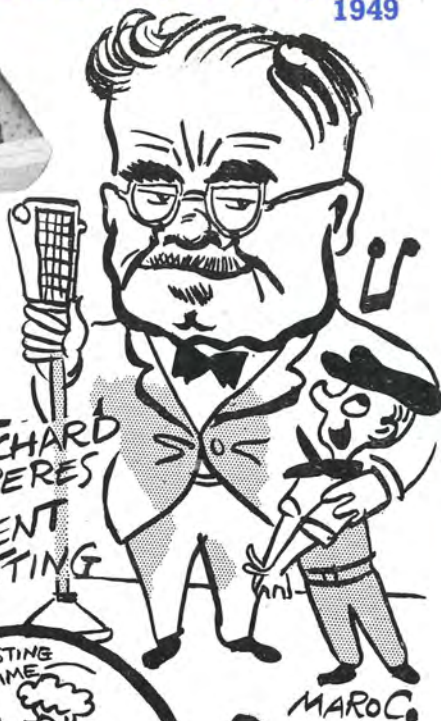


BELIEVE IT OR NOT—
ALL THIS WENT ON AT THE
'AT HOME' AT CLARKE
GARDENS, ON 2nd JULY,
1949



GWYL PRITCHARD
COMPERES
THE
TALENT
SPOTTING

MAROC.



FOOD FLASH!

NEXT TIME THE LORD
MAYOR VISITS CLARKE
GARDENS HIS FOOTMEN
ARE BRINGING THEIR
OWN PICNIC BASKET



I'M FRANKIE
WILLIAMS!

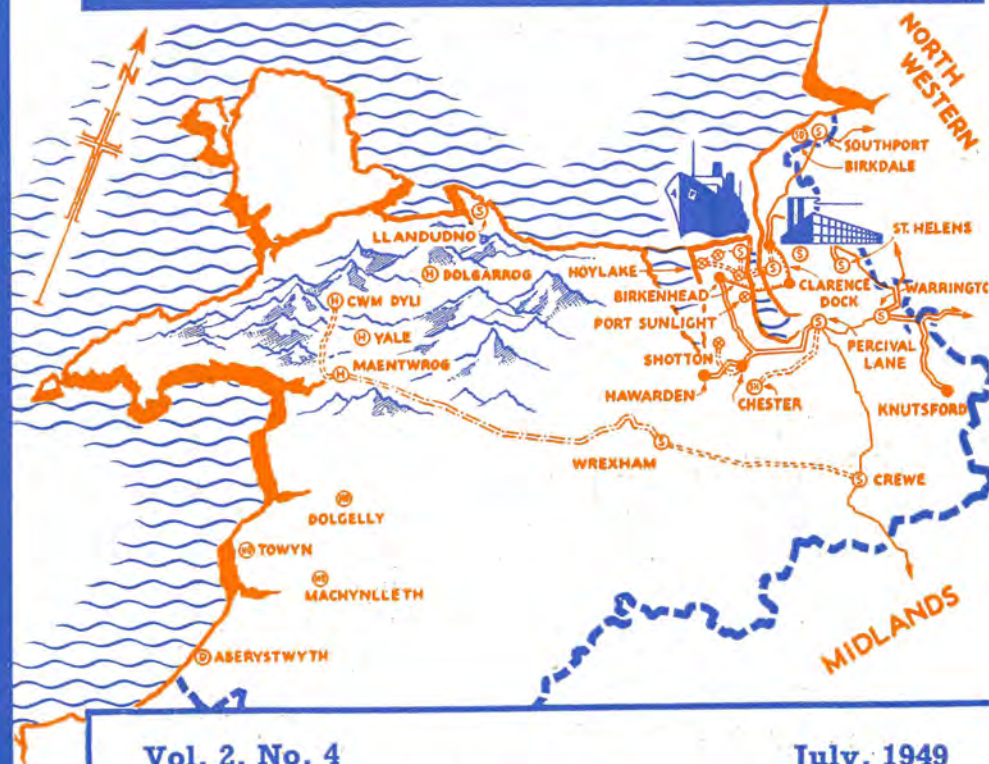
BAR

1ST PRIZE
FOR BEING
MOST
ARTFUL
AND CRAFTY

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GRIDIRON

GAZETTE



Vol. 2. No. 4

July, 1949

MONTHLY MAGAZINE OF THE MERSEYSIDE
AND NORTH WALES DIVISION OF THE BRITISH
ELECTRICITY AUTHORITY . . . Price Threepence

Union Column

THE ELECTRICAL POWER ENGINEERS' ASSOCIATION

IT was gratifying to see the recent press reports on improved station efficiency; and on the whole we must feel reasonably well satisfied with how our new machine is running. Yet we should surely pause occasionally to ask if all is well.

The Trade Unions have still to resolve the problem of their part in the nationalised industries. Should they continue as of yore and be primarily concerned with wages and conditions of service? Should they merge in some undefined way with their appropriate industries and become in effect part of the administrative body?

There are protagonists for both of these lines but fairly certainly some point between these limits will be the ultimate and desirable place.

THE supply industry, too, has one major problem of its own. Can the ordinary employee be made to feel that it is "his" industry? Is he a human part of it or is he a wheel in the machine?

Too many people feel that the direct human contact of past times is slipping away from them. In the small undertaking it existed of necessity but in the greater concern it is much more difficult to maintain.

Senior staff are not so aware of the problem, as they tend to see the machine work as a whole. All too frequently others feel that if their train of wheels gets out of gear it can't matter much anyway.

This is not a technical problem to be resolved by a known formula but one concerned with the human being who does not respond so readily to laws. It is one to be tackled in a full awareness of its complexity.

WE have avoided some of the apparent faults of other publicly owned industries and fortunately there is no present indication that we shall have to deal with some of the troubles which have affected them. Goodwill towards a common purpose must surely be the final aim and perhaps the Joint Advisory Councils, with their interest in Health, Welfare, Safety, Efficiency, Education and Training are putting our feet on the right road.

From Mr. R. P. Stewart, Assistant Secretary Electrical Power Engineers' Association, Royal London House, 196 Deansgate, Manchester, 3.

INSIDE INFORMATION

WHEN THE INJURED GOT THERE—MR. MILLS' CUPBOARD WASN'T BARE!

MR. MILLS, of Runcorn, together with his joiner friend, has designed a model dust-proof first-aid cabinet for smaller stations where there is no first-aid room. It is very cleverly thought out, and contains everything necessary to meet an emergency, whether it be accident or illness. It is self-contained, with shelves that tip slightly back to avoid the contents falling out whenever the cabinet is opened. The tray for antiseptics, and so on, can be pulled out, the bottles resting in their own grooves. There are compartments for triangular bandages, elastic bandages, splints and all the hundred-and-one items of first-aid equipment, as well as a drawer for tweezers and safety pins. The whole cabinet opens from top to bottom, the front thus forming a table, supported by chains.

Classes are being arranged in the works on first-aid.

* * *

ON THE BEAM

IN sending greetings to everyone the BEAM Sports and Social Club Secretary tells us that membership is now 140 out of a possible 160. Mr. J. Wythe, Hon. Sec., of the Cricket Section, asks for away fixtures this year, and says he (with the help of Mr. C. Simm, Treasurer, and Mr. J. Wright), will do their best to send a team anywhere.

Six (real) Ladies and six (irreproachable) Gentlemen are going to Didsbury to play in a tennis match; and any further offers for matches would be cheerfully accepted by Mr. F. Williams of the Accounts Department.

The Club's first outing was held on Thursday, 19th May, when a party of 20 from the Area Board joined in a visit to Speke Hall, and a trip to the Airport.

Mr. L. B. Anwyl concludes his report on this, the Headquarters Club, by saying "During the summer months, a few visits may take place to our long-distance friends but nothing definite can be said just yet; we are merely hoping to come and see as many of you as possible."

* * *

SEND US MORE SPORTS NEWS

'FINE TEAM SPIRIT'—reports

JOHN WM. JOHNSON, summing-up Clarence Dock Football

TWO years ago (*writes Mr. John Wm. Johnson, of Clarence Dock*), the shift workers at Clarence Dock Generating Station decided to form a football team and during that season their enthusiasm quickly developed, with the result that last year with the encouragement and support of the Liverpool Electric Power and Lighting Sports and Social Club, the team entered the Business Houses Football League (mid-week). Their playing ability and fine team spirit can be judged from the season's results, as they were runners-up for the League Championship and reached the Semi-Final for the Mid-week Cup.

As a fitting conclusion to their successful season, a Social and Dance was held at the Sports Ground, Thingwell Road, on Tuesday, 11th May.

ST. HELENS RETIREMENT

Mr. P. H. Brown, a Turbine Driver at St. Helens, retired after 41 years service, on 19th June, 1949. All his colleagues wish him a long and happy retirement.



BRITISH EMPIRE MEDAL AWARDED TO

Mr. P. G. BORDESSA

A welder at the Clarence Dock Generating Station, where he is one of the employees with the longest record of service, Mr. Pietro Gaspar Bordessa has been awarded the British Empire Medal (Civil Division) in the King's Birthday Honours List.

No one was more surprised than Mr. Bordessa—known to everybody at Clarence Dock as either Mick or Michael—to receive notification of his award, two days before the official date of publication. And nobody was better pleased than Mick's host of friends at the station that the honour had gone to the cheery little man, with his shock of grey hair.

Mick came up the hard way, starting in 1916 with the Liverpool Corporation, at Lister Drive, as a flue cleaner, becoming a fitter's mate in the early twenties. In 1934 he became a burner's mate and decided that it wasn't too late to go back to school. It was rather hard going and a little late in life, but Mick still looks back on the seven years he spent attending night school in Liverpool and then in Southport, as time well spent.

1939 saw him made a welder at Clarence Dock and he has worked there ever since. During the war he was a member of the 89th Battalion, Home Guard.

P. J. BEACALL.

OBITUARY

We very much regret to record the passing of Mr. G. Marsh, who had been a Turbine Driver at St. Helens for nearly 15 years. He will be sadly missed.

HIGHAM STUMPS THREE

THE slow bowling of A. N. Duffett (5 for 13) and G. M. Edwards (3 for 11) had Kirkly Training College in difficulties when they went in to bat against the Divisional H.Q. Cricket Team, on 26th May, at Kirkly. Three players were stumped by Wicket Keeper and Captain, F. Higham, to close the College innings with 74.

British Electrical wickets fell steadily against accurate bowling, and only one of its team reached double figures. In spite of losing by 19 runs, the team's performance was encouraging and Mr. J. Wythe, the Cricket Section Secretary at Clarke Gardens, looks forward with confidence to the results of future matches.

GRIDIRON

GAZETTE

VOL. 2

No. 4

JULY 1949

THE MONTHLY MAGAZINE OF THE MERSEYSIDE AND NORTH WALES DIVISION
OF THE BRITISH ELECTRICITY AUTHORITY

BRITISH ELECTRICITY HOUSE

CLARKE GARDENS, WOOLTON, LIVERPOOL

GARSTON 4981-4

MAN BITES DOG

NEWS has been defined by instancing—"Dog bites man—not News; man bites dog—News."

Why do we start a GRIDIRON leader in this way? It is because we want to talk about news gathering for our columns.

LET us consider first the National and local newspapers. Has it ever struck you as little short of miraculous that whenever a fire—for example—takes place, even if it is in an obscure country district and it happens late at night, there is still a full report in next morning's papers? Has the paper a regiment—no less—of reporters, all equipped with fast cars? Even if it had, how would it first hear of the fire, and so be able to direct its flying squad?

It may surprise many people to know that the reporting staff of one of our great national dailies numbers twelve persons, apart, of course, from the specialists, sub-Editors and the like. The news comes in from the News Agencies. Their part-time and whole-time correspondents are found in every village and every town. In other words, the news is first heard of by the Man on the Spot. He starts the ball rolling. The specialised journalist knows how to handle the news, where to get additional information; but the Man on the Spot is, with the National newspapers no less than with GRIDIRON GAZETTE, the key man first, second, and all the time.

ON GRIDIRON GAZETTE we do not need a vast news-gathering organisation, but we can learn this lesson from the newspapers. *We need more Men on more Spots.* In every power station—indeed in every department of every power station; in every substation; in every office; in every store;—these are the places where we need GRIDIRON correspondents.

What do we expect in a good report? First and foremost, the basic essentials—*Who? What? Why? When? and Where?* Then, an appreciation of the fact that people are interested in *people*; the human touches, the asides, the little homely glances behind the scenes. If a member of the Divisional team bites a dog it is always news; if it is the Station Superintendent's dog, it is even more news; and if a pretty girl tries to rescue the dog, then it's banner headlines.

WHY should you bother? Because you would be helping to make GRIDIRON GAZETTE of greater service to your colleagues.

. . . S.



men at work . . . 4

Percy Stocker has spent the best part of his life cooking in a hotel. During the war, not forsaking his vocation, he cooked in the Army, in all parts of the world, one notable occasion being for the Potsdam Conference. In the well-kept canteen at Lister Drive he cooks breakfast, lunch, snacks for the mid-morning break, and tea. He has a small daughter



A FEW weeks ago, amid the artificial Riviera-like palm courts of Torquay, were to be seen almost a thousand people wearing a badge marked "British Electrical Power Convention" and below it a word "Delegate". Who were they? What were they doing? Were their journeys really necessary? Let us give you the facts and you can form your own conclusion.

THE BRITISH ELECTRICAL POWER CONVENTION was the first of its kind in Great Britain. For 52 years Borough Electrical Engineers and others interested in municipal power supplies had met, each year, to consider their joint problems, and to interchange experiences and ideas. Parallel with their meeting, the manufacturers of electrical equipment had staged an exhibition showing every phase of the latest progress in electrical engineering. With the onset of nationalisation, the Incorporated Municipal Electrical Association disappeared, but it was decided that the valuable opportunity for meeting people who experienced similar problems and solved them, perhaps, in different ways, must not be lost; and so all the Bodies associated with electrical power supply in this country were invited to form a Council, whose duty it was to organise a convention.

LORD CITRINE was appointed as President of the first year's Council, and manufacturers, consulting engineers, the British Electricity Authority, Area Boards, the Employees' Associations, the Contractors' Associations—we nearly said Uncle Michael Faraday and all—joined together in one great gathering of all sides of the industry, held at Torquay from 13th to 17th June, 1949.

IN his Presidential Address to the Conference, Lord Citrine said:—

"It is my very pleasant duty to welcome you as delegates to this Convention. It is the first of what I hope will be a long succession of conferences of representatives of all the principal organisations which are connected with the electricity supply industry."

"The Convention is, with the exception of civil engineering, representative of every section of the electrical industry which is concerned with electricity supply, from the inception and design of power stations to the ultimate use of the current they generate."

What is the Convention for?

THE objects of the Convention, as stated in the rules, are to promote the mutual interests of the organisations engaged in the industry, to foster the maximum degree of co-operation between the various sections and to encourage and develop good relationships within the industry."

"To some it might appear that the interests of the different bodies represented in this Convention must lead them in different directions. I believe that would be an entirely erroneous conclusion. It is true that people are not always alive to their real interests, and that occasionally the prospect of securing some immediate advantage or other proves alluring and tends to deflect them from a true realisation of their ultimate interests."

"However the various occupational and trading interests of the bodies represented in this Convention may differ, our basic interest lies in the prosperity of the electrical power industry and that prosperity can be achieved only in the measure that it provides an efficient and satisfactory service to the consumer. A sense of pride in our particular undertaking, association or firm is natural and laudable, but it will spring more assuredly from the knowledge that we are all contributing to the maximum development of electricity in the service of the community."

OUR interrelationship is not something ephemeral. It is a continuing one. We have to work together, whether we are engaged in a nationally owned and operated service or in private employment. In so far as our relationship is based upon fair dealing and straightforward conduct, with a genuine effort to understand the point of view of one another, we shall succeed in advancing more rapidly towards the accomplishment of those things which are for the benefit of the people of our country."

"It must not be assumed from the limiting

language of our 'Objects' rule that we are indifferent to good relationships with other sections of the community. One of the principal aims of this Convention is undoubtedly to promote a wider understanding of the importance of the electricity supply industry and of the part which it must play if our country is to establish the prosperity which every right-thinking citizen desires to be achieved. In the process, the spirit of co-operation and friendship which animates the promotion of this Convention will, I am sure, be extended to all with whom we come into contact."

LORD CITRINE then went on to give a brief review of the progress of the nationalised industry, and turned to the prospects of overcoming the power shortages which were perhaps the principal preoccupation of the Authority and the Area Boards at the present time. He said that the effects of these shortages and restrictions upon an expanding industry such as the electricity supply industry are particularly onerous. "Electricity as an economic and, in certain respects, a social force, possesses many natural advantages. In the physical sphere it is the most universal and potent agency known to mankind. There are no foreseeable limits to its myriad uses. It may justly be described as the very life-blood of industry. We cannot expect to harness our labour resources to industry to the full unless we take steps to avoid the wasteful expenditure of that labour in operations which could be so much more efficiently carried out by the application of electrical power, I still do not feel that this is fully realised or appreciated, and I am afraid there is still a lingering tendency for some to look upon electricity more as a luxury or convenience than as a vital necessity. Enforced curtailment of production, restrictions and purchase tax are all adversely affecting the supply of electrical appliances, yet notwithstanding all handicaps the demand is steadily increasing, and there is no sign whatever of saturation point being reached. The figures for electricity generated during the first five months of 1949 show that we are now producing more than twice as much current as in 1938."

£400,000,000 to be Spent

THERE are, of course, pessimists who express doubts about the continuation of the present rate of increase in demand, but there is certainly no lack of optimism in the industry, and its personnel look forward with eagerness to the days when it will again become possible to engage in vigorous promotional activities."

TORQUAY: Lord Citrine continues —

"It is plain that great capital developments must be undertaken, and the British Electricity Authority contemplate spending £400,000,000 on this in the next five years. We urgently need more power stations and the British Electricity Authority are constantly making the utmost efforts to secure this. We are faced with the position that, over one-third of heavy electrical generating machinery, boilers and plant is being exported."

"This raises a high question of policy, involving considerations which I can only glance at here. The ability of the industries of our country to meet ever-growing competition in the export market is inseparably bound up with the provision of adequate supplies of electricity to enable more efficient production to be achieved. There is a close relationship between the cost of the product and the power resources available per worker."

"THE claims on manufacturing capacity in this country as between plant for power stations and goods for export are therefore complementary rather than competitive, and an improvement in the supply of electricity will be reflected in the exports to the ultimate overall advantage of the country. Despite the recognition of the palpable need for maintaining exports, I have many times heard concern expressed at the exceptionally high rate of exports of heavy plant. There is a feeling that it is not sound policy to deprive British industry of an adequate supply of electricity by exporting too large a proportion of heavy generating plant. This is accompanied by the reflection that we are equipping our potential competitors in the international field for a struggle which may come at a time when our own industries are at a comparative disadvantage, owing to a lack of generating capacity and electrical equipment."

Gas Turbines Came In

AFTER some paragraphs dealing with alternative power sources, in which he mentioned that the Authority are installing two 15,000 kW gas turbines, and hoped to receive the output from 150 MW of generating capacity from the North of Scotland Hydro-Electric Board by 1950, the President proceeded to deal, in specific terms, with the shortage of the steam generating plant on which reliance must be placed—whatever may be the result of research work in atomic energy or in other fields—for many years to come.

"Shortage of Plant is Serious"

THE shortage of steam-generating plant is extremely serious, and if the winter of 1949-50 is a really severe one, in the absence of load-spreading we should still be some 2,000 MW behind the potential demand. Last winter was a mild one and comparatively little load-shedding had to be resorted to, but this was not all due to the weather. Great credit should be given to the B.E.A. engineers, whose valiant efforts were rewarded by reducing the plant out of service during the peak period from about 15 per cent to an average of 11 per cent. Perhaps I ought to take this opportunity also to congratulate them on their success in improving thermal efficiency."

"The Plans Were Altered"

THE present Government have been pursuing a policy of economic planning and, with clamant demands for labour and materials from other industries, housing, schools, hospitals, transport and the defence services and almost every kind of social and public institution, it was felt by the Government that the demands involved in this programme could not be met. After various revisions had been suggested, the Government finally decided in December, 1947, to raise the programme for the years 1948 and 1949 to 1,150 MW and 1,600 MW respectively, but to cut down the following years to 1,500 MW. Both the Central Electricity Board and the British Electricity Authority had based their calculations on the assumption that manufacturing capacity would rise in the later years, and they regarded with dismay the cuts for those years. It is quite evident to the British Electricity Authority that there is no hope of overtaking the shortage, unless for the years 1951 and 1952 capacity can be raised by at least 1,690 MW in 1951 and 1,790 MW in 1952."

AFTER reviewing the difficulties which faced the Authority when power station sites were required, and showing that the capital costs of building generating stations were, at least, two-and-a-half times as great as they were during the war, he said that the Authority were disappointed at the slowing down of the rate of commissioning plant, which had arisen through difficulties concerning labour, materials, and the like during post-war years. He ended as follows:—

"THIS Convention provides a sounding-board from which the problems of the electric power industry can

be expounded and discussed in the eminently practical manner which has, in the past, characterised the meetings of the leaders of the industry. I feel confident that this first Convention will be an historic landmark in the furthering of the general interests of the industry, and will make an immeasurable contribution to the economic prosperity and stability of our country."

THE next paper to be presented was by Mr. C. T. Melling, Chairman of the Eastern Electricity Board, on "Meeting the needs of the Consumer in the Electricity Supply Industry". Mr. Melling's paper was of great interest to the whole Convention, and indeed to the industry; but as it dealt with matters more closely allied to the Area Boards' responsibilities than to those of the Division, space does not permit us to attempt to summarise it here. It might be said however, that he stressed the vital need for subordinating all other considerations to the needs of the consumer, and to giving him the maximum possible service in every conceivable direction.

The next group of papers, the reading and discussion of which occupied the whole of one day, were—although separate—all related to the same subject, which was that of High Voltage Transmission in Great Britain.

High Voltage Transmission

MR. T. G. N. HALDANE, this year's President of the Institution of Electrical Engineers, read a paper which dealt with the future of power transmission in Great Britain. He reviewed the past, present, and probable future of the rate of increase in the consumption of electricity, and demonstrated the need for greater interconnection of the Areas of the present grid. He quoted the Divisional Controller, Mr. A. R. Cooper, who in his recent paper before the I.E.E. said that the only serious difficulties encountered in grid operation

are those due to the limited capacity of the inter-area tie lines.

Mr. Haldane went on to say that in planning for the future, it will be necessary to think in terms of both interconnection and bulk transmission. He proposed the construction of a "National busbar", which

Mr. HALDANE

would operate at 275 or 300 kV, and would follow the lines approximately indicated in the diagram. Although he did not advocate a national busbar entirely for the purposes of bulk transmission, but rather for its interconnection value, he said that it could be used to replace the transport of coal and to connect remote hydro-electric sources to the large load centres. He showed that the cost of transporting the coal to generate a given load over a distance of, say, 125 miles, could easily be greater than the cost of transmitting the energy the coal produced when burned in a power station, providing the load factor was at a suitable value. Thus, there seemed to be a case for siting the power stations at the coalfields and transmitting power instead of coal.



Mr. Haldane's Proposals for a National Busbar

HE also mentioned the possibility of interconnection with the Continent. If such interconnection was possible, he said that the diversity which would arise due to the difference between British and Continental climates, industrial loadings, time, and other factors based on the habits of the population, would materially assist both parties, while the Continental system with its large water power resources could interconnect advantageously with our thermal system.

"Apart from the advantages to be gained in Great Britain by extra high voltage

The blocks on this page are used by courtesy of The Electrician.



transmission," Mr. Haldane continued, "We should always remember the extreme importance to British manufacturers of having the opportunity to develop, on the basis of operating experience in this country, the extra-high-voltage equipment likely to be required overseas, particularly in the Commonwealth countries." He ended by saying, "Finally, there is another factor which we cannot unfortunately ignore, and that is the possibility of threat of war. Great, as the benefit of a national busbar may be in normal times, such an instrument might become essential in times of an emergency."

TO Mr. Haldane's paper were added three other papers, sponsored by manufacturing organisations, showing that in this

GRIDIRON GAZETTE CONTINUES ITS FULL REPORT OF THE FIRST BRITISH ELECTRICAL POWER CONVENTION

country facilities exist for the construction of switchgear, transformers and cables for voltages of 200 kV and above. The switchgear makers had now at their command four switchgear testing stations, among them the largest in the world; and by developing methods of artificial tests simulating service conditions, were able to evolve testing methods which would ensure that the 3,500 and 5,000 MVA rupturing capacity circuit breakers for 220 kV and above, could be thoroughly and rigorously tested in the manufacturers' works. Switchgear of this type had been in satisfactory service abroad for many years, and the transformer paper showed that no less than 1,187,000 kVA of transformer capacity operating at 220 kV and above, had been made in this country for installation in the U.S.S.R., Holland, Finland, Australia, Poland, New Zealand, and other places. Thus, there was no doubt about the ability of the British transformer designers and makers to supply plant for the proposed national busbar. The cable paper also showed the vast research facilities available in this country for extra high voltage techniques, and showed that very large quantities of high-tension cable, both of the oil-filled and the gas pressure types, had been made and put into satisfactory service in Great Britain and elsewhere for 132 kV and higher voltages.

The Chief Engineer replies to Mr. Haldane

THE Chief Engineer of the British Electricity Authority, Mr. V. A. Pask, and Mr. J. D. Peattie, Deputy Chief Engineer, made the principal replies in a discussion which lasted for many hours, and in which (in spite of the seaside attractions outside the Pavilion) there were many speakers.

Mr. Pask said that the British Electricity Authority were not unaware of the necessity for close and immediate investigation of the desirability of an extra high voltage grid scheme. He mentioned that the Central Electricity Board, their predecessors in respect of grid operation, had considered the question in 1942, and at that time had reached the conclusion that the 132 kV grid system, with extensions, would satisfy the country's needs in this respect until 1960. Nevertheless, later investigations had resulted in the planning of a 275 kV line from Staythorpe to Neepsend, and this interconnector was now in the course of construction so that practical experience could be obtained. Mr. Haldane had suggested that with the steady increase of load, some 400 megawatts of load would have to be inter-changed between areas, and it was largely on the basis of this assumption that much of his case for a national busbar rested. The speakers stressed, however, that already the existing 132 kV network had, in fact, exchanged as much as 320 megawatts between areas. The inception of the national busbar, as proposed by Mr. Haldane, would mean the strengthening of the 132 kV system very considerably in order to carry, from the load centres in each area to the remoter parts of the system, the large quantities of energy brought in through the busbar. Rupturing capacities of the existing switchgear would also need to be seriously considered under these conditions.



The British Electrical Convention will meet next year under the Presidency of Sir Vincent de Ferranti.
(Continued on page 22)

GRIDIRON GAZETTE CALLING IN THE ARTS AND CRAFTS PROGRAMME

WELL, HERE I AM, at Clarke Gardens, on this brilliant July afternoon, all set to tell you about the Opening of the second Arts and Crafts Exhibition to be held by The Merseyside and North Wales Division of the British Electricity Authority, and to take you to the rest of the day's events with my mobile mike. Many of you, I see, are here in person so this broadcast is for the benefit of the unlucky ones who have to keep the wheels turning and for any Scotsmen here who have not bought programmes.

I am looking down from a window on a great concourse of people assembled outside the front door of the house, waiting for the Lord Mayor to open the Exhibition. It's a glorious day; you really ought to be here just to . . . ah, here comes the Lord Mayor and the Divisional Controller, with Mr. and Mrs. Bussey and many others . . . They are taking their seats and . . . Hullo, what's that? . . . Oh, yes, it's Miss Olive Hughes, whom we shall be able to hear later, I hope, singing with the Beam Glee Club; she's presenting a lovely bouquet to the Lady Mayoress. Now Mr. Cooper's introducing the Lord Mayor . . . Now he's sat down . . . Now the Lord Mayor's up . . . (square

fifteen) . . . He's saying that he is utterly amazed by the excellence of the exhibits. He's congratulating all the competitors and sympathising with the judges. I can see Leigh, the photographer, balancing on a chair to get a picture. I think he's going to fall off . . . Yes, he is! . . . No, he's not . . . He's got his man—the risks these chaps take! There's an American Sergeant in the crowd. (Fancy coming all the way from America to see this Exhibition! Now he's over here, I expect he'll take in the National Gallery too.) The Lord Mayor has got to his peroration and I think he's just going to open the show . . . Yes,

(Continued on page 16)

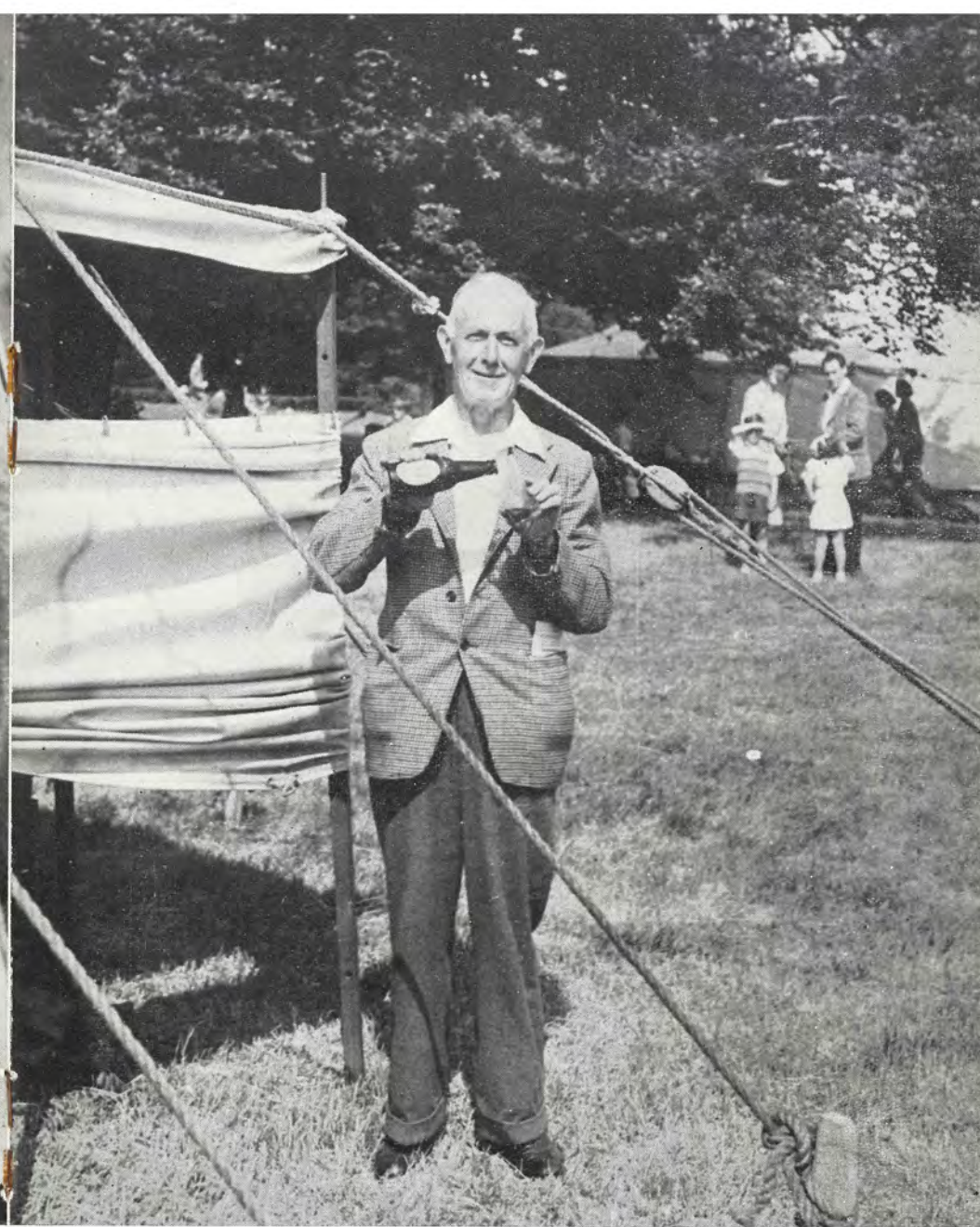




Merseyside &
North Wales
Division

ARTY;

Camera — Leigh



CRAFTY

Arts & Crafts
Exhibition
2nd July, 1949



Mr. COOPER GREETS AN IMPORTANT VISITOR

he's working up to it—He won't be long now. . . There! —He's done it, and they're off. . . A queue is forming. . . Perhaps they're selling cigarettes inside as well. Hulloo, there's a heavy bank of smoke coiling up from the back of the crowd. It looks pretty serious to me. I can even smell the acrid fumes. Why don't they call the Fire Brigade, its really rather. . . oh, it's all right, it's only Mr. Cassidy lighting his pipe. I'm not going to take my mike into the Exhibition room as we have a recording later on by our Art Critic. Instead,

we'll move over to see the Grand Challenge Cricket Match where. . . (What's that? Cancelled?) . . . I'm sorry, the match is off. They're stumped for a ground, so we shan't see Percival Lane giving an exhibition of his famous Lister Drive to the boundary. In fact we can't cover the point and must apologise for our first slip and take our long legs to have a look at the Punch and Judy show instead.

Here we are again, approaching the Punch and Judy theatre. Just ahead of me there is a large marquee which advertises the fact that The British Electricity Authority is licensed to sell cooling liquid. I'll just step in and see if I can catch some of the conversation for you. I'm now holding the mike so that it should pick up whatever's going on. ". . . 'Cheers!' . . . 'Ash content perfectly awful' . . . 'Thanks, I don't mind if I do!' . . . 'Front tyre burst, but I was only doing 50' . . . 'Your glass of beer's got a bad power factor' . . . 'Same again, thanks!' . . . 'Thought that striking the A.r.c. was tantamount to punching the Divisional Controller' . . . 'Thirsty work, this!'"



**CERTIFICATES WERE PRESENTED
TO THOSE WHO HAVE RETIRED
SINCE VESTING DAY**

Mr. E. A. EDWARDS

Our District Labour Relations Officer, Mr. E. A. Edwards, is to be congratulated on his appointment as Assistant Labour Relations Officer, at the Authority's Headquarters, in London.

A BOUQUET FOR THE LADY MAYORESS

All I can say is that any child lover who is not here ought to be. In front of me as I stand by the Stage Door of the Punch and Judy show, stretch serried ranks of kiddies sitting on the grass with unblinking eyes glued to the still empty stage. Some are old—and even blasé—Punch and Judy goers and are telling the others what will occur; the rest sit wide-eyed in anticipation, even forgetting to take an occasional suck at their ices. With a squeal of delight, a hundred or more young persons hail Punch on his first appearance, warned

audibly from several little throats that this man Punch isn't all that he appears; that he is a bit of a bully with his big white club, but that he will be definitely worsted later in the show by a smart Liverpool Policeman as well as by many others, including a blood curdling skeleton. But all this is to come. The little boy sitting in C. 17 is appealing to Punch with every ounce of pressure he can summon from his little lungs to look round and note the awful danger which approaches him. He is even pointing out the peril with his outstretched forefinger, but Punch, stupid fellow, pays no attention till. . . Wham!—he gets it. . . Lordy, how the audience love it. Ah, here's the Liverpool Policeman. Now what's all this here? Ah, well, its over all too soon.

They're making hay hard by—real hay—and this gives a lovely background to the pleasant scene.

I am back in my original perch now, ready to describe the final scenes of this memorable day. On my way I passed the canvas theatre where one of the Gridiron Dramatic Critics is preparing a recording of



his views. Also I passed that ubiquitous Maroc, drawing portraits almost as quickly as signing autographs. Little children clutch their precious portraits with hot and sticky fingers, refusing point blank to give them up to Mum.

Here, then is the prizegiving. Mrs. Bussey as she hands them out feels, I am sure, as we all do, that everyone really deserves a prize. To judge that exceptionally fine display was no sinecure. Up they come, the winners, one by one to receive a prize at an exhibition which is to become a national institution, pioneered by this Division.

Last, but by no means least, I find myself looking down on the award of certificates to those who have now retired after long and loyal service to the electrical industry of our country. They deserve these certificates which are so worthless intrinsically and so priceless spiritually.

Everything has an end, and today is no exception; so with great reluctance I must now return you to the studio. Goodnight, everyone, goodnight.

D.W.T.



THE EXHIBITION

HOW CLEVER THEY ALL ARE

Mrs. E. W. BUSSEY PRESENTS PRIZES TO THE EXHIBITORS AT THE ARTS AND CRAFTS EXHIBITION

STANDING quietly in one or other of the two principal salons of Clarke Gardens—the rooms which, on 2nd July, 1949 housed the Arts and Crafts exhibits—one saw the heights and depths of human nature reflected on the faces of the endless throng who slowly processed the corridors. One saw those who came to sneer and stayed to worship, as their jaded eyes were opened, perhaps, by the entrancing beauty of a rose wrought in iron by Mr. H. Davies: one saw the light die in the eyes of those who had worked throughout the winter on a cunning nitchy-notchy of silk and glowing coloured threads, and then did not win a prize; and one observed simple, unashamed wonder gleam on the faces of those who thought that shift engineers could colour only when found asleep on night duty—and found them colouring dreamy, imaginative water colours.

THERE were prizewinners who stood, a little awkwardly, not far from their own exhibits and watched and listened for the "Ooh!—Look, mum, ain't that *pretty?*" which was their inadequate reward for the long hours of back-room determination. There were the anxious committee-men whose shoulders bore the (considerable) heat and the well-worth-while burden of the long day.

What were the exhibits which drew these varied responses? There were some 55 photographs, 63 drawings and paintings, 87 examples of needlework, 6 leatherwork exhibits, 16 pieces of work in wood and metal, 10 models, 12 groups of flowers and vegetables, and 12 exhibits from young people.

IN the art room, "Canal Life" by Mr. F. Arden, a gentle yet busy composition, was the first prizewinner in the photographic section; but the cat in the second prize picture (by Mr. C. B. Duncan) while breaking all the photographic rules, leapt continually out of the frame to claw its way to insistent attention. Of the drawings and paintings, Mr. James W. Jameson's "Pencil Portrait" showed a sensitive, yearning face, drawn with subtle understanding; and Mr. R. H. Wiley's architectural study, "The Chancel Screen" (1st prize, drawing), attracted most attention from the understanding observer. We admired Mrs. F. Arden's nightdress (in the absence, we hasten to add, of Mrs. F. Arden), in white silk fetchingly smocked with blue. Miss J. P. Hollway's Pattern Sampler was a veritable pattern of what a sampler should be, and won first prize. Mr. F. G. Burrows' rather orthodox, yet superbly fashioned set of tools brought him the premier award in the metalwork section. Mr. J. G. Rimmer had made a photo-electric exposure meter—surely a unique contribution. The home built filmstrip projector from Mr. W. J. Kay's ingenious hands employed a bottle filled with a clear liquid as a condenser; perhaps to refresh the lecturer in the drier parts of his talk.

TWELVE red, red roses, all brothers and sisters from the same parent tree, blushed even more richly as they received the first prize ticket on behalf of Mr. T. S. Clayton. Miss Christine Butterworth's Punch and Judy puppets wore their high award with an air, dominating the young people's section.

Divisional people had wooed the muse who entices neophytes to the easel, to some purpose. Could it not be possible, next year, for the suppliants at the feet of the Dramatic, Poetic and Musical muses to demonstrate their Arts and deceive us with their crafts.

THE GREATEST SHOW ON EARTH?

Certainly the Greatest Show at Clarke Gardens on 2nd July

CLOWNS, singers, female impersonators, reciters, pianists . . . all these paraded their whimsies at the Rout held in the large tent adjacent to Clarke Gardens, on 2nd July. The masquers were, in sober work-time, engineers and accountants and secretaries and, for all we know, scientists with gold medals and illuminated diplomas; all were drawn from Divisional Headquarters.

A quartet from the Beam Glee Club sang Early one morning late in the evening; that incomparable compere Mr. Gwil Pritchard co-opted Mr. Gordon Edwards to join him in a political rodomontade which resulted in them both being elected by a large majority of the large audience. Mr. Angus Campbell, who by day takes care of the Authority's moneybags, took care of several vocals and—if he didn't sing "Sheep may safely graze"—at least imitated the sheep. Mr. Geoffrey Garth proved to be a baritone of clear enunciation, nearly excellent intonation, and some dramatic interpretative ability.

NO one laughed when Mr. Joseph Harrison sat down to play—because they knew him to be a pianist whose lessons had not been by correspondence only. In a fragment of Litolf and a penn'orth of Chopin, he was as superb as the piano would permit; he fell from the grace naturally appertaining to a sensitive artist when he continued with a jarring note—or series of notes—which, we are told, represented "Twelfth Street Blues" (Rag? Jive?—don't correct us if we are wrong, because we don't care). Mr. Frank Williams' off-the-shoulder, WX, OS. ensemble in French broché with double batiste elastic panels (this time, you may put us right if we've slipped), was so provocative that the audience didn't know whether to laugh or ask him for the name of his *modiste*. In the event, he sang, acted, and even danced.

A TALENT-SPOTTING competition discovered Miss Deidre Morris, who recited inaudibly but made up for it by looking charming in pink with a white lace jabot; Miss Beryl Evans, who played the pianoforte with aplomb and without music; Miss Audrey Cross, who told us prettily that "her mother bade her bind her hair"; Miss Irene Sergison, who had the self-possession of Miss Cicely Courtneidge as she sang; Miss Anne McCoy, who carolled close enough to the note to be amusing; Mr. Peter David Clayton, whose small eyes peeped over the much-lowered microphone as he sang "The Rain"; Mr. Elwyn Evans, whose Welsh song gained him second prize; and Mr. David Williams, who nearly brought the tent down with his (very) juvenile lead into comedy.

Miss Dolly Nicholls proved a valiant, versatile accompanist, and Mr. Ralph Hollway wandered on the stage, now and then, stage-managing it.

CLARINEX



AT LUNCH AT CLARKE GARDENS ON 2nd JULY, THE LORD MAYOR SPEAKS . . .

BEFORE the opening ceremony, His Worship The Lord Mayor of Liverpool, Alderman J. J. Creary, was entertained to lunch as also were Mr. E. W. Bussey, C.B.E., Welfare Member of The British Electricity Authority, and Mr. D. P. Oliver, Deputy Chairman of The Merseyside and North Wales Area Board, with their ladies.

Proposing the health of the guests, Mr. A. R. Cooper, Divisional Controller, treated us to a merry mixture of persiflage and matters of consequence.

In welcoming the representatives of the Area Board and their "good ladies", he said he often wondered, what difference, if any, there was between a wife and a good lady. Mr. Cooper referred to the fact—which might be considered a little sinister—that The Lord Mayor, the principal guest, was also their landlord, but really there was nothing in it; associations with the famous city of Liverpool were based on different and less vulnerable foundations.

Turning to the function of the day, Mr. Cooper explained that in the first place they wanted all the members of the divisional family to get to know one another and to realise that the voice at the other end of the telephone really belonged to a human being! Secondly, they had always felt that a man's greatest treasure was his self-respect and that its development depended on the extent to which he had been able to exercise his personal creative ability, which often found its outlet in spare time hobbies.

ON the question of the certificates which were to be presented later, Mr. Cooper remarked that there was a tendency to mechanise and standardise everything so that the human being would ultimately come to be regarded as a rather efficient heat engine and nothing more. It was most important that humans should not be treated as engines, to be cast aside and broken up after their useful life was finished. A man's retirement marked the end of a period of service to the community, for which the community should be suitably grateful.

In conclusion, he referred to the honour which had been conferred on their colleague, Mr. Bordessa, who was awarded the British Empire Medal in the King's Birthday Honours. He also wished to thank the judges and the committee under Mr. Butterworth.

The Lord Mayor, replying to the Toast, agreed that local authorities and national organisations must walk hand in hand. Local government and national authorities had the same aim—of serving the community. Clarke Gardens were a lovely setting in which to view the arts and crafts exhibits which, he trusted, really had been made in the competitors' spare time! Leisure and work must go together; the more leisure and opportunity to learn there was the better would be the work.

MR. BUSSEY, who also responded, emphasized the great comradeship found in the B.E.A., and mentioned Mr. Cooper as an outstanding example of this. The Division had been the first to develop an Arts and Crafts Exhibition and the idea was going to be taken up at a national level. Although the modern world called for a great deal of planning, individuality must remain.

Mr. Oliver also replied, and in jocular vein illustrated his points with amusing stories.

ON THE BACK PAGE MAROC HAS RECORDED SOME IMPRESSIONS OF THE 'AT HOME,' ON 2nd JULY.

"Thank you for asking me."
—His Worship.

HERE ARE THE FACTS ABOUT THE SECOND ANNUAL "AT HOME" AND ARTS AND CRAFTS EXHIBITION OF THE MERSEYSIDE AND NORTH WALES DIVISION, HELD AT CLARKE GARDENS, ON 2nd JULY, 1949

PRIZEWINNERS

PHOTOGRAPHY
1st—"CANAL LIFE," Mr. F. Arden; 2nd—"CAT," Mr. C. B. Duncan.

PAINTING AND DRAWING
1st (Painting)—"AUTUMN," Mr. Wm. Ellis; 2nd (Painting)—"AUTUMN GARDENING," Miss Muriel Johnson; 1st (Drawing)—"CHANCEL SCREEN," Mr. R. H. Wiley; 2nd (Drawing)—PENCIL PORTRAIT, Mr. J. W. Jameson.

WALL PLAQUES
1st—Mrs. Wilson; 2nd—Mrs. Jakeman.

NEEDLEWORK, EMBROIDERY, ETC.
1st Prizes to Mrs. Gatley, Mrs. Grant, Miss J. P. Hollway.
2nd Prizes to Mrs. L. G. Rowlands, Mrs. G. V. Watson, Miss J. P. Hollway.

LEATHERWORK
1st and 2nd Prizes to Mr. J. C. Bell.

WORK IN WOOD AND METAL
1st—COLLECTION OF FOUR ENGINEERS' TOOLS, Mr. F. G. Butrows.
2nd—HAND-BEATEN COPPER BOWL AND FORGED WROUGHT IRON ROSE SPRAY, Mr. H. Davies.

MODELS
(Metal) 1st—VERTICAL STEAM ENGINE, Mr. G. W. Crosbie; 2nd—TRAFFIC LIGHT MODEL, Mr. E. Appleton.
(Wood) 1st—GERMAN DESTROYER, Mr. L. Goodey; 2nd—FIJIAN WAR CANOE, Mr. E. S. Jones.

HORTICULTURE, ETC.
1st—ROSES, Mr. T. S. Clayton; 1st—TREE ONION, Miss A. P. Hales.
2nd—ROSES, Mr. T. S. Clayton; 2nd—BUSH RADISH, Miss A. P. Hales.

CHILDREN'S CORNER—(Aged 8 to 10)
1st—PUNCH AND JUDY PUPPETS, Miss Christine Butterworth; 2nd—MAP, Master A. G. Bell.
(Aged 11 to 14)

1st—EMBROIDERED HANDKERCHIEFS, Miss Corina Power; 2nd—PUNCH AND JUDY BOOTH, Master David Butterworth.
Special Prize to Mr. R. H. Wiley for a Dartboard, used for a competition later on the afternoon of 2nd July.

LONG SERVICE CERTIFICATES PRESENTED

NAME	YEARS OF SERVICE yrs. mths.	JOB HELD	DATE OF RETIREMENT
*WALTER SIDDLE	41 8	Leading Turbine Driver	6th June, 1948
PETER HENRY BROWN	40 6	Turbine Driver	19th June, 1949
MORRIS RICHARD JONES	37 8	Assistant Station Superintendent	31st December, 1948
JOHN WILLIAM WILLIAMS	36	Resident Engineer	31st December, 1948
SYDNEY WALKER	30 10	Turbine Driver (latterly Gatekeeper)	17th November, 1948
JAMES QUINN	29 9	Telephone Operator	20th February, 1949
THOMAS WILLIAMS	27 8	Turbine Driver	2nd January, 1949
CHARLES THORNTON GRAHAM	27	Boiler Coverer	31st August, 1948
PERCY LAURIE (the late)	26	—	31st May, 1948
JOHN BIRCHALL	24 7	Chargehand Labourer	16th June, 1948
HENRY GRAY	24 5	Storekeeper	1st December, 1948
JOHN HALL	23	Fitter's mate	11th May, 1949
ROGER COUPE	20 9	Station Superintendent	31st December, 1948
ARTHUR FORD	18	Stoker	14th March, 1949
GEORGE NORMAN	12	Fitter	1st July, 1949
JAMES LYONS	7	Outdoor Labourer	30th December, 1948
*STEPHEN MORAN	6	Outdoor Labourer	30th December, 1958

*Not presented today

THE COMMITTEE

E. BUTTERWORTH, Chairman, Clarke Gardens	R. H. WILEY, Springwood House
C. T. SIMM } Joint Secretaries	R. THISTLETON, Station Supt., St. Helens
S. I. AINSWORTH } Clarke Gardens	W. BONNER, Clarence Dock
MISS E. GRIFFITHS, Clarke Gardens	L. J. FITZPATRICK, Lister Drive
L. B. ANWYL, Clarke Gardens	J. H. CLARKE, Percival Lane

THE CATERING UNDER THE SUPERVISION OF MR. ALDERSON

GRIDIRON GAZETTE REPORT

Artist: Maroc. Camera Artist: Leigh. Narrative: GRIDIRON GAZETTE Corps of Extra Special Correspondents.

CONTINUING OUR BRITISH ELECTRICAL POWER CONVENTION REPORT THE PRIME MINISTER AT TORQUAY



"IN A MINUTE, MR. ATTLEE, I SHALL CALL ON YOU TO SPEAK," SAYS LORD CITRINE AT THE BRITISH ELECTRICAL POWER CONVENTION.

At a dinner held on 16th June, during the Convention, Lord Citrine welcomed the Prime Minister, the Rt. Hon. C. R. Attlee, who said that he had a specially warm place in his heart for the electricity supply industry, as he was for some years Chairman of Stepney Electricity Undertaking, and Vice-Chairman of the London and Home Counties Electricity Authority. He said he was especially glad that the Convention had brought into being an organisation which was not sectional, but which embraced all departments of the industry. "The change over, just a year ago (continued Mr. Attlee), was effected with a smoothness which reflects the very greatest credit on all concerned. For the first time, it has now been possible to plan electrical layouts, both national and regional; but this state of affairs has only come

to pass after a great war, during which it had been necessary to concentrate on victory, and to reduce power plant production to a minimum." He recalled that during the war he had sat on many committees who considered anxiously how to eke out the power supply. He remembered their concern at the overload in certain areas, and said that while we were lucky that little destruction was done to our power stations—although there were many severe incidents—great credit was due to all concerned for maintaining supply in these difficult times.

"War had always formed a great incentive to technical advance in industry (Mr. Attlee said), and this last war has resulted in enormously increased demand. There has been an inevitable time-lag during the change over from war to peace in the installation of new electrical plant." It is essential to keep our feet in the overseas markets, while at the same time, power plant is desperately needed at home. A great many difficulties had been overcome. We have a long way to go before power production will exceed the demand, and it must be remembered that plant is always growing obsolete, but it is essential for everyone to do their utmost to increase production to meet home needs, and to increase the volume of our exports. "The electrical industry is an example of a great service, whether in regard to domestic or industrial needs, or to the needs of the nation as a whole. It has at its disposal a great wealth of technical ability in every sphere, and this technical ability is one of the strengths of this country. You in the electrical industry have the privilege of increasing, not only the wealth of Great Britain, but also its well-being. I wish you every success in the coming years. You hold one of the keys to future prosperity and happiness of the people of these Islands."

'All work and no play?' — No, says J. Mollie Bull

MERSEYSIDE and North Wales Division was represented at the British Electrical Power Convention by the Divisional Controller, Mr. A. R. Cooper; Mr. R. L. Batley, Chief Generation Engineer; Mr. F. H. S. Brown, and Mr. A. N. Duffett, Generation Engineers (Construction).

The mornings and afternoons were occupied by the papers and discussions, and three of the evenings by Receptions and a Dance. The first Reception was by the

Mayor and Mayoress of Torquay and the second by the President of the Convention, Lord Citrine, Chairman of the British Electricity Authority. Both these Receptions were followed by dances in which Lord and Lady Citrine joined. On the third evening there was a Dance and Cabaret, which was honoured by the presence of the Prime Minister, the Rt. Hon. C. R. Attlee, C.H., M.P., and his wife, who had previously been the principal guests at a Dinner.

Mr. Attlee's speech at the Dinner was relayed from the Hotel to the Dance. Mrs. Attlee joined in the dancing, but the Prime Minister sat and talked with many of the distinguished electrical people present.

But — engineers always being engineers — those who attended the dances were not there only to join in the Hokey-Cockey; because I saw at least one man start some alternative hocus-pocus with blue prints which he pulled out of the tail pocket of his dress coat! He gathered two or three other men, and they earnestly drew diagrams on the tablecloth.

ON the last afternoon, when all the work was finished, there were alternative tours to places of interest around Torquay, or a cruise to the River Dart.

In spite of the time being occupied with the talks and discussions in the mornings and afternoons, and Receptions in the evenings, I think most people found a little time in between sessions to indulge in some form of recreation for a short time, either a game of tennis, swimming (on one occasion I had the pleasure of joining some



The Merseyside and North Wales Division was represented by (left to right) Mr. F. H. S. Brown and Mr. A. N. Duffett (Generation Engineers (Construction)); The Divisional Controller, Mr. A. R. COOPER; and Mr. R. L. Batley, Chief Generation Engineer.

of the representatives from the Division, who threw me into the sea); going for a sail, exploring the many beautiful bays and coves nearby, or just sunbathing.

I FEEL sure that everyone without exception found the Convention inspiring, leaving much food for thought, besides being a means of making social contact with other sections of the industry, exchanging ideas and points of view.

In these pages we have tried to give our readers some account of an important conference—a gathering of immense importance to the electrical industry. We make no apology for the length of our report; we should like to have recorded the proceedings in even greater detail.

THE EDITOR.

WARRINGTON DESPATCH

DON GREEN, of Warrington, tells us of the promotions of Mr. V. IRVING to Shift Charge Engineer, from Junior Charge Engineer; and of Mr. J. SMITH from Switchboard Attendant to Junior Charge Engineer. He also tells us that Mr. A. T. JONES, from Hayle Power Station, has joined the staff at

Warrington, as Shift Charge Engineer. (What about an article from you, Mr. Jones, on "Life in Cornwall versus Life in Warrington?") Finally, he records the recent adventure of yet another of Warrington's Junior Charge Engineers, Mr. DAVID CHALMERS; matrimony was what befell him, with Miss JOYCE ELLISON, of Wigan.

WHILE helping manufacturers to achieve a testing ground for their designs for extra high voltage switchgear was doubtless important, it must always be remembered that the Authority's main responsibility was towards their consumers, to whom they owed a duty of providing an economic and reliable supply of electricity. It must also be borne in mind that the future location of power stations would depend on two factors which were not at present exactly predictable, continued Mr. Peattie, who followed Mr. Pask. The first would be the policy of the National Coal Board in relation to which of the coal producing areas should be principally developed; and the second was the policy of the Railway Executive regarding the future cost of transportation of coal from the coalfields to generating station sites. In connection with this latter aspect, the Authority already owned a considerable fleet of seagoing colliers to carry coal from the North East coast to the Thames estuary and elsewhere, and it might be that the development of further seaborne coal facilities would have a considerable influence on the location of future generating plants. If they were able to know, at this stage, what the National Coal Board policy would be, and where the coal would be available in the years to come, and if they were able further to give exact estimates of the possible cost of transportation in, say, 10 years' time, it would be relatively easy to give detailed reasons why a national busbar should or should not be constructed.

European Interconnection Seriously Considered

MR. G. R. PETERSON, the Authority's Overseas Liaison Engineer, said that high voltages, of over 200 kV, have been used for nearly 30 years in many countries abroad, but only for bulk transmission of energy from such places as the north of Norway, where power was available from hydro systems at a distance of many hundreds of miles from the nearest industrial area. Similar cases occurred in France and in America. He thought that while this condition was not likely to arise in Great Britain, and, therefore, there might be a case for saying that the national busbar would not be needed, he was able to say that the possibility of interconnection with a Western European Grid via submarine cables was seriously being considered by various Authorities acting in conjunction with the Marshall Plan.

He concluded by stating that the grid system, as it at present existed, was a great

and courageous experiment resulting from an Act of Parliament in 1926, and it had been eminently successful. In a powerful peroration, Mr. Peterson said **what a great thing it would be for this country—both for its supply industry and for its manufacturers—if similar courage at this stage resulted in the construction of this new, up-to-date evolution of the grid idea, after the 1947 Act.**

COLONEL B. H. LEESON, Director of the British Electrical and Allied Manufacturers' Association, said we needed courage to make this decision, and moreover the construction of a national busbar is something about which we must make up our minds before very long. He pointed out that **in the history, not only of the Electricity Supply industry, but in the early development of railways and heavy industry generally in this country, our grandfathers had had courage to invest and spend millions of pounds at times when the data on which they worked to predict the possible results were much less adequate than those which lay at our disposal today in this matter.**

The final paper presented to the Convention was by Mr. P. G. Wallis of the Electrical Contractors' Association on "The Electrical Contractor's place in the Industry, and his Service to the Public."

* * *

ADJACENT to the Convention meeting place—the Pavilion Theatre—a large marquee had been erected, in which, in spite of the heat, vast crowds congregated, both from among the delegates and from the Torquay holidaymakers, to inspect a glittering exhibition to which all the leading manufacturers of this country had contributed. Not only were examples of high voltage switchgear, cables, and other power plant shown, but also every conceivable item of domestic equipment, as well as the products of many ancillary industries closely bound up with electricity supply. At the South Devon Technical College, the Cable Manufacturers Association's Research Department had assembled an extraordinarily diverse and interesting exhibition of research apparatus of all kinds.

In addition to the sessions of the Convention as a whole, the first two days had been largely occupied by private meetings of sections of the British Electricity Authority's Officers.

A MIXED (POST) BAG

GRIDIRON IN GOTHENBURG

LIBRARY OF CHALMERS
UNIVERSITY OF TECHNOLOGY,
GOTHENBURG, SWEDEN

Dear Sir,

Being a Government central library for Swedish technical and industrial research and information we should very much like to possess your publication GRIDIRON GAZETTE. We therefore hope that you will feel inclined to let us have your journal, if possible from Volume 1 up to this moment and regularly onwards.

Hoping soon to hear from you, we are, dear sir,

Very truly yours,
E. HEMLIN,
Director.

A (CRAB) APPLE FOR THE TEACHERS?

A Correspondent (writing to the Assistant Editor about the Easter School at Cambridge), who is Chairman of a Works Committee in the West of England Division says:

"... I have only now managed to round off my visits to various parts of the Area, recounting the Cambridge saga. It is very hard to convince most of the people that these Schools are of any practical value. Nearly everyone measures nationalisation by what is taking place in their own establishment, and I find it very hard to blame them. I am still getting complaints of boys finishing their apprenticeships and then being fired..."

"In the meantime, best regards to you and the GRIDIRON. There is still no sign of a magazine appearing in our Division."

The Editor comments: *Surely this Correspondent's argument defeats itself? It would be only natural that if the Authority made no attempt to spread the real information about its aims and objects and the progress of the nationalised industry, then those whose duties confined them to a relatively narrow sphere, would take an equally narrow view. Rome was not built in a day, neither will two years' of Summer Schools complete the education of all the 130,000 personnel of the industry.*

ROTOR TROUBLES

SOUTHPORT

Dear Sir,

It is said that rotor troubles on large sets are due to the contraction of the conductors. The bracing on the stator allows a certain amount of springing to take place, but the

fixing of the end turns of the rotor is more rigid under the shrouding ring. Could not a similar system of bracing be employed in both cases? Could these rotor troubles be reduced by using more strands per conductor, so that winding up and unwinding the strands would take the stresses?

Yours sincerely,
W. M. GORE

WE HIT BELOW THE BELT?

(Our correspondent, Mr. McDonald, raises some interesting points concerning the Editorial entitled "Mr. Chairman—on a Point of Order..." which appeared in our May issue).

24 KINGS ROAD,
WEST SHORE,
LLANDUDNO

Dear Editor,

May I, as an elected member of a committee heartily agree with the remarks of the Editor when he states that a committee is a symbol of democracy in action? Let it always be so.

But surely, Sir, are you not putting unnecessarily a cat amongst the pigeons, in your assumption that the elected members—even a minority—wait until closing time in a "snug" to plan foul and dastardly acts of bad faith to fellow men?

We do not need your drastic cure. In my personal opinion you exceed your rights in using the platform of "Our" magazine to sow the seeds of mistrust.

"Sub section 14 of rule 7" has I admit, not been strictly adhered to, but not with bad intent, as good things have come by the generosity of appointed members stretching a point—things no sensible committee man need be ashamed of. Bad old anomalies that went with the Vesting have been wiped out without delay or fuss.

Your advice of procedure to be adopted—re-election—proves beyond any doubt, that your below-the-belt-blow is aimed only at the elected members and not the appointed one. Surely the pioneers, have not caused you any embarrassing moments?

Let us be honest with ourselves. We are all a body of men and women out to make a go of an accomplished fact, the Nationalisation of the supply industry.

Thank you, Mr. Editor, no offence,
W. McDONALD,
Llandudno.

The Editor replies: *Thank you, Mr. McDonald, no offence. Any other readers care to comment?*