

CONTACT

February 1974



"Ignore the ambulance
—keep smiling!"
(see page 28)



Mrs. Nolan with John

Hope for a Modern Miracle

— MANWEB APPEAL

A NEW method of treating damaged human brains, pioneered by a team of American physicians and therapists, has given a ray of hope that miracles may happen to Mr. James Nolan, one of our jointers in Liverpool District, and his wife, Teresa.

It was an accident with something as simple as a lollipop which brought heartbreak to the Nolan family, who live in Wykeham Street, Kirkdale, Liverpool. A few months ago their 21-months-old baby son John choked on his lollipop—and stopped breathing. Rushed to Walton Hospital he was miraculously 'brought back to life'—to a certain extent at any rate. But as every first-aider knows, though a stopped heart can sometimes be re-started,

and breathing can be restored by artificial respiration, a brain starved of oxygen quickly suffers serious damage generally regarded as permanent.

And so it was with little John. He is still alive today, but he cannot see, speak, or move. His parents have been told that little can be done for him.

But work being carried out at the Institute for the Achievement of Human Potential in Philadelphia, USA, has given the Nolans hope that there may yet be a worth-while life ahead for the little boy who now lies in the Olive Mount Childrens' Hospital at Wavertree.

The Institute's work is based on the principle that the brain contains millions of cells, of which only a small percentage are normally used, and aims to activate unused and dormant cells in a severely injured brain to take over the function of the dead and damaged cells.

It is a long, painstaking process, which imposes great strain both on children and parents. The brain is taken back right to its earliest beginnings and the therapists work through each stage in an effort to teach the child to creep, crawl, toddle and walk.

For nine hours a day, seven days a week, a severe regimen of "patterning and programming" exercises must be kept up.

Sometimes the programme achieves results, sometimes it doesn't, and while medical opinion is divided, naturally enough parents are willing to do anything to give their injured kiddies a chance.

Neighbours of the Nolans' have started on a drive to raise the cash to send John for treatment in America. A year's treatment will cost about £2,500 and after that he will have to go regularly to a special clinic at Stafford—the only place in Britain where these techniques are carried out.

Now members of our Liverpool District Works Committee are making plans to raise cash to help swell the fund, and Mr. Nolan has asked us to say how grateful he is for their kindness and help.

Mr. and Mrs. Nolan have a heavy burden to bear. On behalf of everyone connected with MANWEB we wish them good fortune in their attempt to do all that can be done for their little boy. May we suggest that there may be other groups within the Board, Sports and Social Clubs, etc., who might make a donation or organise some kind of function—a raffle, a dance, a bingo session—anything to help get some cash together quickly.

All donations, whether from a Club, a District, a department or section, from individuals and from families, should be sent to "The Nolan Fund," c/o Mr. Ron Hanson, Meter Department, MANWEB Liverpool District, Lister Drive, Liverpool L13 7HJ —as soon as possible please.



THE STAFF MAGAZINE OF THE MERSEYSIDE
AND NORTH WALES ELECTRICITY BOARD

CONTACT

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Keith Baldwin
John F. Perry
Sam Doughty

EDITORIAL

An Unpleasant Education

THE DIFFICULTIES which have beset our industry this winter—and indeed, in more than one recent winter—are a realistic measure of our essential role in every possible aspect of the national life.

In the good old days, when power stations were vaguely regarded as big ugly buildings (to be sited in the back-yard), and when the demand that every line be unwaveringly solid granite), the inconvenience was confined to those unlucky enough to be affected by such faults. Such accidents apart, electricity was a convenient servant, as reliable as a stepladder.

Sadly, events have forced the industry to be viewed through different eyes. The power industry is now an instrument which can be used to cause inconvenience. Shortage of electricity is recognised as a serious inconvenience, more serious than the past when the men from the Electricity Board caused by the casual lightning strikes.

In a curious way, our troubles about public understanding of our industry, which has been achieved by any amount of advertising, will inevitably, come to an end sooner than we think. The task of increasing generating capacity must go on to cater for demand and voltage fluctuations, increase, strikes or no strikes.

It may well be that in the future the power stations on the skyline and the power stations will be objects of public affection, rather than objects of public scorn.

Please let the Editorial staff know of any engineering schemes or commercial opportunities in your department. We are interested in your interesting personalities with a view to their being featured in CONTACT.

OUR COVER PICTURE

Beautiful bride, **Enid Wright**, a former Registry clerk at Head Office, faced quite a problem on her wedding day recently for her bridegroom, **Phil Onions**, *left*, and best man, his twin brother **Terry**, had to hobble down the aisle on crutches.

Terry broke his leg playing football last November and a month later, Phil broke his ankle at work.

The plaster was taken from Terry's leg shortly before the ceremony which was held at St. Thomas's Church, Penycae, near Wrexham.

It was quite an ordeal for the vicar, too, for the **Reverend Ted Reading** was officiating at his first wedding.



Competition Winner

Over 5,000 entries were received in the competition run in conjunction with the recent series of Meat Cookery demonstrations held in our area. The winning entry was submitted by Mrs. G. J. T. Richards from Llanfair D.C., Ruthin who was presented with her star prize—a Belling Compact Fan 4 electric cooker—by Councillor H. Weston, Chairman of Rhyl U.D.C. at our Rhyl shop a short time ago.

Our picture, *above*, shows, *from left to right* Mrs. Weston, Councillor Weston, Mrs. Richards, Mr. Brian Baxter (*energy sales engineer, Chwyd*) and Mrs. Lesley J. Taylor (*energy sales demonstrator and our current "Girl from MANWEB"*).

FISHING at Rheidol and Trawsfynydd

Come and fish at two of the finest angling centres in Wales—at Rheidol in Cardiganshire and at Trawsfynydd in Merionethshire. Set among the loveliest of the Principality's scenery, they both provide remarkably cheap trout fishing.

These centres have been developed by the North Western Region of the Central Electricity Generating Board. At Rheidol you can fish in reservoirs that are part of a hydro-electricity scheme. These lie within the folds of the beautiful Plynlimon mountains. Fishing at Trawsfynydd is on a nuclear power station's lake. This is surrounded by the rugged peaks of Snowdonia. Perch, in-

cidental, can be fished here during winter.

Both Rheidol and Trawsfynydd have staged international fly-fishing contests. This is a tribute to their angling quality. For further details write to:

Mr. W. D. Slater, Station Superintendent, Rheidol Power Station, Capel Bangor, Aberystwyth, Cardiganshire.

Mr. H. G. Lewis, Trawsfynydd Lake Management Committee, Castle House, Trawsfynydd, Merioneth.

WANT A GAME?

Would you like a game of football? If you live in or around Wrexham then get in touch with Mr. Dennis Vaughan, Legacy Garage, Rhostyllen.

FOOTBALL MANAGER WANTED

If you fancy yourself as competent as Messrs Clough, Docherty or Allison (or even Sir Alf!) then here is an opportunity for you to try your hand at managing a most enthusiastic team currently playing in the 4th Division of the Welsh National League.

You would be required to talk tactics, select the team and supervise training.

If you can fill the bill—and are willing to do the job for love—then please apply to Mr. Dennis Vaughan, Legacy Garage, Rhostyllen.

ELECTRICITY IN SOUTH LANCS HOUSING

The SNW organisation have 600 new homes being built on a site near the M56 at Runcorn. Costing between £7,500 and £8,500, the first phase of 100 dwellings are all-electric and utilises 'Flexel' ceiling heating.

On another site at Great Sankey, Warrington, where 110 homes are being built giving buyers a choice of electric or gas, the South Lancashire District energy sales team fitted out an all-electric show house.

Our picture below, taken in our show house, shows Miss Diana Dors, who officially opened the estate, with Mr. Frank Kelly (*senior energy sales representative*) and Miss June Berry (*energy sales demonstrator*).



“Cook of the Year” competition

A search for the “Cook of the Year” by the *Liverpool Echo*, helped by MANWEB, was an outstanding success as a promotion, and resulted in Mrs. Rosemary Fachiri of Gayton, Wirral being adjudged the winner. Two other ladies received awards from MANWEB for producing ‘Meals on a Budget’ and ‘Meals in a Hurry.’

Among the panel of judges were, *above*, Messrs. Brian Spring (*Advertising and Publicity Officer*) and Clement Freud.

POOLS WIN IN DEE VALLEY

Our Dee Valley District football pool syndicate looked like hitting the big time when the group came up with a winning perm on the treble chance.

The 19 members of the syndicate had plugged away at the pools for two years without a win. Then they decided to change to another pools firm.

Energy sales engineer Trevor Edwards picked the winning line and it was he who broke the news of the size of the win to his colleagues.

“But I don’t think there will be any mass resignations from Dee Valley,” he said afterwards, “Well, how many times does 19 go into 10p?”

The Engineer's Nightmare

by C. S. SHIMMIN

System Engineer, North Mersey District

The Engineer on Stand-by
Lay tossing in his bed,
His dreams were most disturbing,
And nightmares plagued his head.

He dreamed of storms and tempests
A'raging o'er the hills,
With poles laid flat and lines a-ground,
And bitter winter chills.

He thought he heard a ringing
Of a telephonic clang,
And jumping from the warmth of bed
Dashed down to see who rang.

Outside the storm raged wildly,
With hailstones and with sleet
The wind, with banshee howling,
Tore straight along the street.

With trembling hands he lifted
The receiver to his ear,
And said "Hello" in quaking voice.
"It's the Control Centre here!

"We've got a spot of bother
We think you should attend.
We've had reports of no supply
On the prom from end to end."

With sinking heart he donned his garb
And started up his car.
With teeth a-clenched and furrowed brow
Departed with a roar.

Through hail and wind and icy blasts
He travelled grimly on
Until he heard the raging sea
A-lashing on the prom.

The waves were fifteen feet in height
And crashed down with a roar,
While wind-flung spume and blinding spray
Enveloped all his car.

With screech of brakes he stopped his car
By the Substation gate.
The hairs up on his neck did rise
To see the awful sight.

The stout brick building was no more,
A mere sad heap of stone.
The raging sea had taken toll
The switchgear was all gone!

Our gallant lad, with steadfast heart,
And conquering all his fear,
Did drive his car, through storm-racked streets,
To the substation on the Pier.

"I'll get the juice back on from there"
He thought, as on he ploughed.
"The fuses should be all O.K.
"If 400 amp. are allowed."

But though the sight he just had seen
Was one to cause a fright,
A grimmer, more heartrending scene
Was looming into sight.

Thro' mountain seas and howling wind
The pier ran straight and true,
But the part of it where he must go
Had disappeared from view.

The Pier Substation was no more.
The sea had claimed its toll.
Beneath the heaving, billowing wave,
Lay transformer, sub and all.

With bulging eyes and horror struck,
Our Stand-by Engineer,
Did grip the wheel upon his car
And felt the pang of fear.

With no supplies of A.C. volts
In darkness all must stay.
The fault reporting form, he thought,
Would follow on next day.

And just as he was thinking out
The words that he must write,
Upon the vital document,
A wave reared up its might.

Above his car, the foaming crest
Lay poised, with wind-torn spray;
With thrunderous roar, the foaming brine
Swept car and man away.

He tossed and turned and waved his arms
Disaster seemed so near,
When suddenly he heard a voice
"I wish you'd wake up, dear."

His wife laid soothing hand upon
His brow, and gently said,
"You've had a most disturbing dream,
And pushed me out of bed!"

STORM DAMAGE

During a week in which Nature bombarded MANWEB's overhead line network with practically every weapon in her armoury, including lightning strikes, hurricane-force winds, and salt-laden sea-spray, more than 40,000 consumers lost their electricity supplies in our Gwynedd District.

The first blows fell on Thursday, January 10th, when a heavy thunderstorm battered the Caernarfonshire section of the District. This was followed at once by a south-westerly gale, which rose in fury throughout the next day and concentrated its main weight on the south-west coast of Anglesey, during the night of January 11th/12th. All night it raged unabated at Force 10, gusting at times to hurricane force—more than 80 mph.

All day Saturday the wind blew, and on the evening of that day it veered westerly, driving the seas before it and whipping salt-laden spray on to lines and insulators.

The damage caused was widespread. Five hundred incidents involving loss of supply were recorded, in 417 cases giving rise to permanent damage.

From the outset it was a case of "all hands to the pumps." District Engineer Mr. A. R. Shaw abandoned his office at Caernarfon, and set up his "battle HQ" in a grid substation on the island. Every engineer and manual worker who could be made available was drafted into action in a grim battle to restore supplies.

With so many problems demanding attention at the same time, it was a case of "first things first," with the emphasis on safety. The breakdowns were bewildering in their complexity. Broken poles (in one place seven 11 kV poles in a row snapped off), trees across lines, clashing conductors, lines and insulators caked in salt.

One of the more unusual faults was caused when the raging blast picked up a wooden hut—and threw it against overhead conductors. There were no recorded cases of our linesmen being classified as "wind-borne objects"—but at times it was a near thing!

A "matter of life and death" concerned 120,000 newly-hatched chicks at a poultry farm near Bryngwran. Here the top of a pole supporting the farm's supply line had snapped off, and a temporary repair was effected by lashing the broken top back on again with rope.

On lines near the coast cracks in insulators became filled with dried sea-salt—a fact sometimes only discovered after dead lines had been re-energised, when the affected insulators promptly 'blew up.'

During the whole week phone calls poured into our reporting centre at Treborth at the rate of about 2,000 a day.

Despite the widespread nature of the problems, and the adverse conditions in which the men from MANWEB battled to restore supplies, the great majority of consumers were back on supply within a few hours, and only a handful of isolated pockets, cut-off by serious physical damage, had to suffer inconvenience for longer periods.

Residual damage, including poles leaning at drunken angles, will take weeks and perhaps months to put right. But when our Gwynedd engineers, linesmen and the rest finally staggered off for desperately-needed rest, they had more than maintained the traditional principle of maintaining supply, regardless of circumstances.

Mr. Shaw, who has been in charge of the Anglesey network for more than 20 years, told us: "In all my experience I have never known anything like it, in terms of damage done and the number of consumers affected.

"Without the whole-hearted effort of all concerned—engineers, manual workers and substation attendants—the job of restoring supplies would have taken very much longer."

During the height of the battle against the elements three Gwynedd District gangs from the mainland sector, and one gang loaned by Clwyd District, were all involved, and the all-out efforts of all of them were needed to maintain an effective supply system.

Other MANWEB Districts—notably Clwyd, mid-Cheshire and North Mersey, were also affected to a lesser degree.

Thanks

After the storm Mr. Shaw received the following letter from Mr. A. Bailey, Broiler Division manager for J. P. Wood & Sons (Poultry) Ltd., of Bryn Du, Ty Croes, Anglesey:

"We were in a critical position concerning the life of 120,000 broiler chicks when I contacted you. I do not think it melodramatic to say that, but for some imaginative work carried out in deplorable conditions, with a sense of urgency not usually associated with Authorities, we would have suffered far greater losses than the 1,400 chicks which did succumb due to the cold.

"I would be most grateful if you will convey our most sincere thanks to all concerned, for they must have been quite exhausted after such a disastrous weekend."



From left to right: Messrs. H. Telfer, D. G. Dodds and G. Shoesmith (District Administrative Officer).



Guest speaker Mr. Peter Moloney, centre, with "Girl from MANWEB" Pat Reed and Mr. A. W. Hawley (District Engineer).

No. 1 (NORTH MERSEY) LOCAL ADVISORY COMMITTEE

A GREAT NIGHT AT SOUTHPORT

A MAN, who still appeared remarkably young despite his experiences in a number of careers from once being a Trappist monk to his present job as lecturer at Liverpool University, Mr. Peter Moloney was the guest speaker at our North Mersey District Employees' Meeting held at Southport's Floral Hall a few weeks ago.

The catering was excellent and turkey dinner was enjoyed by the 260 people who attended, including guests from Head Office, Messrs. D. G. Dodds (Chairman), S. Fairclough (Installation and Service Manager) and T. H. Dutton (principal assistant—Welfare). Also making one of her final appearances as "The Girl from MANWEB," was Pat Reed, on this occasion a special guest in her own District.

After the meal, Mr. H. Telfer (Group Manager) opened the business part of the Meeting by officially welcoming the guests including colleagues from No. 2 (Liverpool) and No. 5 (North Wirral) Local Advisory Committees and the couple of dozen in the retired group who had returned to spend a pleasant evening with their colleagues.

He then gave a brief account of the work carried

out by the No. 1 Local Advisory Committee during the year. He talked of the very efficient consultative machinery structure in the electricity supply industry saying that Local Advisory Committees were the main pillars.

"In North Mersey District the LAC does a fine job," he continued, "sometimes with seriousness, sometimes with humour and at all times with tolerance." He spoke of the Welfare work of the Committee and advised all manual workers to become members of the Benevolent Fund as soon as possible. He also appealed to staff in the District to get to work on a team to enter for the first aid competition to be held in Chester in February.

In closing, Mr. Telfer thanked all members of the Local Advisory Committee in North Mersey District for their fine efforts and he had a special word of thanks to Secretary Mr. J. F. Graham-Glover (principal assistant—Admin.).

Then guest speaker Mr. Peter Moloney rose to his feet to talk about Communications—proving with every word he uttered that he was an expert on the subject. He had obviously studied his audience beforehand for he immediately got them all on his side by telling a few well chosen jokes about their Welsh cousins from places with unpronounceable names. He went on to tell more humorous stories in the Liverpool dialect, so authentic that many pseudo-Scousers found hard to interpret.

His words flowed through many, hilarious, 'hard-to-believe' yet true stories from his own experiences, especially during his period as a school-teacher in Liverpool.

Whatever the story, whether it was about Kirkby kids, football fans, language barriers in the Com-



Around the tables at North Mersey Staff Meeting



mon Market or sign language for Trappist monks, he always came back to his topic of communications.

Mr. Moloney certainly made a vital contribution to everyone's enjoyment at this annual get-together and a vote of thanks to him, proposed by Mr. Harold Reynolds was unanimous judging by the thunderous applause.

Before the business for the evening closed, Mr. Dodds spoke to the assembly assuring them that he and his Board colleagues appreciated the problems faced by the District during the past year, but hoped that the move into better premises at Bridle Road would reduce some of these problems. He then wished all members of the District staff happiness and success in the new year.

A great evening continued with a disco-style dance with music provided by Mr. C. S. Shimmin (*System Engineer*) ably assisted by Mr. S. B. Jones of the Drawing Office.



Re-inforcement in Liverpool

*Miles of cable laid
under road and rail*

Through a built up area, the 11-kV cable is laid under a local main road. Steel plates across the trench excavation allow for the free flow of traffic.



IN AREAS to the East of Liverpool, namely Gateacre, Huyton, Prescot, Rainhill and Whiston, our 33-kV network was heavily overloaded and some reinforcement work was needed.

A 60 MVA grid transformer was put down at the existing 33-kV substation at Huyton bringing the total to four transformers on this particular 132-kV system. It then became necessary to carry out a complete revision of the 33-kV network to correct the balance of distribution of the load among the four grid transformers.

After months and months of planning and hard work, and in conjunction with the CEGB, the whole scheme, costing well over half-a-million pounds, is now almost complete. Over 7,000 metres of 33-kV cable and 5,800 metres of 11-kV cable has been laid and with some final connections still to be made, further work will continue for a few more months. All four grid transformers are now fully operational.

Obviously on such a huge project, a number of problems had to be overcome. On one occasion, a length of 33-kV cable was taken under the road surface of a six-lane carriageway near the Blue Bell hotel at Huyton. Traffic disruption, although unavoidable, was kept to a minimum by excavating the roadway in three stages, each dealing with two lanes at a time. The crossing took ten days to complete.

This new cable now feeds electricity into the new 33,000/11,000-Volt substation built nearby. Another similar substation was constructed at Rainhill.

It was in this area that one of the final tricky cable-laying jobs was successfully carried out, for after the 'under road' crossing, engineers were faced with an 'under rail' operation near Rainhill railway station. Cables had to be taken from one side of the double-rail track to the other and they had to be underground.

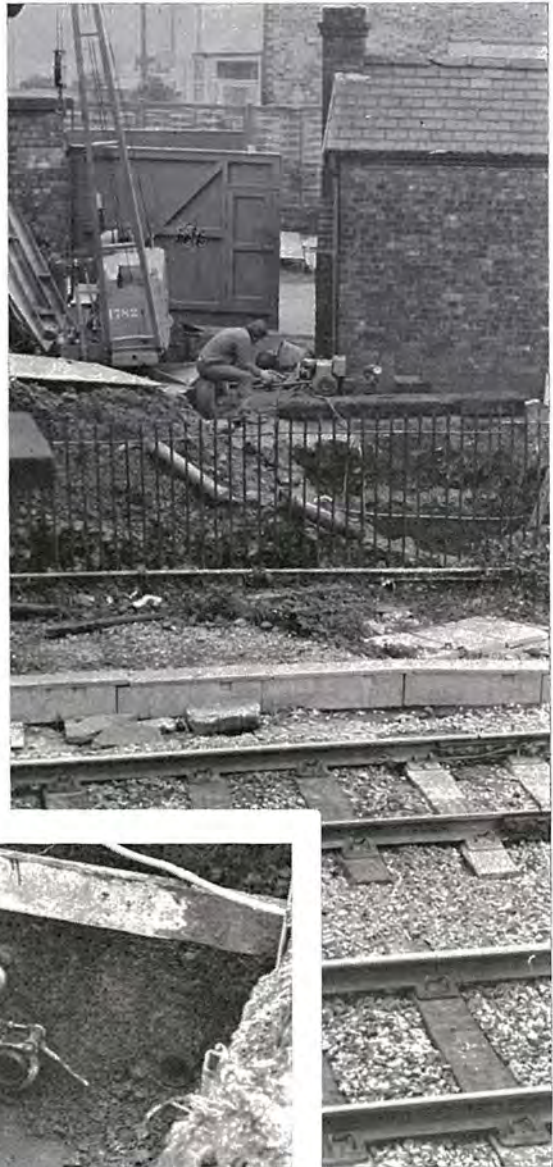
A compressor was used to force ten-foot long sections of six-inch diameter pipe through the earth, eight feet below the tracks. As each length reached into the earth, new ten-foot sections were welded on and, in turn, pushed through the ground. In all, four ten-foot sections were welded together before the pipe end reached the other side of the railway tracks. Three such pipe channels were taken across in readiness for the 33-kV cables to be fed through. It was a long and tedious job for it took about an hour for each ten-foot section to be pushed through the heavy earth.

The traffic overhead—this time trains—was not disrupted.

Project Group engineers at Head Office, Messrs. W. H. Mayhew (*2nd assistant*), John Hammond (*3rd assistant*), Dave Roberts (*3rd assistant*) and Tom Simm (*4th assistant*) have been in charge of the careful planning and operation of this gigantic and costly scheme.



The radiator and conservator on this huge transformer had to be 'craned' into place before the whole unit was lifted into the substation.



Above: Across the two-line track.

Left: Setting up the bore for another ten-foot pipe section.

SOUTH LANCASHIRE DISTRICT EMPLOYEES' ANNUAL MEETING

Bad weather cuts attendance but guest speaker booms away the blues

THE ANNUAL MEETING for employees in our South Lancashire District was held a few weeks ago at St. Helens on a cold, miserable and foggy night.

However, a goodly number of stalwarts turned up and enjoyed an excellent dinner followed by a most interesting meeting with a great talk from guest speaker Mr. W. J. H. Palfry, the former Chief Constable of the Lancashire Constabulary and now Special Co-ordinator with the Lancashire County Council.

Among the very welcome guests were 55 retired members of the District staff with the honours going to Mr. Harry Grey who was celebrating his 90th birthday. Harry worked at Warrington as a store-keeper until he retired in 1949.

Visitors from Head Office were Messrs. M. M. Parker (*Secretary and Solicitor*), A. P. Whyte (*Chief Accountant*) and W. N. Shires (*Deputy Chief Commercial Officer*).

In opening the meeting, Mr. J. W. Trimble (*Group Manager*) spent a few moments commenting on the Board's trading during the previous year. He said that the simple reasons for our showing a loss on



Pat Reed, our "Girl from MANWEB" flanked by Messrs. J. W. Trimble, left, and W. J. H. Palfry, right.

the accounts were rising costs and Government restrictions on our tariffs. He went on to quote some facts and figures putting everyone in the picture as far as MANWEB's situation was concerned. He concluded by saying that he hoped the time would soon come when we could get back to the situation where we were masters in our own house and he appealed to all members of the staff to do their particular jobs to the very best of their ability and to be cost conscious whenever possible.

Year under review

Then Mr. J. Sherwen (*principal assistant—Admin.*) as Secretary of the No. 3 Local Advisory Committee gave a brief account of what had been achieved by the Committee during the year under review.

On the subject of safety, Mr. Sherwen said, "Apathy is the greatest single obstacle to improving safety at work." He commented that all members of the Committee were of the same mind in appealing to all members of the staff to be safety conscious at all times.

He went on to say that the Committee were very proud of the work being done on the Welfare front with the District Manual Workers Benevolent Society claiming to be the most active group in MANWEB.

Mr. Sherwen closed his interesting resume by encouraging everyone to read the Minutes of the Local Advisory Committee meetings—always to be found on the notice boards. "Better still," he said, "try to get a seat on the Committee at the first available opportunity."



Next on the meeting agenda, was guest speaker Mr. Palfry, who rose to his feet, pushed the microphone to one side and immediately captured his audience with his powerful voice and good-humoured approach. He spoke of the people who seemed to delight in knocking our system of law and order with talk of 'bent' lawyers and 'bent' coppers and suggested that they look at the systems in other countries before finding fault with our own. He said that he still preferred to be judged in a system with a jury.



He then spoke of his work for youth. "Throughout history," he said, "there have been challenges and changes yet still too many of the older generation talk about youth as if it was something that had suddenly happened. The only thing wrong is that we haven't got it any more and maybe that is why we tend to criticise."

He talked of the 'rat race' in education with the cramming for 'O' and 'A' levels. "What we require are young people who can do a job of work and who want to do a job of work." He said that instead of concentrating on examination results, the educationalists should teach young people how to live their lives.

Mr. Palfry talked of the pride we once had in our work pointing to examples of craftsmanship in the structure of some of our older buildings and churches. "Pride in our work needs to be revived," he commented, "if we are to make Britain great again."

He then neatly switched to the subject of crime and gave his audience an interesting insight into the workings of a criminal mind and of how those who break the law, operate today. He spoke with the authority of a lifetime of service in the police force

where he rose from being a constable on the beat to become the Chief Constable of a very efficient County force.

He gave an exciting account of the Blackpool jewel robbery in which a police superintendent was shot and killed. He asked the question, "Did the officer give his life to save the jewellery or for his belief in the work he was doing for society?"

He believed that in this country we were at the crossroads, but because of young people—the people he now worked with—he had great faith in the future.

He said that for 46 years he had spent most of his time putting youngsters behind bars at Borstal or in jails, but he sincerely hoped that his next 46 years would be spent in keeping them out of these places.

His final appeal was for all young people to have faith in themselves.

Vote of Thanks

Mr. Palfry sat down to thunderous applause from a very appreciative audience. It took quite a while to die down before Mr. David Tinsley voiced his proposal for a vote of thanks to the special guest speaker. He said that Mr. Palfry of dynamic voice and personality, deserved great thanks for his championing the cause of youth.

He then presented Mr. Palfry with a cheque from the Board to be used as funds for the latest local amateur boxing club of which Mr. Palfry had recently been elected as their President.

Then followed an 'Open Forum' with many leading questions being answered by Senior Officers from Head Office and the District.

The evening concluded with a successful disco session run by the "R J Sound."



Messing about in boats

. . . . may be a pleasant and relaxing pastime, but as for building one . . . well, that's a very different kettle of fish, as Mr. Norman Burnett, of Head Office engineering dept., discovered when he became entangled in helping his boat-mad son and his wife to put a 31-foot, two-masted ketch together.

Norman's son Brian, and his wife Wendy, were married in 1968, and set off on a four-month-long extended honeymoon on a 21-foot Greyhound sailing sloop, pottering around the English channel and the south-west coast.

The boat, they found, was a bit cramped, with no standing headroom in the cabin—and not very well built either!

After much heart-searching, Wendy and Brian decided that the only way they could manage a bigger and better boat would be to build their own—though neither had any experience of making anything!

Through a family contact they bought a 31-foot hull at half the

normal price, and this was delivered to Bridgwater, in Somerset, where they were living at the time. The hull was manoeuvred into an 18-foot long garage, and a polythene greenhouse extension was built around the projecting end, so that they could work under cover.

Fastening the hull to its 3-cwt. deck cover was the first major task. This occupied a month, and consigned a couple of burned-out drills to the scrapheap in the process! Steadily, often working until midnight, they carried on with the job of making bulkheads, cockpit, coach-roof and interior joinery—and then came the time to move house!



Wendy inside the hull of the ketch.

From Somerset to Heswall the boat came with the Burnetts, and then came nearly a year of no progress, as the couple lived variously in the boat, in a beach-hut, a bedsitter, and with Brian's parents!



'A boat in the back garden'

This picture gives some idea of the size of the boat compared to the bungalow in the background

In June 1971, however, they bought a house in Buckley, and, inevitably, the boat went with them. It took up residence in the back garden (no doubt much to the interest of the neighbouring children), and for long periods progress was slow due to the effect of cold weather on the setting properties of the glues used, and the reluctance of fibre-glass to harden in such conditions.

Another move into the garage, however, saw a speed-up in the work programme, and by early summer of 1973 the long-awaited launching day came. In all these latter stages our colleague Norman, naturally enough, found himself involved.

A good deal of work still remains to be done, before the 1974 season. The after-cabin is still very bare, the fuel and water tanks remain to be connected, and the engine controls are difficult to operate and need to be extended.

But despite these limitations, the proud owners have already enjoyed some very pleasant cruising—including a circumnavigation of Anglesey—since the



Above: In full sail after the launching at Hoylake.

boat was launched at Hoylake.

Who can say what the future holds? After all, non-stop round-the-world voyages still represent something of an adventure!

Below: Norman at the helm.

Facts and Figures . . .

Length—32 feet. **Beam**—8 ft. 3 ins. **Draft**—3 ft. 6 ins. (fixed bilge keel).

Designed displacement—8,000 lbs.

Engine—Saab Diesel, 18 h.p., with variable-pitch propeller.

Keels—steel aerofoil section, with lead shoe and internal ballast of lead and bitumastic (also incorporate water-cooling for engine).

Rig—ketch (two masts), with 30 ft. main and 24 ft. mizzen masts. About 400 square feet of sail under normal use.

Fuel and water—60 gallons of each.

Cooking—calor gas cooker, with oven.

Lighting—12-Volt fluorescent for main lighting. Paraffin cabin lamp auxiliary.

Costs—Hull £450; Engine £650; Materials £500 (estimated); Removals £200; Insurance £35 p.a.

The boat is called “**Peanut**” simply because when the hull was first delivered it looked just like a peanut in both colour and shape!





Club officials
Messrs. Harry
Robertson, *left*
and Harry
Turner, *right*

Liverpool Retired Employees Annual General Meeting

At the meeting held a short time ago at the Thingwall Road Club-house, the following officers and committee members were elected.

Chairman: **Mr. Harry Turner.**
Vice-Chairman: **Mr. Alf Kinrade.**
Secretary: **Mr. Harry Robertson.**
Assistant Secretary:

Mr. John McLachlan.

Committee: Messrs: **Ben Carmen, George Hignett, Charlie Murdoch, George Murphy, Charlie Payne, Billy Perkins, Bill Pickett, and Harry Walker.**

Mrs. Minnie Hough and Mrs. Frances Robertson are co-opted on the Committee to look after all the catering arrangements for the various functions.



MR. H. TELFER

—an apology.

(Printed on legal advice)

Unfortunately our cartoonist depicted Group Manager, Mr. Harry Telfer as a Liverpool F.C. supporter on the front cover of the Christmas 'Contact'. He wishes to let his old friends know that he has not become a 'turncoat' and still supports the other great Liverpool side.

When our unbiased reporter asked Mr. Telfer which team he *did* support, he indicated that it was 'Liverpool Reserves' he had in mind. This, of course, refers to the denizens of Goodison Park, who normally languish in the lower regions of the first division. Their official name eludes us for the moment!



Club steward Mr. E. (Dick) Hough and his wife.

Monthly Meetings for all retired members of the Board's staff living in the Liverpool area are held on every second Wednesday in each month at 2.30 p.m. in the Thingwall Road Clubhouse. Committee meetings are held on the second Tuesday in each month.

Full House at Thingwall Road

We have just learned that Mr. Harry Turner recently suffered from some facial injuries after a fall. We wish him a speedy recovery to good health and full activity again.



Making a TV Commercial

Mr. Dave Pennington and his staff had a most unusual day recently when a host of people arrived at their shop in Town Square, Northwich at 9.0 a.m. ready to start shooting on a television commercial for the Spectra TV organisation.

Cameras and batteries of lights were soon in position, with power supplied from a portable generator. Then the film started to roll with an opening shot of the MANWEB fascia and shop window, passing on to a close-up of the Spectra display stand inside the shop, as actors Harry Chapman (*the husband*), Hilda Fenemore (*the wife*) and Helen Lambert (*the salesgirl*) played their parts in this 30 second commercial. The last piece of film went into the can round about nine o'clock that night—just twelve hours later!

The commercial was produced for Spectra by Brunning Advertising and filmed by 5 Cities Films of Bradford. It will be shown initially on the HTV network starting in April to co-incide with Spectra's move into the North Wales coast area.



The Players *left*, and the location, *below*.



FAREWELLS

Miss IRENE ISHERWOOD

Friends at Macon Way, Crewe, were sad to see Miss Irene Isherwood take her leave of them a short time ago to take up an appointment with another local firm. Irene first joined the Board at Nantwich later going to Crewe. Her hobbies include hospital broadcasting, watching football and speedway, swimming and knitting.

She was presented with a farewell gift from her friends, a diamond dress ring, by Mr. D. Hodgetts (*D.A.O.*).

The photographer caught on the other end of the lens, is Mr. Keith Reece, *5th from left*, who left his post as assistant photographer at Head Office to take up a new job as House Father at a Children's Home in Newton Hall, Frodsham.

Keith was also Assistant Secretary and Local Correspondent for the Head Office Branch of Nalگو. He was presented with a coffee percolator as a parting gift from his colleagues by Mr. D. Hughes (*Chief Draughtsman*), *fourth from left*.



Retirements from Legacy . . .

TWO members of our transport staff at Legacy depot retired recently. First to go was **Mr. John Stanley Tudor**, a maintenance fitter, who was presented with a cheque—subscriptions from his work-mates—at a special farewell dinner dance held at the Cross Lanes, Marchweil, a short time ago.

Before handing over the gift, **Mr. R. H. Hughes** (*chargehand*) expressed the sentiments of his colleagues when he said that with Stan's retirement they would all be losing the company of a gentleman and a friend. He hoped that Stan would soon recover from the illness he was suffering so that he would be able to enjoy many happy years of peaceful retirement with his wife Amy.

Stan, in reply said that he was sorry to be leaving all the lads but would endeavour to keep in touch with them from time to time.

For 28 years, Stan was a part-time fireman with the Johnstown Fire Service and before joining MANWEB, worked for a local firm of civil engineers. He hopes to be able to spend more time in his garden now that he has retired, leaving time for the occasional trip down to Bournemouth to see his married daughter.

* * *

Next to leave Legacy is **Mr. John David Trevor**, a labourer driver, who is due for retirement at the end of this month. He started work with the Board

in 1952 driving a tractor with the Construction gang and working out of Vauxhall depot. On completion of the rural development programme he transferred to Legacy.

A colleague there, **Mr. Charles Jones**, a clerk in the transport office, said that John is well liked in the depot and is a character second to none. "We will all miss him for he always seemed to be on the job and was never absent or late."

John enjoys gardening and is keen on dancing. For many years he has acted as M.C. at local dances.

We join with his many friends at Legacy in wishing John and his wife Maud many years of happy and healthy retirement.

. . . and Newtown

Over 43 years of service in the electricity supply industry came to an end recently with the retirement of **Mr. Frank Hewitt**, a mains foreman based at Newtown in our Oswestry District.

At a farewell ceremony held at a local hotel, a parting gift from colleagues was presented to Frank by **Mr. Eric Davies** (*District Engineer*).

A native of Malpas in Cheshire, Frank joined the North Wales Power Company in 1930 and worked at Crewe. When the industry was nationalised in 1948 he was a linesman substation attendant at Wem. Five years later he moved to Newtown.

Married with two sons, one a professor at Princeton in the U.S.A. and the other a teacher at Worcester, Frank himself is a keen gardener and enjoys old-time dancing.

Legacy garage staff with **Mr. Tudor**, *centre right in coat*, and **Mr. Trevor**, *centre left*. In between them, wearing dustcoat is **Mr. Hughes**.



Obituary

Mr. J. REES

It is with deep regret that we record the death of Mr. John Rees a chargehand linesman in our Aberystwyth District.

Jack joined the Board in 1950 at Towyn and for many years did great work on the rural development programme in his area of North Wales. He transferred to Dolgellau where he became a chargehand linesman and was well respected by all his men.

In addition to his work for the Board, Jack was also a Councillor who had done much work in the service of the public in Merioneth.

He was a member of the new Meirionydd District Council and was a former member of the

Merioneth County Council. He served for a long period with the Dolgellau Rural District Council, being a former chairman and he was with Llangelynin Parish Council as a member and as one of its officers.

Jack's wife died a year ago. He leaves two sons and a daughter, and one of his sons, Meiron is a linesman at Dolgellau. To these we extend our sympathies in their sad loss.

Mr. J. R. D. STEAD

A former member of our staff at St. Helens, pensioner Mr. John Robert Dickinson Stead died recently.

Mr. Stead, who was 88 years of age, retired from his job as rotary sub-station attendant in 1950.

Mr. D. S. DRURY

A former draughtsman at Crewe, Mr. Donald Stanley Drury died on January 18th.

Mr. Drury was with the Board for 27 years before his retirement in 1969 on the grounds of health.

Our deepest sympathies go to his widow.

Mr. D. SUTTON

We regret to report on the death of Mr. Douglas Sutton, aged 57, a chargehand linesman at Runcorn.

Mr. Sutton, who had an early retirement in 1972, leaves a widow to whom we extend our deepest sympathies.

PRIZEWINNERS

Across

- | | |
|-------------------|------------------|
| 1 Standard | 57 Sketchy meals |
| 5 Christmas | 59 Ears |
| 10 Plateful | 60 Perceive |
| 15 Anglo-American | 61 Forelocks |
| 16 Oriental | 63 Roi |
| 17 In every port | 65 Lose favour |
| 19 Yuletide | 66 Maximum |
| 22 Dora | 67 Parisienne |
| 23 Bing Crosby | 68 Charm |
| 24 Cucumber | 69 Excitements |
| 25 Shoe | 72 Itchy |
| 27 Ada | 79 Romance |
| 29 Observe | 81 Bell |
| 30 Old Bill | 82 Notions |
| 31 Pail | 83 Flowing |
| 32 Tribute | 84 Fed |
| 34 Holly | 85 Cure |
| 36 The Avengers | 86 Cracknel |
| 37 Scamp | 87 Match-maker |
| 45 Luxury flat | 88 Flat |
| 46 Windows | 91 Enclosed |
| 47 Four-figure | 93 Stewing beef |
| 50 Ice | 94 Skylight |
| 51 Parthenon | 95 Sable |
| 52 Increase | 96 Sanctity |
| 53 Esau | 97 Edelweiss |
| 55 Pretenceless | 98 Drummers |

Winners of the two £5 prizes in our Bumper Crossword Competition were **Mrs. G. Leay**, a bonus clerk at Birkenhead and **Mr. H. C. Trent**, principal assistant Stores Accounts, Head Office. The solution was as follows:

Down

- | | |
|-------------------|--------------------|
| 1 Snowdrop | 42 Joseph's coat |
| 2 Apiarist | 43 Purse string |
| 3 Dint | 44 Request item |
| 4 Realise | 48 Phyllis |
| 6 Hundredth | 49 Acutely |
| 7 Investigation | 54 Captain Hook |
| 8 Alpaca | 56 Scenario |
| 9 Ant | 58 Of mice and men |
| 10 Ply | 62 Roulette table |
| 11 Loudest | 64 Off-hand |
| 12 Tree | 70 Xylonite |
| 13 Faithful | 71 Toothless |
| 14 Liegemen | 73 Crackers |
| 15 Armchair | 74 American |
| 18 Royal Wedding | 75 Aback |
| 20 Egg on | 76 Essay |
| 21 Ample | 77 Dialogue |
| 26 Proof reader | 78 Agitates |
| 28 Air mail | 80 Earnest |
| 33 Egg whisk | 83 Flecker |
| 35 Life preserver | 84 Flowed |
| 38 Christmas gift | 89 Tort |
| 39 Sleigh bells | 90 Slam |
| 40 Extemporise | 92 Day |
| 41 Garrick Club | 93 Sly |