were in the previous issue of Lift-Off.

BRIXTON FIREMEN SMASH THE TIME FOR THE ROW FROM LECHLADE TO SOUTHEND

WHAT A RECORD!

47 hours 56 minutes knocks over 5 hours off previous best

At precisely 6.26am on Saturday 7 May, six firemen from Brixton in South London, dog-tired but still rowing strongly, pulled their 1½ ton naval whaler level with the end of Southend Pier to ensure a place for themselves in the Guinness Book of Records.

They had rowed 186 miles non-stop down the length of the Thames in the magnificent record time of 47 hours 56 minutes. The previous best was 53 hours 2 minutes set up in 1981 by a crew from the London Fire Brigade's F Division in East London.

The Brixton men were Wally Dolezal, Alan Pryke, Terry Jones, Dave Pike, Frances Snazell and John Yaxley.

Otis sponsored this successful record bid as part of its community relations programme and met the major costs of support craft, food and protective clothing.

The firemen also raised money for the Guide Dogs for the Blind Association and the Fire Services National Benevolent Fund.

At 10.30am on Wednesday 4 May they were outside Otis Head Office in Clapham Road before setting off for Lechlade, Gloucestershire, the highest navigable point on the Thames.

CROWD

The following morning, at 6.30am, a great crowd of Otis people were on the river bank, headed by Tony Allen from Clapham Road and Peter Jones and Alec Goatley from Bristol.

Tony gave the start signal, the Otis supporters roared encouragement, and the six firemen were off on their long journey down the Thames to the sea. They set a cracking pace, and aided by favourable currents were soon way ahead of their expected schedule, although Otis people from Reading branch were there at locks along the route to wave them through.

At 3.30pm on Friday the firemen swept by Lambeth Fire Station, almost opposite the Houses of Parliament, although not expected until midnight, and were cheered on by Paul Matthews and a large contingent from Head Office.

At 10.30pm London Fire Brigade operations room reported they had passed the Ford Motor Company's works at Dagenham and looked like reaching Southend by 4am on Saturday,

although they had only to arrive before 11.30am to set a new record.

But by then the men were getting tired, and instead of helpful currents they were facing the strong incoming sea tide which sweeps up the Thames Estuary.

At 5.45am, on Saturday, the loyal band of supporters, including the firemen's Mums, Dads, wives and girl-friends, who had seen dawn break at the end of Southend Pier on a sunny but bitterly cold morning, first made out the light of the halogen lamp on the prow of the whaler.

Next to it was the outboard-driven support craft which had accompanied it all the way and, standing well off, the tug which had acted as escort on the later stages.

MARKER

At 6.10am the tug darted ahead and turned with its prow pointing to the end of the pier as a marker. The next 16 minutes seemed agonisingly slow as the whaler drew nearer and nearer, urged on by the

supporters on the pier and the crews of the support craft.

And at 6.26am the 1½-ton boat passed the marker, the crew still pulling well, for the record time of 47 hours 56 minutes - a remarkable 5 hours 6 minutes off the previous best.

Later on Saturday morning there was a civic reception at the Westcliff Leisure Centre, in the presence of the Mayoress of Southend, organised by Tony Govett and Otis Southend branch.

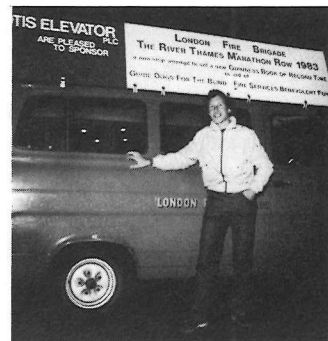
It was a great day for Brixton and the London Fire Brigade, and Otis is proud to have supplied backup for this fine venture.



6.26am, Saturday. Urged on by the support boat the 1½-ton whaler crosses the marker at the end of Southend Pier to set a magnificent new record for the non-stop row.



Otis branch manager Tony Govett with one of the crew at the Southend reception



2.15am, Saturday. Clapham Road's Mark Shenker keeps lonely vigil at the pier



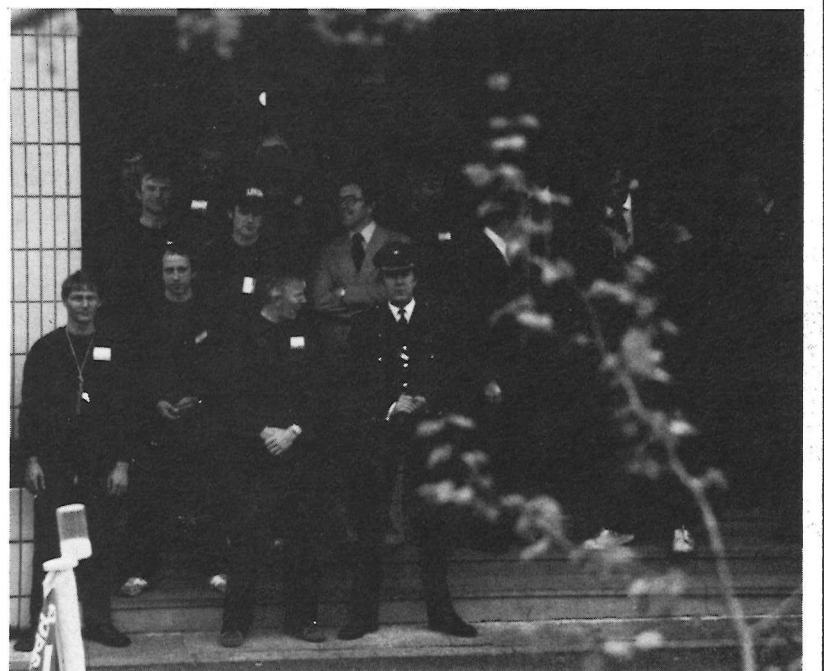
Otis supporters at one of the Thames locks



6.15am, Thursday, Bob Rayfield and Alec Goatley (2nd and 3rd from right) with some of the Otis people who gave the firemen a tremendous send-off at Lechlade



The six men who rowed so well for the record



On the steps at Otis Head Office in Clapham Road before the start of the great adventure



Willing hands at a lock. Left to right are Bristol fitters Mervyn Morrison, Steve Riley, Richard Thacker and Andrew Stevens

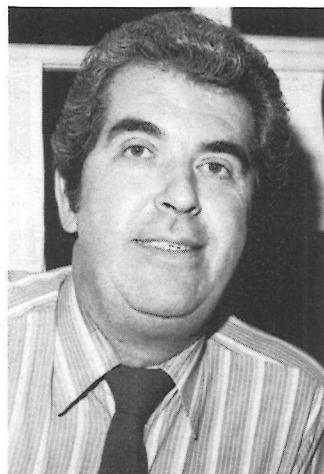


Reading branch service van gives support down the river

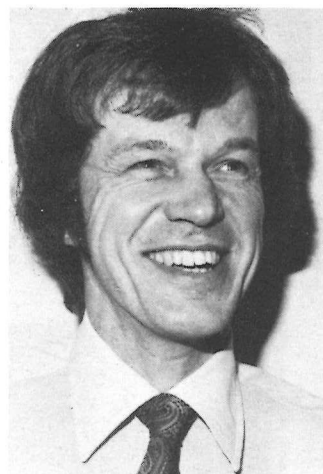
Len Wallwork, senior test engineer



Brian Boggan, production controller



Jeff Green, senior electrical engineer



In their works at High Street, Bolton, Lancashire, Wm. Wadsworth & Sons produce a full range of custom-built lifts from service lifts to 18 tonne giants for industry.

But it is the big, heavy-duty lifts, built one or two-off to the customers' individual specifications, which have given Wadsworth its fine reputation and its special place within the Otis UK Group.

The founder of the company, William Wadsworth, was a millwright of exceptional ability. In 1864, when he was 34 years old, he set up for himself as a jobbing millwright and machinist.

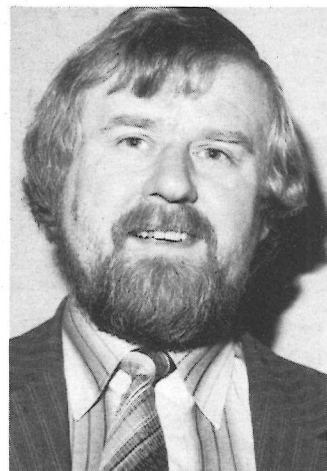


Contracts controller Arnold Openshaw with Rosalyn Barbier from London Transport contracts office. Lift in background is for LT's Russell Square Underground station

John Simpson, chief draughtsman



Cyril Cartwright, credit controller



Harry Shacklady, sales administrator



COTTON

Business was not hard to find. Those were the days when King Cotton ruled in Lancashire and the local textile factories were pouring out cotton goods for a world market. The mills were several storeys high and used lifting machinery.

William Wadsworth's work included the overhaul and repair of these machines - including belt-driven goods hoists for carrying the cops and bobbins from floor to floor, and belt or rope-driven self-landing hoists which picked up bales from the yard and transported them horizontally for storage.

It was from these small beginnings that Wm. Wadsworth & Sons (Thomas and Alfred Wadsworth both joined their father in the business) was to grow into a lift manufacturing company - initially to produce hoists for the local cotton industry.

Today, the company occupies a considerable site off

High Street - which is not, incidentally, in the centre of the town, although it sounds as if it should be.

The head office block is a splendid 19th century building which was once the home of Richard Heywood (1786-1868), who was the second mayor of Bolton.

The shop floor is a self-contained engineering works, with its own foundry, and with full capability to handle the highly specialist requirements of many customers.

Graaff vertical accelerator, used for nuclear research, at the Science Research Laboratory, Daresbury, near Warrington.

The vertical accelerator column rises to a height of 40 metres and is located centrally in the pressure vessel. The lifting platform runs between the column and the internal wall of the vessel.

● A passenger lift used to service the interior of a waterless gasholder at the British Steel plant, Redcar, Cleveland.

In a waterless gasholder the gas is constrained by a steel piston which rises and falls according to the volume of gas. To allow maintenance access to the piston and sealing faces, Wadsworth first designed a passenger lift in the 1930s.

A lift car is suspended without guide rails in the holder. Access is gained by climbing an external ladder (or in some instances by an external electric lift) to the top of

BIG JOBS

Consider some of the work which has recently been turned out:

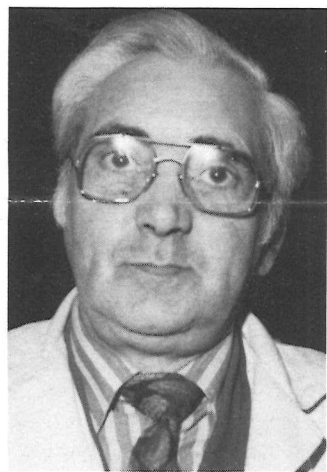
● Three giant 18/20 tonne hydraulic lifts for the Ford Motor Company's Dagenham factory.

● A lifting platform purpose-designed, and installed in the pressure vessel housing of the world's largest Van de

Joe Howarth, works superintendent



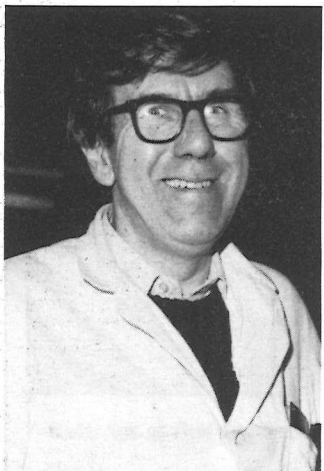
Richard Brooks, despatch department foreman



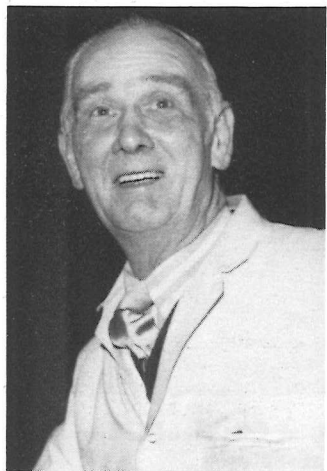
Brian Morris, electrical fitting department foreman



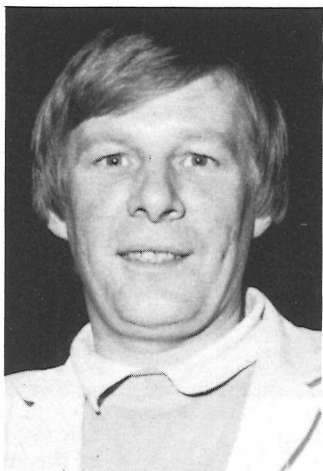
Peter Curtis, mechanical fitting department foreman



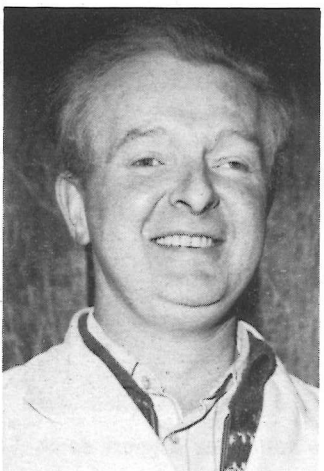
Robert Locke, car body shop foreman



David Barlow, structural department foreman



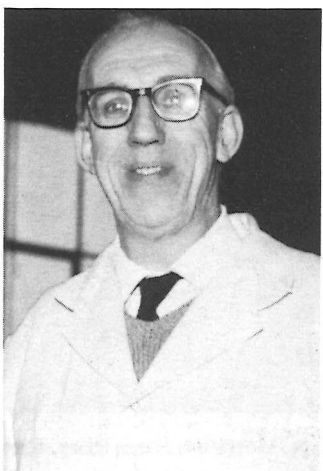
Joseph Gregory, foundry foreman



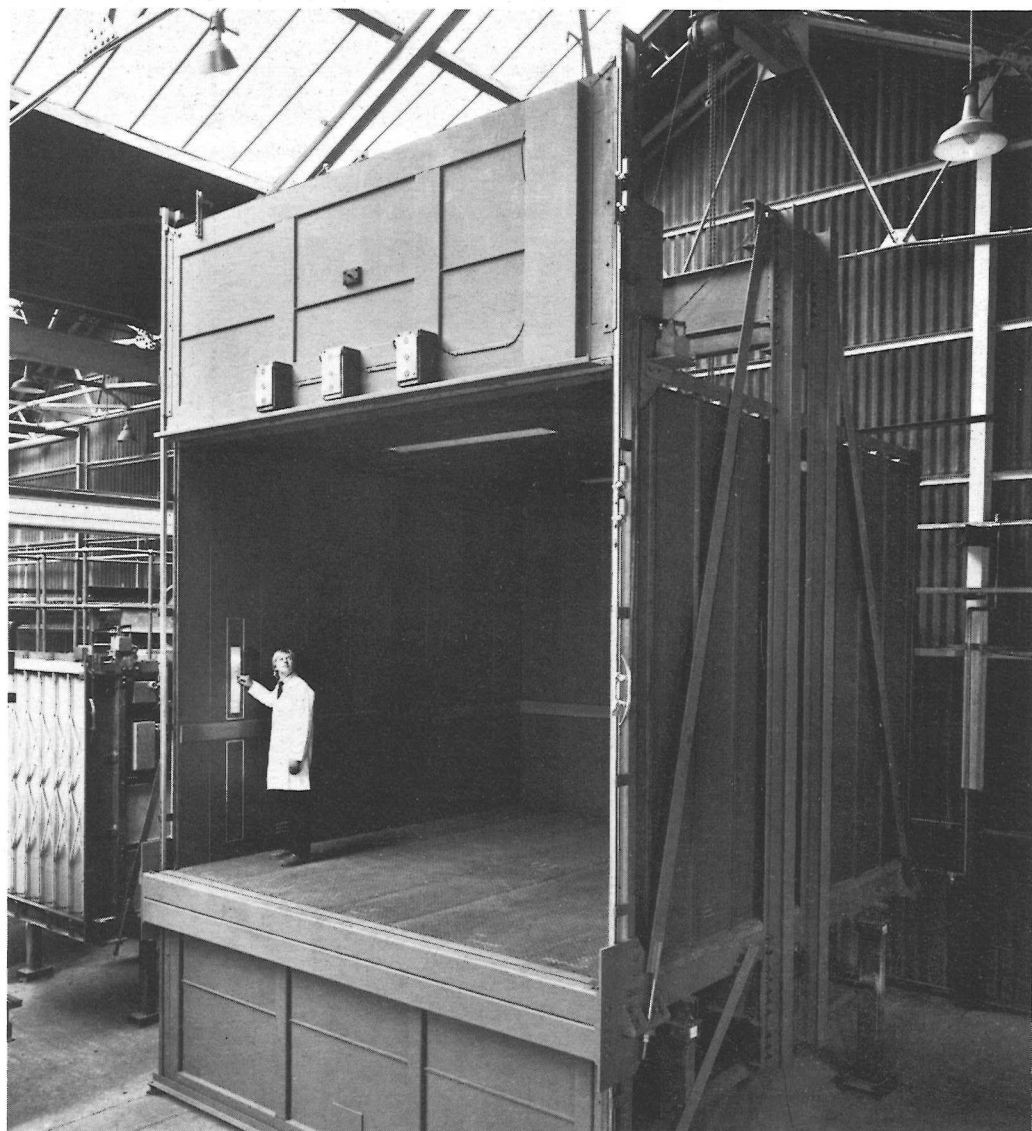
Alan Workman, stores, spares and sub-assembly foreman



Robert Ashton, pattern department foreman



12 tonnes lift now installed at the Kimberly-Clark factory, Flint



**Continuing our series on the Otis UK Group
we visit Wm. Wadsworth & Sons in Bolton**

THE HEAVY BRIGADE

**Making it big is the
thing they do best**

the holder. The lift landing is fixed to the top of the piston and rises and falls with it. Operating heights can be over 100 metres.

● In the huge Shell/Esso Brent platform in the North Sea, Wadsworth have installed a maintenance/passenger lift, with explosion-proof equipment, which travels 95 metres in one leg from just above the waterline to the platform.

● A similar lift has been supplied for the Brent D platform, and two for the even larger Dunlin A platform, which has four concrete towers.

● On the Shell/Esso North Cormorant field platform, situated 100 miles north-east of Shetland, there is a Wadsworth 1000kg passenger/goods lift in the accommodation module which serves four levels and handles traffic from the helicopter deck.

● At the Kimberly-Clark factory, Flint, there is a lift of 12 tonnes or 160 persons capacity which carries goods and forklift trucks and is fitted with power-operated bi-parting doors.

SPECIAL

It is the capacity for carrying out this kind of work, along with a reputation for solving difficult problems and delivering on time, which gives Wadsworth its special place in the lift industry and in the Otis UK Group.

There are about 150 people in the works, 100 in the head office, and 250 in branches in Birmingham, Bolton, Bristol, Dublin, Glasgow, Leeds, Liverpool, London, Belfast and Tyne-Tees. There are in addition 56 people employed in the Alfred Stewart subsidiary.

Richard Wilson came from Otis ETO, Paris, in November 1982 to become Managing Director, and found that two of his fellow directors have impressive years of service.

Technical Director Jack Pilling joined Wadsworth in 1937, and Sales Director Don Gray's service goes back to 1939.

Finance Director Jim Mathewson joined in 1971 and Works Director Mike Hurst is a relative newcomer, coming from Otis Liverpool works in July 1982.

Chris Thompson arrived in 1963, and is general manager of the subsidiary company, Alfred Stewart, a former supplier of metalwork, which was acquired by Wadsworth 20 years ago, and now manufactures a standard unit service lift.

Richard Wilson told Lift-Off. "We produce lifts for any situation, pretty well any



In the office entrance, l to r, Technical Director Jack Pilling, Works Director Mike Hurst, Financial Director Jim Mathewson, Managing Director Richard Wilson and Sales & Contracts Director Don Gray

duty. We are very flexible and it is one of the great strengths of the company.

"In the past, Wadsworth has not been into exports. But as part of the Otis UK Group we have a big opportunity to export heavy-duty lifts through our sister companies in Europe.

"There are also export possibilities in the Far and Middle East. In the last couple of years we have sold

a number of lifts into Saudi Arabia, and we believe we may be able to sell our geared machines in Singapore and Hong Kong".

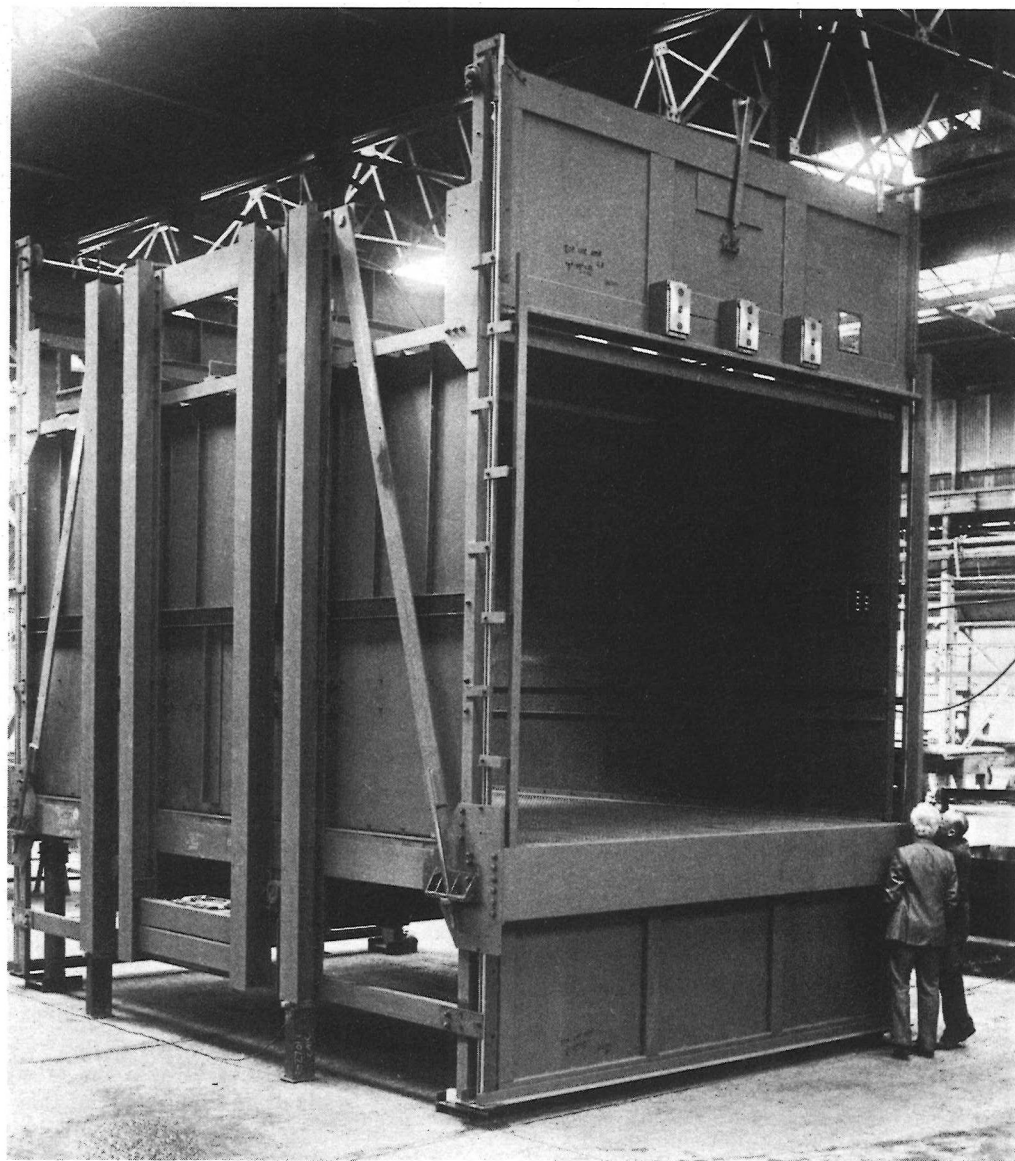
For Wadsworth, the association with Otis has, indeed, opened up a considerable potential for increased business through the world-wide network of Otis companies.

Like Becker, the hydraulic specialists we visited in the last issue, Wadsworth has its

own specialist skills and strengths to contribute for the benefit of the Otis UK Group as a whole.

It is this formidable combination of complementary strengths which will enable Otis, Becker, Wadsworth and Evans - the latter firm still to be covered in this series - to maintain and increase their total lift market share against ever-growing competition.

20 tonnes lift for the Ford Motor Company at Dagenham



ELEVONIC MEETS THE PRESS

More than 30 journalists from the national, trade and technical press rode the Elevonic-controlled lifts at Devonshire House, in London's Piccadilly, on 28 March.

Architects Fitzroy Robinson ensured that the foyer decoration was complete ahead of schedule for this press reception, which was held by kind permission of Land Securities, the owners of Devonshire House, and the main contractors, Laing.

Our guests were welcomed by Managing Director Ken Paige, and Advanced Technology Manager John Mizon gave a brief explanation of the Elevonic 101 system.

He detailed the enhanced performance characteristics which have established Elevonic as the world leader in lift control and drive systems.

There followed a guided tour of the entire installation with further information provided by an Otis team which included Derek Smith, Lindsay Harvey, Roy Standen,

Len Halsey and Barry Wheeler.

The London field teams under John Williams and Bill Lindsey gave tremendous support, and it was largely due to their efforts that the day went so well, with subsequent considerable press coverage.

CONTRACTS

Two sales for Barry O'Connor in Dublin. For offices at Temple Road, Blackrock, four 10-person Atlantic lifts. Draughtsman, George Thomas, Architect, J. T. Gibbons & Associates. Builder, Durkan Brothers. And for the Irish Life Centre, a triplex group of Elevonic 301, eight 8-person Sovereign lifts and one 13-person Atlantic. Estimator, George Wickens; draughtsman, Peter Shaw. Architect, Robinson Keefe & Duvane. Builder, John Fisk & Sons.

Ron Corderoy has sold a 16-person wallclimber and a four-car group of 10-person lifts for an office block owned by the Prudential at Poplar Walk, Croydon. Estimators, George Wickens and Richard Watts;

draughtsmen John Grant and Steve Johanson.

At Duke Street, Maybury Road, Woking, Barry Lane has sold nine 13-person Elevonic 301, one 8-person Atlantic and two goods lifts. Estimators, Richard Watts and Brian Payne; draughtsman, Geoff Emmerson, Owner, Westbourne Terrace Investments Ltd. Architect, Sydney Kaye Firmin Partnership.

At St Bride's House, London EC4, for Legal and General, Ron Corderoy has sold three 8-person lifts, one passenger/goods lift and one trolley lift. Estimator, George Wickens; draughtsman, George Biggs.

For offices and car park at Gowring site, Bracknell, Berks, Ian Reynold has sold a 3-car group of 10-person Atlantics and one 10-person VR. Owner, Builders Amalgamated Ltd. Architect, Tripe & Wakeham Partnership. Builders, Willet Ltd.

In good time

Keen jogger Rob Spetch, at Reading office, completed the Abingdon People's Marathon on 2 May in 2 hours 50 minutes to come 45th.

We visit branch manager Frank Seymour

Otis are in the National Concert Hall

Cardiff branch has kept its head well above water during the recession thanks to a considerable modernisation programme in the city.

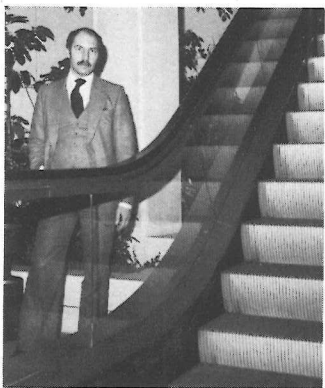
A lot of money has been spent on refurbishing existing buildings - including six units worth £225,000 for Cwmbran Development Corporation, where there will be VDU monitoring of the lifts, plus a further £200,000 of modernisation business on several other units over the past 18 months.

New sales are holding up well and work in hand is running at nearly £500,000, with one or two important negotiations being conducted at the present time.

FOUR

The big event since we last visited Cardiff was the opening of the National Concert Hall for Wales, where there are four Otis 40UB escalators.

This superb building in the centre of the city (the interior layout and design is reminiscent of the National Theatre in London) has been running



Frank with one of the four Otis 40UB escalators in the National Concert Hall for Wales, Cardiff

for about a year, but the official opening was in February of this year in the presence of Her Majesty the Queen Mother.

It was an invitation-only evening which Frank Seymour and his wife will never forget. They had good seats on the same level as the royal party and afterwards there was a splendid official reception.

Cardiff branch is located in the Exchange Building, Mountstuart Square, down by the docks, a vast monument to the Victorian era,

when coal was the only source of energy, and much of the best coal came from South Wales and was exported around the world.

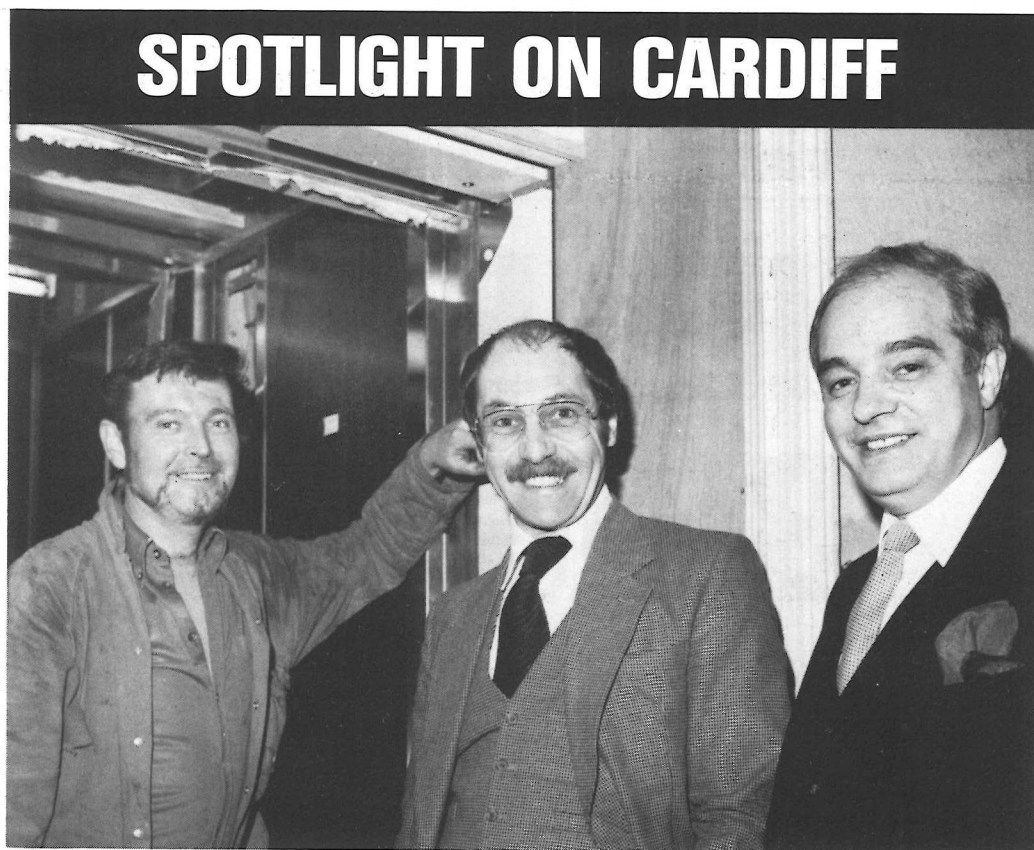
In the great slump of the 1920s the area fell into decline but there are distinct



Anne James and Rebecca McLeod

signs that it is beginning to move again.

With branch manager Frank Seymour are Ron Powell, who is now handling service estimating and administration, to give Frank more time to go out and get business; John Hurn, who covers service supervision, assisted by chargehand



Everybody happy. Fitter Brig Kennair and Frank Seymour hand over a new lift to Mr P. Sanna, general manager of the Royal Hotel, Cardiff

Eddie Watson; and Alan Whiley, who looks after new sales.

Rebecca McLeod, who was a recent addition in early 1981, is now an old-stager in the branch. Denise Jones, who joined the company in 1974, left to have her first baby last November, but may well be making a welcome return this summer. Deputising in her absence is Anne James.

The Cardiff labour force consists of nine fitters and six mates on maintenance, three fitters and three mates doing repair work, three apprentices, and chargehand Eddie Watson in the office. Three men on construction are controlled by Alec Goatley in Bristol.

Resident mechanic Maldwyn Llewellyn, who lives north of Swansea, covers Carmarthon, Haverfordwest and Aberystwyth areas; Terry Howell at Swansea covers mainly the centre of the city; Geoff Evans covers Newport, Pontypool and

Gwent area. Rob Webb is on the National Shop Stewards' Committee and also the National Safety Committee.

Major customers of Cardiff branch include Swansea University, Aberystwyth University, ICI, Hodge Properties, DOE, University Hospital of Wales, BBC, Newport and Cardiff Corporations, Debenhams at Swansea, and the old-established department stores, David Morgan and James Howells.

In addition to being chairman of the South Glamorgan

Asthma Society, Frank Seymour is now chairman of the Parent Teacher Association at Whitchurch High School, which is the second largest comprehensive school in Europe, with over 100 on the teaching staff.

He is quite convinced that things are on the move again in the construction industry, and jokes: "What with the work-load in the office, and my voluntary activities, my wife says these days she has to make an appointment when she wants to see me".



Fancy dress party night at a Nottingham centre. Eugene is with Tom Sexton, aged 82 years, and having a great evening

Eugene had fun by helping the aged

Thought of helping someone during your holidays and yet still having a good time?

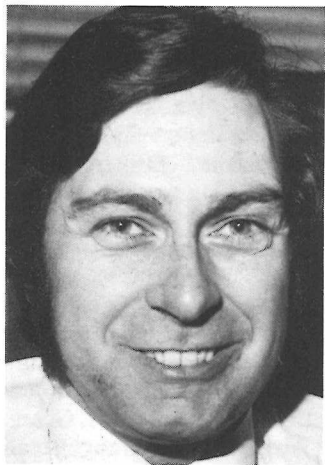
Then try your hand next summer as a helper at a holiday home for disabled people, writes Eugene Egan, I & S Department, Liverpool works.

The Winged Fellowship

Trust is a charitable organisation providing purpose-built centres which allow disabled people to spend a holiday.

For further details write to Volunteer Recruitment, Winged Fellowship Trust, 2nd Floor, 64-66 Oxford St, London W1N 9FF.

Alan Whiley



Colin Oaten, regional personnel officer



Ron Powell



John Hurn



There'll be an Otis float for the London Lord Mayor's Show

One of London's great ceremonial pageants is the annual Lord Mayor's Show.

This year it will take place on Saturday 12 November.

In the 150th year of the company's founding in the UK, Otis have been invited to enter a float and the company has agreed.

No details about the float as yet, but a limited number of free tickets will be available to Otis employees and their immediate families for seats to watch this great show go by St. Pauls Cathedral.

Applications can now be made to Barry Wheeler at Clapham Road, and a draw

will be made to allocate tickets.

The history of the pageant goes back to 1209 when Sir Henry FitzAlwyn was sworn-in as the first Mayor of London.

King John required that the holder of the office be presented for royal approval, either to the king personally,

or to his justices, who then sat in the Palace of Westminster.

It is from this stipulation that the Lord Mayor's Procession originated and continues to this day. It is the last surviving pageant of the City of London.

It was omitted, for the only

time, in 1830, when Sir John Key was Lord Mayor, and there was much public unrest because of the Reform Bill.

And in the mid-19th century a City broker wrote to 'The Times': "How long is this frivolity to be permitted?"

For a lot longer, very

obviously. There have now been over 800 processions and in 1983 the show will be unique, because for the first time ever, the Lord Mayor is likely to be a woman.

More details of the Otis float, and the theme of this year's procession, will be reported as they become available.