

CONTACT

August 1973



UP, UP AND AWAY
(see page 174)

THE GIRL FROM MANWEB

DO YOU remember our first "Girl from MANWEB" way back in 1968? She was the titian-haired Miss Judith Anne Hall—now Mrs. Harding—who, when she won our initial competition, was the typing pool supervisor at the former Area 3 Offices in Chester.

Next came another Ann—no 'e'—Miss Ann Semple—now Mrs. Jones—who still works for us as senior sales demonstrator in Liverpool. In 1970 we went to Wales for our winner, to our Llangefni offices where Miss Peggy Francis—now Mrs. Parkinson—worked for the Board as a clerk. Peggy is now living in Bristol.

She was followed in 1971 by third-time lucky girl Miss Hilary Panting—now Mrs. Smith. Hilary is still with us working as a bonus clerk supervisor in the North Wirral District at Birkenhead.

Then came a winner from Head Office, Miss Carolyn Smith, a comptometer operator. At the moment Carolyn is ill, and on behalf of the many friends she made during her year of office, we sincerely wish her a speedy return to good health.

Our leading lady this year—our first married lady to hold the title—is Mrs. Patricia Ann Reed, a part-time saleswoman at our Southport shop. Pat is going great guns and enjoying every minute of it.

Now the question arises—who is to take over from Pat on January 1st, 1974? Is the next "Girl from MANWEB" now working in your office or section? Take a look around—can you see her? The person who sponsors the eventual winner will receive £5!

So, the search is now on to find the next "Girl from MANWEB," and we are confident that the high standard of charm and personality set by the previous holders of the title will be maintained.

Entry is free, on forms obtainable from *The Editor*, "Contact," Head Office, Sealand Road, Chester CH1 4LR. (Internal telephones 2164/2166/2167).

Photographs will not be required and Districts and Departments may have as many entries as they wish.



Preliminary judging will be arranged to bring forward one girl from each of the three MANWEB Groups and three girls from Head Office. These numbers are based on proportional representation.

The six finalists will then be invited to Head Office early in December when the "Girl from MANWEB—1974" will be chosen. There are no 'parades'—just informal interviews with three or four people who put you at your ease immediately.

The judges throughout the competition will be looking for girls with personality, charm, beauty, dress sense and deportment. Each entrant must of course work for MANWEB, she may be married or single, but must be over 18 years of age.

The girl chosen as the winner will receive a prize of £100. The runner-up will receive £50 and for the girl in third place, there will be £25. Each of the losing finalists will get a £10 consolation prize. And don't forget—the sponsor receives a fiver!

* * *

Most important—please make a note—the closing date for entries is November 5th, 1973.

* * *

We have already had two entries from one of our Districts, so don't delay—find your lady and get an entry form completed.



THE STAFF MAGAZINE OF THE MERSEYSIDE
AND NORTH WALES ELECTRICITY BOARD

CONTACT

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CYMRU AM BYTH!

WHEN a national language or culture comes under pressure, even facing the possibility of being submerged by an alien tongue and alien customs, the explanation can be found in the economic or military (or both) dominance of the latter.

Whatever may have happened in the past, not even the most patriotic Welshman would suggest that today the English jackboot rests on the neck of the Welsh people. Never-the-less, the Welsh language is probably under greater pressure than at any time in history and, conscious of the danger, representatives of many sections of Welsh society, ranging from militant action groups to the most respected learned bodies, are endeavouring in their own ways to preserve their language and heritage.

The danger springs not from fortified castles and uniformed armies, but from the enormous speed-up of communications which the last few decades have seen. Apart from the controversial subject of television, commercial developments have brought about further penetration by the English language, while mass ownership of the motor car has enabled hundreds of thousands of English-speaking peoples to turn to Wales for leisure and recreation. The newcomers speak only English, while the bi-lingual Welshman, for reasons both of business and common courtesy, is compelled to use the English tongue in his dealings with them.

MANWEB's position, among electricity boards, is unique, serving as it does a large slice of English territory, plus the whole of North Wales, including the main stronghold of Welsh language and tradition.

The harmony with which the Board operates speaks highly for the tolerance and understanding of our staff of both races. Energy accounts and various other communications make use of the Welsh language in predominantly Welsh-speaking areas, and the fact that a high proportion of our staff in the Welsh districts are local Welsh people ensures smooth relations between the Board and our Welsh customers.

The fact that large numbers of English people recognise the desirability of preserving the Welsh tongue is amply demonstrated by the report, in this number of *Contact*, of successful Welsh-language classes being held at Head Office. It must be encouraging, to say the least, to tutor Hubert Griffiths to see his English colleagues putting their names on waiting lists for future classes.

EMERGENCY! EMERGENCY!!

Radio Amateurs in Action

FROM TIME to time we read of major disasters in our newspapers and see TV news pictures of derailed trains, motorway pile-ups, fires, floods and aircraft crashes. On such occasions the usual emergency rescue services provided by the police and hospitals are often stretched to the limit with difficulties of communication being a serious problem.

In recent years however, help on an increasing scale has been provided by a group of people working in the Radio Amateur Emergency Network—RAEN or Raynet for short—whose contributions in co-ordinating the rescue efforts are extremely important.

Prior to their formation in the 1950's when radio amateurs 'illegally' assisted during the East Coast flood disaster, they had not been allowed by law to pass even emergency traffic for any third party. Then their licence was amended to permit such messages to be passed for police, ambulance and others involved in rescue operations.

RAEN has a programme of training for their operators and is a nationwide voluntary organisation. In recent years, their involvement in major operations have included the "Torrey Canyon" and the Stockport air crash, when local groups used their own equipment to supplement other methods of communication.

A very active and efficient group in our area is The Deeside Group in which we have at least three members of the MANWEB staff. The Group was formed in early 1972 and provide 'user' services in the Wirral and the Clwyd area. They are based at R.A.F. Sealand where many of the Group members work.

A year has been spent on initial training with special exercises held every six to eight weeks. These occasions served to test transmission paths in what is a very difficult area for v.h.f. communications. When particular problems have arisen, however, high frequency—short wave—transmission has been used.

Now that the training period is over, the Group are confident that they are in a position to provide a reliable and useful service to the community in any emergency in their area.

A recent test certainly proved their claim when members were called out early one Sunday morning on an exercise which simulated the disaster of a Jumbo jet plane crashing on a heavily populated area of Holywell town.

These dedicated radio amateurs helped to set up a control station at Holywell High School and a rest centre at Carmel Village Hall. They also had another station set up in Mold. The Group's main centre at Sealand was used to co-ordinate all operations and assist other stations.

The exercise lasted for three hours and other services included the police, Red Cross Society, St. Johns Ambulance, W.R.V.S. and the local authority Social Services. Some 120 'casualties' and 'homeless' were dealt with and later, the County Emergency Planning Officer said that the whole exercise had been an outstanding success.

Two of our MANWEB staff colleagues took part in this particular exercise, **Mr. Roy Bridson**, a meter mechanic working at Lister Drive and **Mr. Fred Houghton**, a 4th assistant installation engineer in the South Lancashire District.

Roy—call sign *G3VEB*—has had a varied and interesting career starting with a period with the Merchant Navy working in the engine room. Then he spent some time with an engineering factory in Southampton and later joined the army and served for six years before coming to MANWEB in 1960. He was with the Technical section at Chester and the meter department in North Wirral before transferring to Lister Drive. Roy is keenly interested in scouting and belongs to the 7th Wallasey Scout Group.



Mr. Roy Bridson



Mr. Fred Houghton

Fred joined the Board as a student engineer in the North Wirral District and studied at Birkenhead and St. Helens Technical Colleges. On completion of his studies he was appointed to his present job. He has been a radio amateur for the past six years—call sign *G3VZM*. We may be featuring him again in the next issue of 'Contact' when we hope to have a picture of Fred and his new bride who were married on August 11th.

Another member of our staff who is with RAEN, but was not on the Holywell exercise, is **Mr. Allan E. Hill**, a 3rd assistant design engineer in the energy sales section of the South Lancashire District. Allan who is married and has a three year old daughter, joined the Board in 1963. He has been interested in amateur radio for many years—call sign *G4BQJ*—but only recently obtained a transmitting licence.

YDYCH CHI'N SIARAD CYMRAEG?

(DO YOU SPEAK WELSH?)

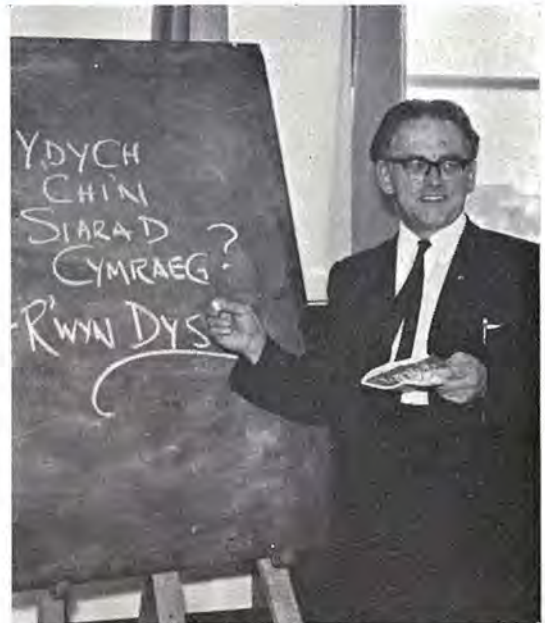
No. 11 LAC, serving Head Office, have organised courses in colloquial Welsh. The man responsible for teaching the language is fluent Welsh speaker Mr. Hubert Griffiths, a fourth assistant engineer in the Production Control section.

The need arose when it was found that certain sections of Head Office had no Welsh speakers among them, although throughout the building there are a number who can and do converse in the language.

Apart from pronouncing place names correctly, so that local people know what you mean, it also helps in dealing with our Welsh customers who, in some cases, use Welsh as their first language.

Two courses were run to begin with, such was the response to the notices announcing the start. Each course, lasting for ten weeks, has twenty students, and there is a waiting list for the next classes.

The next series of lessons are planned for the Autumn, so interested parties should contact LAC secretary Mr. Arthur Anderson, to enrol. The course is practised during lunch periods, with some home learning. So if you cannot twist your tongue around those peculiar-looking (to Englishmen) Welsh names, like the famous railway station on Anglesey—or should it be Môn? Llanfairpwllgwyngyllgogerychwyrndrobwilllantysiliogogoch, why not have a go at learning Welsh?



Above: The start of another lesson from Mr. Hubert Griffiths.

Below: The teacher, Mr. Griffiths, standing left, with members of his first class, from left to right, standing: Mr. Don Holmes, Miss Gillian Hughes, Miss Carol Sankey and Mrs. Sandra Shakeshaft. Seated: Mrs. Dorothy Davis, Miss Janet Cotterill, Mrs. Evelyn Hill, Mrs. Elizabeth Sissons and Mrs. Vera Lewis.



MANWEB HELP SMALL BUSINESS HOUSES IN MID-WALES

**A Report by
Terry Williams**
(*Circuit News*)

OSWESTRY District Commercial Engineer Ron Williams is involved in a determined campaign to bring industry into the de-populated areas of Mid-Wales.

His firm methods are meeting with success for MANWEB because of the efforts and enterprises of the District's energy sales team.

"We have tried to help the small companies," explained Ron. "Big concerns employ their own technical men but the small factories come to MANWEB for advice.

"Once we show just what service we can provide the use of electricity grows rapidly with factory expansion plans. The Laura Ashley at Carno is an example of what I am saying."

When Laura Ashley started hand-printing fabrics in the kitchen of her London home 24 years ago no one would ever have guessed it would lead to the setting up of an international fashion empire.

She started with the production of table mats, napkins and tea towels and sold them to specialist shops in London.

This was such a success that she had to move out of the kitchen and into a proper factory in order to turn out enough products to meet ever increasing demands.

In fact she found a workshop where she was able to install a proper textile printing machine for producing fabric by the yard, and her husband, Bernard Ashley, gave up his job in the City and joined her full time in the venture.

This was now the early 1950's and soon the premises proved to be too small for the production demand and the Ashleys moved first to Kent and then into the heart of Mid-Wales—Carno.

There in 1962 they took over the Ty Brith Country Club. Then six years ago they moved again—but this time just across the road to a warehouse in an empty railway yard.

Here there was ample room for installing all the machinery they needed for printing and dyeing fabrics and designing and manufacturing garments. And there was room for expansion.

Commented Ron: "The firm started out on a single phase supply to a workshop employing two women and now there is a demand of 300 kVA for a factory of 200 workers.

"Most of the electricity used is involved in the operation of washing the original cotton bales and in motive power and over the years we have built up a very good relationship with this factory.

"If these people get good service they come back for more. Right now energy sales engineer Don Wade is dealing with a proposal for an all-electric kitchen for the factory extension."

The start of a beautiful garment. Here we see a cotton bale being washed prior to the printing and dyeing of the fabric.





ROUND TABLE CONFERENCE AT ABERYSTWYTH

Our picture, above, shows members of the No. 10 Local Advisory Committee at a meeting held a short time ago at Aberystwyth District Office.

Round the table, *from left to right*, are:

Mr. Jack Rees, a chargehand linesman based at Dolgellau where he represents all the NJIC staff at that depot. Jack joined the Board in 1949 and has served on various committees for many years. This year he is a member of the DJIC. He also serves on the Merioneth County Council.

Mr. Glyn Jones, a linesman based at Machynlleth where he is the representative for all NJIC staff. Glyn, who joined MANWEB in 1959 is a quiet man and this is his first time as a committeeman.

Mr. Dilwyn Evans, a salesman at our Aberystwyth shop has been with the Board since 1965. He represents all NJC staff throughout the District. He too is a 'first-timer' on committee work. His outside interests lie with the British Legion, having been an official in that organisation for many years.

Mr. Reg Lewis, the District Administrative Officer, and fourth member of 'Management' on the L.A.C. Bob joined the industry in 1938 and after moving round for a while, went to Aberystwyth in 1970.

Mr. D. G. Thomas, the Administrative Assistant at District Office, serves as Secretary for the L.A.C. He is also joint secretary for the Staff and Works Committees. "D.G." joined the Board in 1957. He is chairman of the local rugby club.

Mr. Kenneth Helliwell, Group Manager and Chairman of the Local Advisory Committee. He joined the industry in 1929 when he was Articled with the Darwen Corporation Electricity Department. Since then he has worked at Bradford, Lincoln, Luton and Preston before joining MANWEB in 1948 as Technical Assistant in Area 1. In 1951 he became Area 1 Engineer and in 1964, Area 4 Manager. Two years ago he took up his present appointment.

Mr. Richard D. Meredith, a linesman's mate at Aberystwyth is one of the two representatives for NJIC staff based at Mill Street. Richie has been a member of L.A.C. and Works Committees for 'donkey's' years. He joined the industry in 1946.

Mr. Dewi Parry, the District Systems Engineer, was standing in for management representative, Mr. D. A. Hamblin (District Engineer) who was ill.

Mr. Ben O. Lloyd, the District Supply Engineer, was deputising for his chief, Mr. G. H. O. Speaight, (District Commercial Engineer), who was on sick leave.

Mr. Iorwerth Edwards, an electrician on public lighting, another representative for the NJIC staff at Aberystwyth. Iorwerth has been with us for just over 20 years.

Mr. John M. Jeremy, a 3rd assistant commercial supply engineer is the representative for all NJB staff in the District. He is a long-serving member of the Board having been in the industry for 47 years. John is very active in local government.

NEW GIRO SERVICE

During the next few months, National Giro—the Post Office money transfer and banking service—is mounting a special campaign to encourage salaried staff in the electricity industry to take advantage of its expanded facilities. This article examines the advantages which Giro claims.

Salaried staff in the electricity industry are among the first in the country to be offered an improved, personal money-management package—the opportunity to run a bank account without paying normal bank charges, coupled with automatic introduction to an extended range of personal loan facilities on specially negotiated terms.

Giro, now moving steadily towards its 500,000th account, has launched a renewed drive to add to the ranks of Pay-through-Giro customers in the public sector. As well as all the established advantages of such an account, holders will be able to apply for personal loans, new fixed-term loans and a new bridging loan plan for house purchase—all on lower-than-usual repayment terms.

Additionally, approved Giro customers may cash cheques for up to £30 on alternate days at any of Britain's post offices using the newly-introduced Gold Card. This marks a considerable improvement on the terms for ordinary account holders who can only cash cheques at two chosen post offices.

Giro claim that even with the special terms which staff might already obtain if their salary is paid into a bank account, a weekly cash withdrawal, four standing order payments and four other payments each month could well cost £9 a year or more in bank charges. Equivalent use of a Salary-through-Giro account could cut this to little more than £2. The more free Giro transfers or standing orders are used to pay bills, the cheaper it becomes to run the account.

Most regular payments—like gas, electricity, mortgages, rates and insurance premiums—can be made free through Giro simply by sending a transfer form to Bootle in the free postage-paid envelope provided. All gas and electricity boards already have accounts, as do 49 of the leading building societies, 16 of the top finance houses, 1,300 local authorities, most major insurance companies and unit trusts, the National Savings Bank and the Trustee Savings Banks.

Giro also pays standing orders to other accounts on time and without charge. To pay non-account holders a Giro cheque is used like any other cheque

—the only standard transaction for which Salary-through Giro customers incur a charge. And at 6p a cheque, this is cheaper than most other banks.

Salary-through-Giro customers can apply for Giro's new Gold Card. This allows them to make higher than normal cash withdrawals at any post office, with separate cashing facilities for each customer on joint accounts.

Customers not having the Gold Card can cash cheques for up to £20 on alternate days at either of two post offices, during normal shop hours—and on Saturdays when most banks are closed. Most of these customers choose one office near their home and another close to their work. Salary-through-Giro customers pay no fee for cashing cheques, for the supply of cheques and transfer forms or for first class postage.

Giro makes sure customers always know exactly where they stand with their accounts. Statements are sent every time a credit is paid in or every ten transactions. So every time your salary is paid in you get a statement to confirm it and show you how you stand for the rest of the month.

An important bonus for newcomers to Salary-through-Giro is the introduction of special loans schemes. They are available from a leading credit company at special reduced terms arranged with Giro.

When the original loans-through-Giro scheme was introduced two years ago, customers could borrow up to 24 times the amount to be repaid each month. This is now increased to 36 times. Interest, calculated monthly on the balance outstanding, is 1.45 per cent for Salary-through-Giro borrowers against 1.6 per cent for ordinary customers. A borrower may top up his original credit limit at intervals if he wishes.

For people planning any major item of spending, Salary-through-Giro borrowers are offered repayment terms over an agreed period, usually up to five years, at a flat 9 per cent per annum interest rate. For ordinary borrowers the rate is one per cent higher. No security is required for these loans, which carry built-in free life cover. When a loan application has been approved, the amount is paid into the borrower's Giro account, from which repayments are made by standing order.

New bridging loans, covering the period between buying and selling a house, are available. Interest is 1 per cent a month, calculated daily. Three months interest is payable on loans under £1,000, plus an administrative fee of £15 for each bridging loan.

By taking out loans, Giro customers may qualify for cash discounts on the goods or services for which the money is needed. Another advantage is the tax relief granted on the interest on loans for house purchase or improvement, and on interest over £35 on all other loans.

V.I.P. Visit

Forty leading electrical experts, members of CENELEC which is a cell of the European Economic Communities and Common Market Commission, held a four-day working session at the MANWEB Head Office in Chester a short time ago.

The delegates, who came from Belgium, Denmark, France, Great Britain, Holland, Italy, Sweden, Switzerland and West Germany, represented both the manufacture and supply sides of their national electricity industries.

This was the first time that their meeting has been held in this country and it was indeed an honour that our special office block was chosen as their venue.



Away from business, two of our guests enjoy a social moment with their MANWEB hosts. From left to right: Frau and Herr R. Winckler (Chairman of Cenelec), Mr. M. M. Parker (Secretary and Solicitor), Mr. D. G. Dodds (Chairman) and Mrs. Dodds.



Course 263

This happy group of ladies recently completed their sales training course at Wallasey. They are, from left to right, back row: Mrs. A. Waldock (sales, Warrington), Miss A. Cowap (energy sales demonstrator, Dee Valley) and Mrs. I. Morris (energy sales/marketing demonstrator, Aberystwyth). Front row: Mrs. P. Lewis (sales, Upton), Mrs. B. Cunningham (sales, Kirkby) and Mrs. D. Rhoden (sales, St. Helens).

Off to the C.E.G.B.

Many friends and colleagues of Mrs. Gwen Spencer, a member of the restaurant staff, gathered to present her with parting gifts and wish her every success in her new job at the Bromborough Power Station. Gwen has been with us for many years and was manageress of the former Area 2/3 office canteen in the original building at Sealand Road. When Head Office moved into the new block, Gwen joined the company who took over all catering arrangements in the new restaurant.



SEARCH AND RESCUE



by
Brian Stiff
(Engineering Draughtsman,
Head Office)

“CHOCKS AWAY” called the skipper’s voice over the intercom. The engine noise increased and we rose slowly to a height of ten feet where we hovered for a few seconds. Then the nose of our bright yellow helicopter dipped and we accelerated rapidly across the airfield.

With the approval of the Ministry of Defence, I was about to find out what the large black letters spelling “R.A.F. Rescue” on the side of the Whirlwind helicopters of No. 22 Squadron really meant.

In the main cabin were the navigator-cum-winch operator, Flt./Lt. Don Arnold and Master Signaller Dave Revill, the man lowered on the winch line. Another passenger, a young woman, was Corporal Elizabeth Fleetham, who was being abandoned and rescued as part of her training for a familiarisation flight in a Lightning aircraft.

The skipper, Flying Officer Ian Gliddon, piloted our ungainly craft to a predetermined dropping area. His voice cracked in my headphones, “You first Brian.” Assisted by Don, I slipped out through the doorway and down onto the grass below, I watched as the helicopter receded into the distance describing an ark in the sky as Ian pulled it round to run in behind me for the “pick up.”

As it came nearer I could see Dave, already swinging down on the winch line preparing to rescue me. Ian brought the big yellow bird to a hover only eight feet above my head while Dave slipped the harness round my back and up under my armpits.

“Thumbs up” and Ian inched the aircraft up to

fifty feet while winchman Don paid out the line. “Thumbs up” again and Don began winching us up. At the door Dave swung me around and Don’s reassuring hand pulled me backwards into the cabin. The whole operation had taken one minute 30 seconds.

Again I was set down on the grass with Dave, this time he skillfully belted me into a canvas stretcher, demonstrating the type of recovery used for winching an injured casualty from a ship’s deck.

Once more Ian hovered the helicopter over us. Winch hook in place and up I went staring at the underbelly of the aircraft and being fanned by the wind from the rotor arms which span 53 feet. Dave who was in close attendance throughout, swung the stretcher around and Don hauled me into the cabin. This exercise had taken five minutes.

Corporal Fleetham was being dropped in the North Sea. I was landed in a cornfield on a cliff top to observe. A plume of spray erupted as Elizabeth hit the water.

From my vantage point a mile away she appeared as a tiny black spec bobbing around in the sea. In poor visibility it would be almost impossible for a searching helicopter to locate such an insignificant object. Her small radio beacon, part of all aircrews’ survival equipment, transmitted an intermittent bleep, enabling the heli-

copter crew to home in on the signal and soon the aircraft was hovering over her.

As Elizabeth was being snatched from the now placid waters of the cold sea, I recalled a recent incident when both helicopters from Coltishall,



rescued between them, ten survivors from a sinking ship in a force nine gale.

The pilots hovered over the ship in turn, the helicopters buffeted by the howling wind, the winchmen battered against the ship's hull while fitting the harness onto the greatly relieved seamen.

By now, Elizabeth was on board the helicopter so I activated my radio beacon to enable the crew to locate me. Fifteen minutes later we were back at Coltishall where Don, Dave and Elizabeth were landed and I transferred from the main cabin to the co-pilot's seat next to Ian in the cockpit.

Now it was the pilot's turn to show off his skills. Up we went again, down went the nose and we sprinted for the far side of the airfield climbing to 500 feet. We wheeled right, left, turned into wind and came to a hover. Down to twenty feet, still hovering, sideways left, sideways right, then slowly backwards. Again we hovered and pivoted around the tail rotor. Forward again and climb to 500 feet.

Now for a simulated engine failure. Ian cut the power and we drifted down on the flailing rotor blades as if suspended on a giant parachute. When we were only feet from the ground, Ian hauled back the nose, opened the throttle and the machine clawed back into the sky.

The demonstration over we hovered briefly beside the runway as two Lightnings touched down. One last hop and Ian settled us down gently on the concrete pad, cut the engine and applied the rotor

brake bringing to an end what for me had been a very memorable experience.

There are two R.A.F. Search and Rescue Squadrons Nos. 22 and 202 with "Flights", usually of two aircraft, deployed at strategic points around the coast of the United Kingdom.

22 Squadron 'B Flight' stationed at R.A.F. Coltishall in Norfolk has two Whirlwind helicopters used primarily to recover military personnel from air crashes. Of the many emergencies which occur, military and civilian, 'B Flight' rescue on average 50 persons every year.

The jet powered Whirlwind has a maximum speed of approximately 100 m.p.h. Depending on prevailing weather conditions it has a flying duration of two-and-a-quarter hours and uses fuel at the rate of one gallon per mile.

It carries a three man crew plus a maximum of six survivors.

There are four crews on 'B Flight' manning a 24 hour standby every day of the year. In an emergency, time to scramble is only three minutes.

My 'rescue' by 22 Squadron 'B Flight,' albeit in perfect weather conditions, demonstrated to me that it requires team work and precision by the highly trained three man crew to make a successful rescue. There are many people who owe their lives to the skill of the men who operate those bright yellow helicopters of the R.A.F. Search and Rescue squadrons.

Before the flight, from left to right: Brian and his wife Susan, Master Signaller Dave Revill, Flight Lt. Don Arnold and Flying Officer Ian Gliddon.



PERSONAL ACCIDENT INSURANCE SCHEME

FOR EMPLOYEES OF THE ELECTRICITY SUPPLY INDUSTRY

If you are already a member of this scheme . . .
please read on. You may wish to increase
your cover

If you are not a member
please read on. You may then decide to join.

Q. What is the purpose of this scheme?

A. To provide any employee of the Industry with Personal Accident Insurance on terms more favourable than those generally available. To make membership as easy as possible there is one simple form to complete. Normally, no medical examination is required. When you join the scheme the appropriate premium will be deducted from your pay. The outlay is very small when compared with the substantial benefits the insurance gives. **ACCIDENTS CANNOT ALWAYS BE AVOIDED—BUT THE FINANCIAL WORRIES CAN.**

Q. What insurance cover is provided?

A. Compensation is payable for death or disablement due to accidental injury sustained anywhere in the world, whilst on or off duty, at work or at home—24 hours a day. There are very few exceptions. Sports are included except for mountaineering, winter sports abroad and racing (other than on foot). Even air travel as a passenger is included.

A certificate setting out the exact terms of the insurance is issued to each member.

Q. How much is paid in the event of injury?

A. This depends on the number of units of insurance and the extent of the injury but for as little as 3 new pence per week (13 new pence per month) a benefit of £1,500 would be payable for death or loss of sight or permanent disablement from all work. Smaller amounts are payable for

other injuries ranging from £1,125 for loss of an arm to £45 if one of your small toes were to be amputated. If you are prevented from working at your usual job for more than 13 weeks a weekly benefit of £3.75 is payable from the 14th week for up to a further 91 weeks whilst your disablement continues.

These sums represent one unit of cover. You can insure for multiples of these amounts at proportionate premiums but the maximum is 10 units. If you have 10 units then the premium will be 30 new pence per week and the maximum benefit £15,000.

Q. I am not a member, how do I join?

A. Proposal forms are available in MANWEB from your District Administrative Officer or from the Insurance Section, 4S1, Head Office.

Q. If I am already a member, can I increase my cover?

A. You will need to fill in a new proposal form like a new member.

Q. What happens if I change jobs or retire?

A. Cover ceases if you leave the industry but it can be transferred if you change from one Electricity Board to another. The insurance can be continued after normal retirement until you are 75 years old, premiums being deducted from your pension.

SOME RECENT CLAIMS

Most people think of accidents as something which happens to someone else—and so did the victims before it happened to them!

When ill-fortune strikes in this way, money does not, of course, compensate for the pain and shock involved, but it can help to deal with many of the problems which accidents bring in their train, and already quite a few employees of the industry—and their families—have had cause to be thankful that they had taken the trouble to join the scheme.

Examples of recent claims under the scheme include:

Fatal electrocution (10 units)—£15,000.

Fatal road accidents (two cases—5 units)—£7,500 each

Loss of sight in one eye after a blow while playing with children (two units)—£3,000.

Loss of two toes (5 units)—£460.

Loss of top of thumb in sailing accident (two units)—£500.

Other claims met arose from such varied mishaps as a rupture following a fall, a broken leg in a cycle accident, and a broken arm.

Warmth and Comfort for Liverpool Pensioners

The "Help the Aged Association" in Liverpool, have endeavoured to bring alive again the family and community spirit into the lives of a goodly number of 'senior citizens' who, no doubt, have been given the opportunity of peace, security and happiness in their latter years.

This has been achieved by the Association's financing the building of five blocks of flats in the Liverpool area—three in Kirkby, one in Bootle and another in Anfield.

In one of the Kirkby blocks, there are six two-person flats, 39 single flats and one flat for the block caretaker. Forty-six beautiful homes for 52 happy people.

Each flat is heated by a six kilowatt Electricaire unit, cooking is by electricity and constant hot water is provided by a two-kilowatt immersion heater.

In the communal lounge—a very large room and pleasantly comfortable—and on the landings and passageways of the double storey building, electric storage fan heaters are used to maintain a constant warm temperature.

At the rear of the building, there is an all-electric laundry room with two large automatic washing machines and a tumbler dryer.

The total load in the building is around 430 kilowatts. All the work of installation has been carried out by our Men from MANWEB who still keep an eye on the servicing of the equipment.

Mr. John Rigby, 2nd assistant energy sales engineer and Miss Lesley Jones, demonstrator, both on our North Mersey District staff, call in at the flats from time to time to check the heating and cooking needs of the tenants.

The cost for these modern, neat, warm and comfortable flats works out at under £6 per week for rent, rates and heating, with the latter costing about 75 pence per week.



Mr. Rigby explains the pre-set time switch for Electricaire heating to Mr. and Mrs. Thomas A. Parry, two of the lucky tenants.

Miss Lesley Jones explains the procedure when using the new electric washing machine to two of the aged ladies.



PRAISE FOR McDONALD

Here are just a few of the many letters we are receiving from customers who have bought one of the new McDonald vacuum cleaners, introduced at this year's Sales Conference.

From West Kirby . . .

Dear Sir,

I am writing in praise of your superb carpet cleaner. It is as much an advance in this field as modern washing equipment is over wringers and boilers.

In the course of my work, I meet many people, many of them elderly, and will recommend your product whenever I can. I often hear from these people how fed up they are with the cumbersome, heavy and often complicated cleaners they have.

*Yours truly,
(Signed).*

. . . Great Crosby . . .

Dear Sirs,

McDonald Electric 250

A week ago I had the opportunity of visiting a neighbour, she mentioned she had a new cleaner, which was the above. I said I hadn't heard of it before, and she said, try it out and see! Well, I was so convinced that the next day I went to the MANWEB showrooms locally and purchased one.

Your cleaner is so light to handle, adaptable, and by jove! it does get rid of the slightest speck of dust. I get around the house in no time now, and it is so easy to take upstairs—a great asset!

I like everything about it, including the price, which I think is the best value on the market

today. I congratulate all of you and wish you every success. The shop I got it from said, they are going like "hot cakes." Well, I hope they continue to do so.

*Yours sincerely,
(Signed).
(a busy woman).*

. . . and from Ellesmere Port

Dear Sir,

Your letter to hand and also received your wonderful gift, a bedspread which I am highly delighted with. Also the McDonald Electric 250 cleaner which I purchased. I am sure it must be a big success item as it is so light in weight to carry around but very efficient to use and also so cheap. Believe me it is greatly appreciated and now I must thank you a million for all the trouble I must have caused.

*Yours truly,
(Signed).*

Photographic Competition 1973

Rules

1. Entry is free, but is restricted to MANWEB employees, pensioners and their families.
2. Each photograph or transparency submitted must be the original work and the copyright property of the person submitting it.
3. The Editor reserves the right to reproduce the winning pictures, but a reproduction fee will not be paid.
4. All photographs or transparencies must have been taken since **1st August, 1972**.
5. Any number of Black and White prints may be submitted, but only FIVE colour transparencies or prints in any one section from each competitor.
6. Competitors must enclose a note with their entries, clearly stating their name and address (*office, or if a pensioner, home*), the title of each picture (*this is important*) and the class entered.
7. The competition will be judged by an independent panel and their decision is final.
8. Entries should be sent to **The Editor, 'Contact,' MANWEB, Head Office, Sea-**

land Road, Chester CH1 4LR, and the envelope or package marked in the top left hand corner "Photographic Competition."

Closing Date—30th September, 1973.

9. Prizes will be awarded as follows:

COLOUR

Transparencies

1st Prize	£10
2nd Prize	£5
3rd Prize	£3

Prints

Best Picture	£5
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BLACK AND WHITE

Portrait	£5
General	£5

Best Humorous picture in colour or black and white £2

Great care will be taken of entries, all of which will be returned. When submitting your photographs and/or transparencies, it is advisable to protect them during transmission by post by packing them with a piece of stout cardboard, slightly larger than the photographs themselves.

OPENING OF E.E.I.B.A. FLATS AT SELLY OAK

THE ELECTRICAL and electronics industries had devoted the fullest attention for more than 60 years to the care of those of their colleagues who might be in need, said Sir Peter Menzies, Chairman of the Electricity Council, in Birmingham a short time ago.

Sir Peter who was recently appointed President of the Electrical and Electronics Industries Benevolent Association, was speaking at the opening of the association's Selly Oak flats. The official ceremony was performed by Her Royal Highness Princess Richard of Gloucester.

"In more recent times," said Sir Peter, "we have become increasingly aware that need is no longer only a question of financial hardship, and that with our greater expectation of life it is essential to consider the welfare of those who have served industry throughout a long working life and are now enjoying a well-earned retirement."

At one time, he continued, it was felt that the provision of delightful country houses isolated in large parklands and with no

public transport met the need.

The new development at Selly Oak, however, enabled those people there to live within four miles of the centre of the second largest city in the country, "and within walking distance of the essential services of modern life—the shops, the post office, the church and the pub."

The present stage of development comprises seven one-bedroomed flats and two two-bedroomed flats, with a guest room, garden room with kitchen annexe, and a utility room where the residents can undertake their

own laundry. They have been designed to meet the needs of those who, while well able to shop, cook and clean for themselves, will find smaller accommodation adapted to their more restricted physical abilities of great appeal.

Each single flat consists of an entrance lobby with a bedroom, bathroom and a large living room with kitchen facilities. Double flats have two bedrooms. Each flat is wired for telephone and television. The residents are expected to be completely independent, but the principal tenant living on the site has special responsibilities as a 'good neighbour.' All the flats have special intercommunication facilities with the principal tenant.



COUNCILLOR

Another member of our Dee Valley District staff, Mr. William R. Thomas, has been elected to serve on one of the new District Councils following reorganisation in local government.

Mr. Thomas, a storekeeper at Legacy, was successful in the recent Clwyd County Council elections when he was elected as member for the Rhostyllen and Johnstown ward. Previously, he was a member of the Denbighshire County Council being elected for a three-year term in 1970. He also served on the Esclusham Parish Council in 1970.

He is a member of Wrexham

and District Employment Committee and a member of the Wrexham Trades Council. For



the past 30 years, Bill has served on the special constabulary in the area.

He joined the electricity supply

industry in 1948 at Rhostyllen after spending his early years in the mining industry. He has always been interested in committee work and has served on Local Advisory and Works Committees with the Board. He is currently a member of the District Ambulance Committee of the DJAC.

While being pleased with his own election results, Bill is more than pleased at the success of his son David who has just gained his B.Sc. Degree in Chemistry at Manchester University—and with Honours too!

David, during his summer vacations has worked for the Board in the Revenue section.

On Board the "Malcolm Miller"

If any landlubber thinks that a cruise on a sailing ship is just a question of lying on the deck in the sun, this article by Gerald Williams, a clerk in our South Lancs District, should help to dispel such pleasant fantasies! Gerald, on the Board's nomination, recently acted as a crew member on the Sail Training Association ship *Malcolm Miller* from the Bristol Channel, North to Portree in Skye, and then returning to Liverpool.

BY THE time we put to sea from Portishead docks on the first Monday of our training cruise, all 39 trainees had been allocated bunks, issued with ship's gear, and given fundamental instruction on running the ship. While in the Bristol Channel the weather was fairly calm, and the engines were used frequently until we reached the Irish Sea.

There was a permanent crew of five on the ship: the Captain, First Officer, Chief Engineer, Bosun and Chef. The Bosun and Chef both had assistants. The 39 trainees were split into three watches; Main, Fore and Mizzen watches. Each watch had a watch officer and a watch leader who were ex-trainees, invited back to lead other trainees.

It did not take long for the crew to get to know each other, especially in each watch. It was true to say that the trainees tended to split up into groups but on the whole everybody got on with everybody else.

By Wednesday we had made good progress up the Irish Sea with a good fresh, following wind. The Isle of Man was soon behind us. The daily routine of watches had been well established by this time and it was not unusual for a particular watch to be active for twelve hours of the day while sailing.

On Thursday we stopped at our first port, Tobermory in Scotland. Naturally, most of the

crew were impatient to go ashore and try the local beer. Although it was only a small village, everybody who went ashore enjoyed themselves. Early Friday morning we were on our way again and the hoisting and lowering of sails became a regular occurrence. Probably the most trying part of the cruise was being woken up at 12 midnight and having to hoist in a sail while the wind was blowing at force ten.

The second port of call was Portree on the Saturday. This was a larger town and the crew took the chance of buying souvenirs for their relations at home. After spending a quiet night ashore, the ship weighed anchor at 6.00 a.m. and we turned for home.

After another two days we had reached Campbelltown. All the trainees had, by this time, had a good taste of life at sea. The work had been hard and the conditions difficult. Every stop in port would now be welcome and Campbelltown was no exception. I myself had little chance to go ashore at Campbelltown as I was on anchor watch from 8.00—10.00 p.m. The ship sailed again at 1.15 p.m. on Tuesday; probably the worst day for me, as I was assigned to the galley and the work was far from exciting.

The progress back to Liverpool was slow. During non-duty time, I took the chance to climb up the rigging and carry out necessary work on the yard-arms. This may

be a task which looks unfavourable at first, but once the necessary confidence is gained, it is the most popular. After anchoring off Wales on the Thursday, we arrived at Birkenhead on the Friday. Once the ship was clean from top to bottom, the whole crew was taken for a meal at West Cheshire Sailing Club, Wallasey.

The atmosphere after signing off on the Saturday morning was mixed. Everybody was glad to be going home but if given the chance most of the trainees would have done it all again. To anybody reading this article who has, or will be given the opportunity to sail on the schooner, I say this; Do not expect a luxury cruise. The work is hard and the hours long but when you return, a sense of achievement is felt and the urge to sail again is strong in mind and soul.

MANWEB (Chester)
Sports and Social Club

Darts Tournament

for all Head Office and District employees.
on September 20th at 7.00 p.m. in the Restaurant, Sealand Road.

Entries from all Districts and all sections at Head Office are welcomed. Teams of five players must include at least one female. It is proposed to restrict the number of entries, so it is first come, first served, and the final date for entries, *if the list has not been previously closed*, will be 31st August, 1973.

Further details may be obtained from Mr. J. G. Roberts, Welfare Section, Head Office. Tel. 2146.



Some of our Oswestry District drivers who received awards from Chief Inspector Colin Evans, seated centre. Mr. G. E. Davies (*District Engineer*) is seated fifth from the left.

SAFE DRIVERS at OSWESTRY . . .

Members of our Oswestry District staff who qualified for their Safe Driving Awards were presented with their Star Bars, Brooches, Medals and Diplomas a short time ago by Chief Inspector Colin Evans, Head of Oswestry Police Sub-Division.

The awards were as follows:

Star Bar to 20-Year Brooch: Mr. C. H. O. Wilkinson.

20-Year Brooch: Messrs. J. T. Jones and D. M. Neaves.

Bar to 15-Year Brooch: Messrs. H. Huxley, G. A. Jones, W. H. Jones and C. C. Lewis.

Bar to Ten-Year Medal: Messrs. H. Crewe, F. Jones, H. E. Large, N. W. Lewis, C. W. Parry and P. O. Powell.

Ten-Year Medal: Mr. L. Purcell.

Bar to Five-Year Medal: Messrs. E. Barrow, A. E. Chandler, J. W. H. Davies, C. B. Day, F. E. Hewitt, R. T. Hughes and J. Leach.

Five-Year Medal: Messrs. E. J. Brierley, B. E. Johnson, I. Jones, N. C. Mason, J. R. K. Morris and C. H. Taylor.

Diploma: Messrs. D. A. Bolas, P. C. Butler, T. H.

Ellis, W. Ellis, R. Entwistle, E. Field, I. G. L. Jones, J. M. Jones, G. M. Joseph, J. R. F. T. Owen, W. E. Phillips, R. Revill and D. R. Richards.

. . . and CREWE

Inspector R. Brown of the Cheshire Constabulary Traffic Unit at Crewe made the presentations of Safe Driving Awards to members of our Mid-Cheshire District Office staff a short time ago.

The awards were as follows:

Star Bar to 20-Year Brooch: Mr. J. Gilbert.

20-Year Brooch: Mr. J. Mason.

Bar to 15-Year Brooch: Messrs. F. Astles, J. Hough, P. Pennistone and R. Preston.

Bar to Ten-Year Medal: Messrs. F. Broadhurst, E. J. Everall, P. Roche, G. D. Steele, L. Waltmaier and F. Warburton.

Bar to Five-Year Medal: Messrs. W. F. Butler, G. K. Morrey, K. E. . . .

. . . N. Latham, Spinall, B. G. Bailey, E. . . . gton, D. J. Brookshaw, . . . Foster, J. Harrison, E. C. . . . Maden, G. Newbrooke, E. Worrall and T. Williams.

STOP PRESS

Our deepest sympathy goes to Margaret Williams, a tracer at F Office, whose 11-year-old son Gary in the recent tragic "Summerland" on the Isle of Man.

and her other two to escape from the out her husband Alan and is seriously ill in

Retirements

Mr. D. THOMSON

A well-known and popular colleague in Liverpool recently retired after completing 40 years' service in the electricity supply industry.

He is Mr. David (Dave) Thomson who began his career as a clerk with the Liverpool Corporation Electricity Supply Department in 1933. During the last war, being the son of a dentist, it naturally followed that he should serve in the Dental Corps, and for a time, travelled 'backwards and forwards' across Egypt with the famous "Desert Rats."

On his return from the Forces in 1946, he went to work as an assistant on Personnel Records. In 1954 he was appointed as senior assistant in the Establishments Section at Hatton Garden and later he was transferred to North Mersey District.

There is no doubt that Dave will be missed for he certainly knew his job and was most knowledgeable on personnel matters and industrial agreements.

We do not have a picture to show because Dave did not wish for a formal farewell ceremony. However, on his last day at work, he turned the tables and entertained his colleagues to refreshments, and they in turn presented him with some cash with which we believe he is to buy an electric fire.

We join with his friends in wishing Dave a long and happy retirement with many pleasant hours with his hi-fi and colour television.

Mr. A. R. COOPER

After 42 years with the industry, Mr. A. R. Cooper, principal assistant engineer (system management), at Head Office, retired recently.

Before coming to MANWEB as District Engineer, South Liverpool, in 1951, Mr. Cooper was with the Southern Electricity Board. He took over as Dis-

Mr. Cooper, left, receives his farewell gift from



trict Engineer, Liverpool Central, in 1955, and five years later moved to Area 1 office at Hatton Garden as senior assistant engineer (operations). In 1970, following re-organisation, he joined Head Office staff at Chester.

On behalf of his colleagues he was presented with an automatic teamaker by Mr. G. Haughan, Assistant Chief Engineer (system management).

Mr. H. WARING

There was a jolly good send-off for Mr. Harold Waring on his retirement after 40 years' service—in fact he had two, one organised by some of his male colleagues over a weekend at a Llandudno hotel, the other at a local Chester hostelry organised by female admirers.

A principal assistant in the Head Office Computer section he started work for the Birkenhead Cor-



Lucky Mr. Waring with a quartette of female admirers.

poration as a clerk, joined North Wirral District of MANWEB on nationalisation and was appointed as senior assistant in the Revenue Section of the old Area 3 in 1953. He also had experience in Costs and Salaries Sections before joining the Computer section in 1969.

He is a keen gardener, and former organiser of office pantomimes, a skill he picked up in the Forces during war service as Signals Officer. We understand he proposes to spend some of his retirement in obtaining a degree in Law!

Mr. J. P. DOLAN

Mr. John P. Dolan, a labourer in the South Lancashire District retired recently after 20 years with MANWEB. John who was employed at the St. Helens District, at one time as a joiner's mate, was given a gift of a pipe and a pouch of tobacco from his colleagues.

Obituary

Mr. C. S. S. BALDWIN

We regret to report on the death of a former colleague, Mr. Cecil S. S. Baldwin, who was chief draughtsman at Head Office prior to his retirement in 1967.

Ces. started work in the electricity supply industry with Manchester Corporation in the late 1920's and became their senior electrical draughtsman. In 1948 he went to work for the CEGB, but moved over to MANWEB twelve months later.

He was a keen caravaner, and on his retirement, went to live in Abergele.

We extend our sincere sympathies to his widow and son.

Mr. T. L. RATCLIFFE

Another former colleague who died a short time ago was Mr. T. L. (Len) Ratcliffe, who until his retirement in 1961, was contracts engineer with the former Runcorn District.

Len started his working life as an apprentice with the Mersey Power Company in 1912. During the first world war he won the Military Medal and was Mentioned in Despatches.

In the second world war he served as a Captain in the Home Guard.

Our condolences go out to his two married daughters.

Mr. E. D. WILLIAMS

It is with deep regret that we report on the tragic death of Mr. Evan David Williams, one of our linesmen in the Gwynedd District. Mr. Williams, known to everyone as Dai, was accidentally electrocuted when he was engaged on repairing an overhead line at Abersoch.

His workmates rushed to his aid and gave him the kiss of life, but to no avail.

Aged 42, Dai, who had been a linesman for the past seven years, joined MANWEB 21 years ago.

After leaving school, he started work in the village post office and later did his national service with the Royal Engineers, spending most of his time in Hong Kong. Shortly after returning to civilian life, he joined MANWEB to work with his late father.

He was always held in the highest esteem by his colleagues and for 14 years was an E.T.U. shop steward at the Pwhelli depot. He was also a member of the local sub-committee of the Manual Workers Benevolent Society and was a former member of the Works Committee.

Dai was a loyal member of St. Pedrog's Church and another of his interests was golf, being a popular member of the Abersoch Golf Club, where he won many trophies.

MANWEB colleagues attended the funeral and at the church Messrs. Aaron Eynon, Idris O. Roberts, John Rees Jones and Arthur Spencer were the bearers for the coffin.

Our sincere and heartfelt sympathy is extended to Dai's mother, two brothers and four sisters.

Mr. A. M. RILEY

News of the death of the Board's Chief Internal Auditor, Alec Murray Riley, following a long illness and within a few months of the date when he would have officially retired, was received with the deepest regret by his many friends.

Alec Riley was a native of Accrington, Lancashire. After serving articles he occupied posts of increasing seniority with the Boroughs of Lowestoft, Gravesend and Hemel Hempstead before being appointed in 1940 as Treasurer to Hoylake Urban District Council. Early in 1948, when the Board was in course of formation, he was appointed Accountant to the Board's No. 1 Area, charged with the takeover of electricity accounting previously administered by the important Liverpool, Southport and

Formby undertakings.

No arrangement could have better suited the self-reliance and ebullience of Alec Riley. Pursuing the Board's interest with single-minded purpose, he quickly welded the new formation into an efficient team and his success in achieving a record interval of two to three days between meter reading and billing became a legend in Board history. After one day on the Derby House staff no newcomer was under any illusion that he was in for a quiet time. On the other hand, many a member of the staff who had smarted under the pressure put upon him was to find that in adversity Alec Riley was his best friend.

On re-organisation, he took on the duties of Chief Internal Auditor to the Board. In a post which required discretion and tact, he showed all the understanding of the difficulties of line staff, of which he was well aware from his previous experience.

A great personality, a great contributor to the Board's development: there will not be many accountancy meetings when some of us will not have a memory of Alec Riley pounding the table and making his point in his own way. Our sympathies are with Mrs. Riley and his son and daughter, in our knowledge of the person often unknown to the family—the man outside the house.

A. P. Whyte.

Mr. J. P. CLEGG

Many of our older members of the engineering staff at North Mersey will be sorry to hear of the death, a few weeks ago, of a former colleague, Mr. John Paul Clegg.

Mr. Clegg, who was 74, worked for over 30 years as a jointer with MANWEB and its predecessors at Marsh Lane.

Our condolences go to his widow.



The large grey squirrel, although not so endearing as the little red squirrel, is still fascinating to watch as it runs along the tree branches and leaps across yawning gaps to finally land on one of our electricity poles. Mr. S. Jones of our Legacy Depot, who did this marvellous drawing, told us that he has seen as many as three grey squirrels scampering across an "H" pole at one time. Unfortunately the grey squirrel has become rather a pest due to the damage it does to young hardwood trees and crops and the Government has recently sanctioned the use of poisons, in special containers, in areas where there is no red squirrel population.