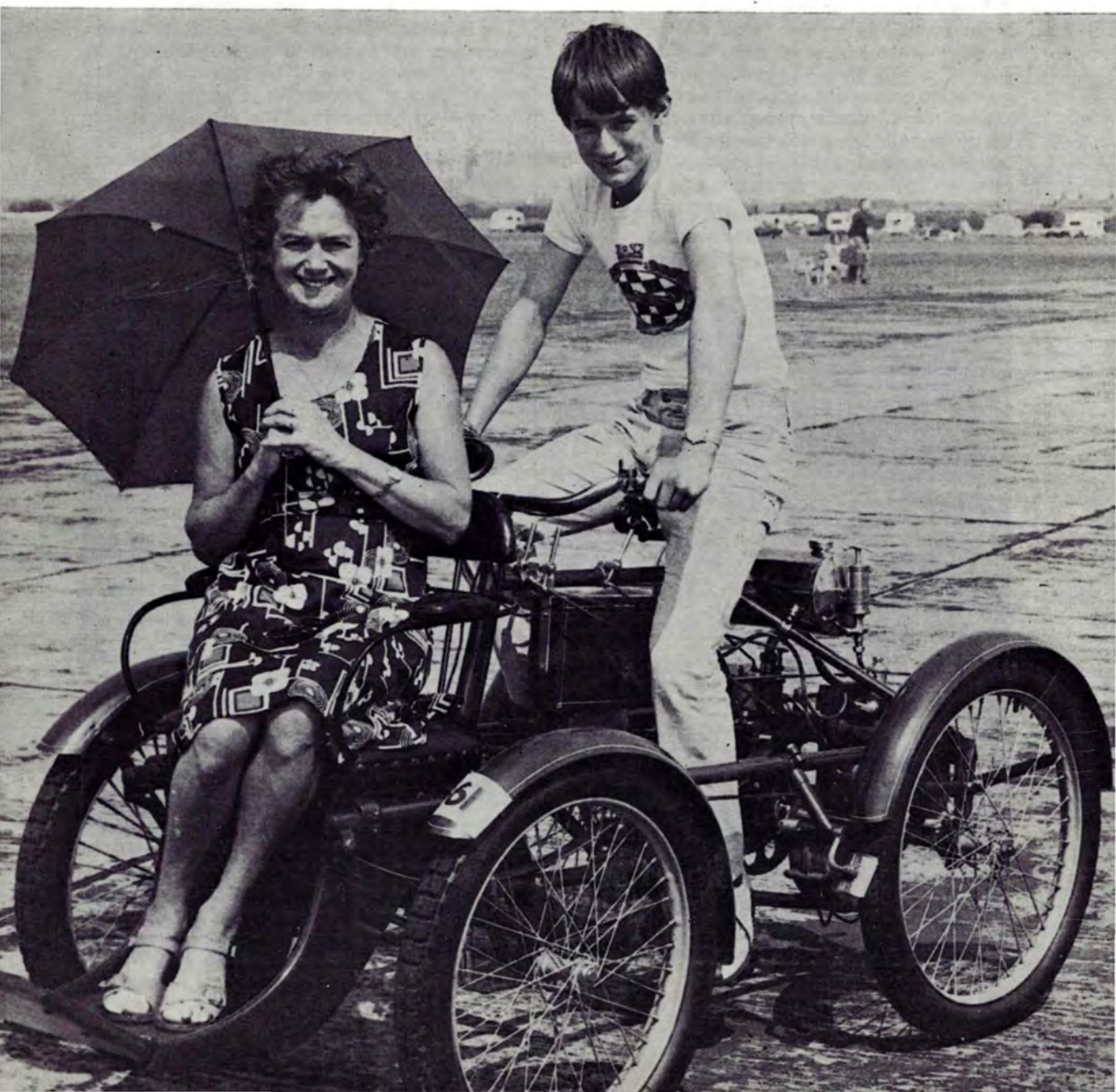


CONTACT

March 1977

The Only Way to Travel (see page 62)



Bridges over the Menai Straits

by Ren Pierce

(1st Engineer, Installation Design, Head Office)

HOLYHEAD represents the "end of the road" (or the line!) for many thousands of Ireland-bound travellers every year, while the fair island of Anglesey—"the Riviera of Wales"—is the Summer goal of armies of holidaymakers from the great population centres of Lancashire and the Midlands.

Every traveller to Anglesey must cross one of the two great bridges which span the Menai Straits—both of them engineering masterpieces in their own right, and constructed during the first half of the 19th century by builders who mastered problems

which, even today, would be regarded as formidable.

Two names which are synonymous with the expansion of transport and communications in Britain represent the engineering genius which brought the Menai bridges into being—those of Telford and Stephenson.

The Suspension Road Bridge, started in 1819, was the brainchild of the great Thomas Telford, Britain's master bridge builder. When it was built the heaviest load on our roads was the farmer's horse and cart, but because knowledge was limited the construction engineers of yesterday built in massive safety reserves, so that 150 years later Telford's great monument copes safely with the heaviest road vehicles which constantly rumble across it.

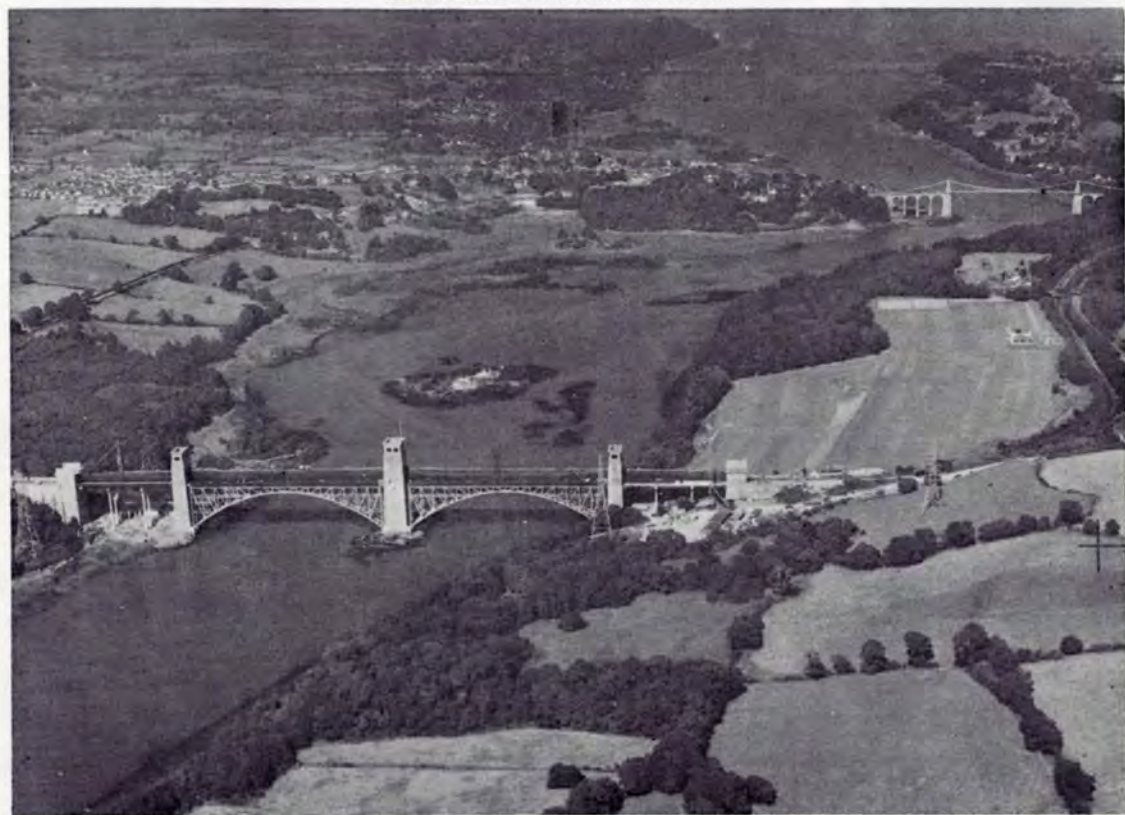
The Britannia Tubular Bridge, which carries the railway was built in 1849-50 and was the work of Robert Stephenson, son of George who built the famous "Rocket" locomotive, together with the Stockton—Darlington and Liverpool—Manchester railways.

Robert was an engineer with extensive experience in the use of tubular steel, and his new work consisted of a system of tubes, supported on masonry.

(continued on page 60)

Our picture shows the two bridges crossing the Menai Straits.

(Photo. 'Airviews Ltd., Manchester Airport')





CONTACT

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March 1977

Editorial

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TURNING THE CORNER?

THE END of March brings to a close yet another business year for MANWEB—a useful time to examine our work during the previous 12 months and to look forward with hope and expectation to the year to come.

The past few years have been difficult for the electricity supply industry, mirroring in large measure the economic situation in the country as a whole. The surging expansion of our first two decades disappeared. Increases in electricity sales came virtually to a halt, while last year we suffered our first major setback in this field with a substantial fall in electricity used.

1976/77, however, looks like being a much more encouraging year in many ways. Figures for the year to date show a healthy increase in demand by industry, despite the continuing problems which beset our industrial bases of Merseyside and Deeside. The indications are that electricity sales for the year will show an encouraging increase over 1975/76.

Most classes of appliance sales, too, show useful increases, while new MANWEB ventures in the fitted kitchen market and the remarkably successful shower sales campaign have produced heartening results.

Although our Tariffs are going up under the relentless pressure of inflation, the price differential between normal and off-peak domestic tariffs will widen. In the words of the Chairman—"This should convince existing and prospective off-peak users that space and water heating by the electrical thermal storage method is a very good buy in a competitive sector of the energy market."

One swallow does not make a Summer, but it is reasonable to hope that we are shaking the mud from our boots.

Editorial Staff

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John F. Perry 2167
Sam Doughty 2166

A THOUGHT FOR THE MONTH

Do you realise that . . . the average annual domestic electricity bill is less than the cost of a loaf of bread and a pint of milk a day?

Menai Bridges—continued

Everything needed in this massive undertaking—the steel tubes, the huge chunks of stone needed for the great pillars, the cast iron beams—had to be floated down the Straits, on whatever vessels were available, despite the hazards of the six or seven-knot tide race which demands great respect even today.

Both of these great undertakings demanded huge labour forces—armies of men, women and children, toiling in all weathers with only primitive tools and hoists, basket and sledges, to help. No “Safety at Work Act”—and probably all for pennies.

Even today the building of bridges such as these would be major engineering challenges. Under the conditions prevailing so many years ago their construction was nothing short of staggering. They built to last, in those days, and we who reap the benefits of their enterprise and vision can be thankful that they did!

SOME FACTS AND FIGURES

The Telford Suspension Bridge

Cost—£120,000. Total length of roadway—1,000 feet. Roadway between piers—550 feet. Width of each road—12 feet. Height of road above high water—100 feet. Piers at base—60 feet by 42 feet. Suspending power of chains—2,016 tons. Weight of suspended portion—489 tons (leaving a nice safety margin of 1,527 tons!). Length of each chain—1,714 feet. Length of suspended portions—590 feet. Total weight of each chain—121 tons. Total ironwork in bridge—2,186 tons.

The Britannia Tubular Bridge

Cost—£621,865. Work begun in 1849. First train crossed bridge in October 1850.

Britannia Tower at base—62 feet by 52 feet. The tower is 230 feet high, contains more than 290,000 cubic feet of limestone and sandstone, and weighs nearly 20,000 tons!

The steel tubes which form the access of the bridge are “long” and “short.” Each long tube is 472 feet in length and weighs 1,800 tons. Each short tube is 230 feet and 700 tons. Length of the entire bridge is 1,834 feet. Height of the tubes above High Water—100 feet. Each tube contains 327,000 rivets, and the whole bridge has about two million!

The bridge was extensively damaged by fire a few years ago, and, alas, the repairs have resulted in the disappearance of the tubes. The repairers had to face the same problems of floating materials into position as did the original builders more than 120 years earlier and found it very difficult, even with modern techniques.

MID-CHESHIRE DISTRICT LONG SERVICE AWARDS

“An Industry for worthwhile people”

—Mr. Joe Winchester

Nearly 1,200 years of service to the Electricity Supply Industry were represented by Long Service Certificates earned by 42 members of the staff of MANWEB's Mid-Cheshire District.

Presenting the Certificates, at a Crewe hotel recently, Mr. J. A. Winchester (*Group Manager*) said that people were ready to give a full working lifetime to the electricity industry because they found satisfaction in working for a public service industry which was the most essential industry in Britain.

“Everything we do helps someone, somewhere. This is a superb industry for worthwhile people. The less worthwhile tend to go elsewhere.” he added.

Awards for 40 years' service went to 11 employees, for 30 years' to 13, and for 20 years' to 18, and recipients were as follows:

40 Years: Messrs. J. W. Foster, T. W. Jones and W. Salmon (*engineering foremen*); N. McIntosh and A. S. Meeres (*retired engineers*); J. Hough and R. Gartside (*installation inspectors*); J. R. Jenkins (*industrial sales engineer*); J. Goulding (*storekeeper*); G. Clarke (*administrative assistant*); and W. E. Dodd (*retired meter-reader/collector*).

30 Years: Messrs. D. Nicholls (*switchboard attendant*); E. Dean (*draughtsman*); L. Stenton (*foreman electrician*); J. Mason (*driver*); A. Clifford, A. Gleave and A. Daniels (*jointer's mates*); A. Palin (*linesman*); H. Price (*substation attendant*); I. Williams (*jointer*); H. J. Hargrove (*engineer*); R. Maddock (*electrician*); and K. Millington (*meter reader*).

20 Years: Mrs. N. Szostek (*cashier, Northwich shop*); Mrs. C. E. Clutton (*administrative assistant*); Mrs. G. D. Roberts (*retired clerical assistant*); Messrs. G. Howell (*switchboard attendant*); H. Sandlands and W. Beevers (*linesmen*); J. A. Tomlinson (*driver*); J. J. Tomlinson (*chargehand electrical fitter*); R. A. Wainwright (*engineer*); C. T. Gibbons (*linesman*); D. J. Case (*engineer*); W. Yarwood (*jointer's mate*); C. T. Kinder (*driver*); J. D. Johnson (*engineer*); J. B. O'Hara (*electrician*); D. Senior (*chargehand meter-reader/collector*); P. A. Watts (*material controller*) and N. C. Smith (*labourer*).

Pictures opposite 



MID-CHESHIRE DISTRICT LONG SERVICE GROUPS

▲ 40 Years

with Mr. Joe Winchester
(Group Manager), right



▲ 30 Years

20 Years ▼



Ancient is Beautiful

IF it runs on wheels and it's ancient then it's a thing of beauty in the eyes of Mr. Gordon Woodward of our North Mersey District staff—no matter how rusty or dilapidated it might seem to be to the rest of us!

For Gordon (*1st engineer—Systems*) is one of that small band of dedicated enthusiasts who are prepared to spend endless hours of their spare time restoring battered old wrecks of cars and motor-bikes to their original pristine condition, often having to make parts, to give new life to the revolutionary machines which amazed the people of Britain three-quarters of a Century ago.

His interest in motorised transport was probably handed down by his father, a keen motorist even before the days of the first World War, and the owner of many vehicles. For Gordon himself the first thrill of ownership came in 1939 when, as a schoolboy, he was given a 1923 Levis motor-cycle, followed soon afterwards by the acquisition of a Vintage Austin Seven.

A succession of Vintage vehicles followed. "They were easy to pick up in those days for a few pounds," says Gordon, "but the days are long gone when one could find Veteran or Edwardian vehicles in fields or barns—most early vehicles are now in the hands of collectors or enthusiasts, or in museums."

In recent years his interest has concentrated on the pioneering days of motoring, around the turn of the Century, and his latest acquisition is an 1899 *De Dion Bouton Forecar*. The chassis was almost certainly built by Enfield of Redditch, and an identical vehicle took part in a round-Britain 1,000-mile trial in 1900. A successful participant in the same rally was the Hon. C. S. Rolls!

Gordon re-built and re-painted the machine (including the nickel-plating of controls and fittings)

OUR COVER PICTURE shows Mrs. Betty Woodward as the passenger and her son David as the driver of the 1899 *De Dion Bouton Forecar*, owned and restored by Mr. Gordon Woodward. This was the oldest vehicle in last year's end-of-season rally at Woodvale, near Southport.



Dedicated enthusiast Mr. Gordon Woodward.

in his home workshop in time to enter it in an end-of-season rally at Woodvale airport, near Southport, last year, where it drew much admiration.

The "Forecar" is one of the small number of 19th-Century motor vehicles still in existence, and is eligible for the London—Brighton commemorative run organised by the RAC. It carries an early London registration number A7320.

Other splendid 'oldies' tracked down and restored by Gordon include a 1901 $1\frac{1}{4}$ h.p. *Phoenix Minerva*—one of the earliest successful motor-cycles, found in a scrap heap in Dorset and restored to "Concours" condition after four years' painstaking effort; a 1904 2 h.p. *Quadrant motor-cycle*, another pioneer machine with which he won the "Concours" award in the Veteran class at Burtonwood Rally in 1975, and a 1936 *Morgan three-wheeler Family Model* with a two-cylinder Matchless engine with levers mounted on the steering wheel to control throttle and ignition functions. Restoration on this one included complete re-upholstery—with the assistance of a long-suffering wife Betty using a Veteran (c. 1900!) sewing machine, and only an old advertising photograph for guidance.

Other restoration projects he hopes to carry out "when time permits!" include a rare 1906 4-cylinder shaft-drive motor cycle made by *Fabrique Nationale* (the Belgian arms firm), a 1902 *Clement Garrard*, a 1923 *Humber* and a 1912 *Triumph* which has not been used since 1914 after the owner was disabled in the war. A 1915 *Indian motor-bike*, found as a box of bits in an antique shop, also awaits attention!



Above: A 1923 Humber 600 c.c. horizontally-opposed twin cylinder model. This machine has belt-rim brakes back and front.

Right: The 76-year-old Phoenix Minerva, 1½ h.p. machine, one of the earliest successful motor cycles.

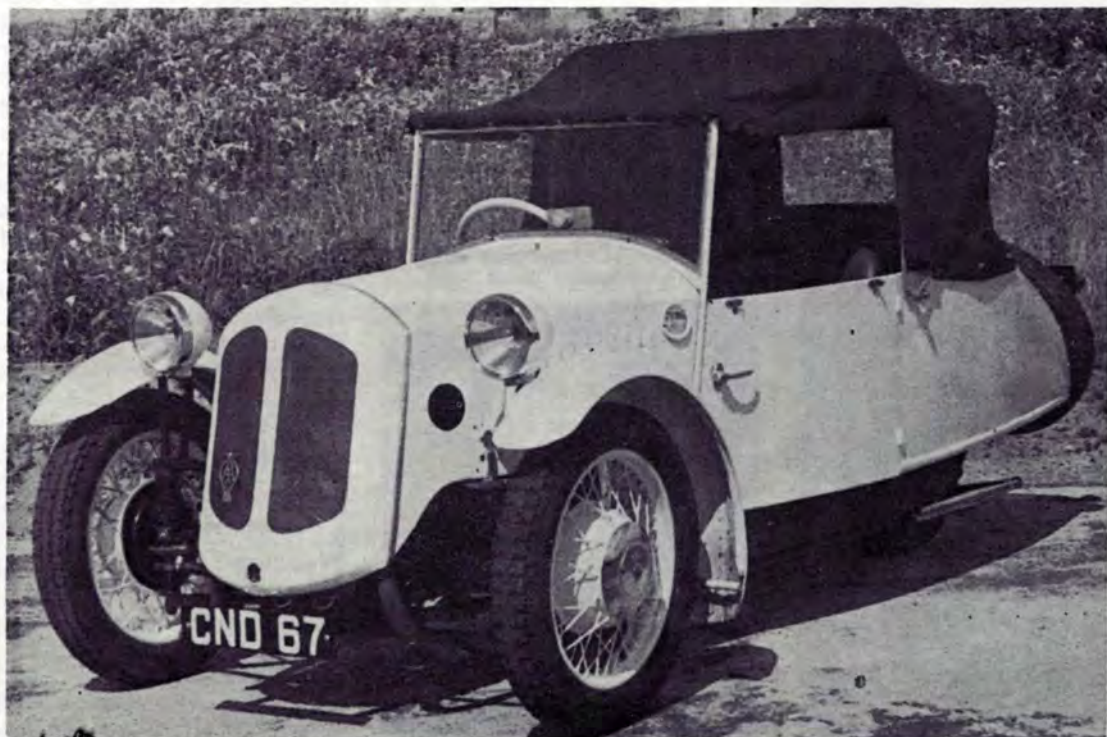


Gordon, born in Yorkshire, began work with the Coventry Corporation Electricity Department, later working for the East Midlands Board before joining MANWEB as first assistant District Engineer at Southport. He joined North Mersey District on re-organisation. His son David, aged 15, shares his enthusiasm, and has ridden the veterans at rallies. During the 1975 Burtonwood Rally he met Gwyn Williams, of Corwen, another MANWEB enthusiast whose work has been featured in *Contact*.

To Enlighten the Ignorant!

- A "Veteran" car was made before the end of 1904.
- A "Veteran" motor-bike was made before the end of 1914.
- A "Vintage" car or bike was made before the end of 1930.

The 1936 Morgan three-wheeler family four-seater model, one of the last of its type to be made. The new hood, part of the restoration, was made by Mrs. Woodward.





Talking Notes

ALL IN A DAY'S WORK!

WHILE working on the repair to a faulty street lighting unit near the Anfield football ground, three members of our Liverpool District engineering staff heard a screech of brakes followed by a crunch of metal. They turned to see a Cortina car smashed into a tree and two youngsters scramble out and run away.

Quickly sizing up that the situation required further investigation, **Messrs. Patrick Jordon** (*jointer*) and **Tony Williams** (*mate*) in true "Starsky and Hutch" style set off in pursuit.

Realising that his sprinting days were long gone, Tony

flagged down a passing vehicle, jumped in, and with a hurried request, "Follow them," set off at speed down the road.

The two youngsters had run down a back jigger—a rear entry passage between rows of houses—but Tony got ahead of them and waited at the far end. Here, one of the lads ran on to his clenched fist. Tony grabbed him but the other one got away.

The captive was bundled into the car to be driven to the

Below: Our 'Starsky and Hutch' duo, Patrick Jordon, left and Tony Williams.

Left: The 'Third Man,' Jack Murphy, oblivious to all as he quietly enjoyed his 'cuppa.'



local police station. But they didn't bargain for a lady who, looking from her window, saw the capture and thought she was witnessing a kidnapping or abduction. Being a good citizen she 'phoned the police, giving details of the car and its number.

In the meantime, the youngster had been handed over to the police and statements had been made. Then the car driver and our men from MANWEB returned to what they were doing before the chase. But the driver didn't get far for the police picked him up as a suspected kidnapper. Our men were called on again to clear him.

From the start of this incident—the crash, the chase, the capture and the return, **Mr. Jack Murphy** (*jointer's mate*), our third man on the street lighting job, was in the back of the transit van, packing the gear and then brewing up to enjoy his mid-morning cuppa. When told about the excitement he said that he still prefers Kojac on TV!

Patrick and Tony were worried for a while in case they were docked an hour off their pay for being off the job!!

Wedding

Our very best wishes for a happy future go to **Miss Janette Unwin**, a clerk in the Revenue section at Head Office, and to **Mr. David Jones**, a blast furnace foreman at Shotton



The happy couple, Mr. and Mrs. Jones.

Steelworks, who were married a short time ago at the Bistre Parish Church at Buckley.

Janette's mother, **Brenda**, works in the Photographic section at Head Office.

Following the ceremony, a reception was held at the Springfield Hotel, Pentre Halkyn before the newly-weds left for their North Wales honeymoon.

Travelling Minstrels

Carrying the culture and language of Wales to all parts of the Principality, and to groups of "exiles" in various English cities, are a group of Gwynedd entertainers under the leadership of **John Ifor**, a MANWEB electrician at Caernarfon.

John, who has been with us for 22 years, helped to form the "Parti Erryri"—as the singers are known—about ten years ago, when they began to compete in local Eisteddfodau.

Their shows are based on the

A THOUGHT FOR THE MONTH

Do you realise that . . . the average annual domestic electricity bill is less than the cost of a loaf of bread and a pint of milk a day?

idea of the traditional Welsh 'Noson Lawen' (social evening), and the 18-strong group have now appeared on BBC Wales and HTV on about half a dozen occasions—as well as making two records.

Everything, of course, is presented in the Welsh language and the group have made trips to entertain Welsh-speaking communities at Birmingham, Liverpool, Manchester and Shrewsbury, as well as many parts of Wales. The name "Erryri" is the Welsh language name for Snowdonia, appropriate enough for Gwynedd people.

Catering Conference

"The Caterer in Control," a conference for caterers and the managements to which they are responsible, is being held at Bristol University from April 5th—7th. Organised by the Electricity Council, the conference has as its theme the need for management to recognise its responsibility to the catering service, to define its objectives, to allocate resources, and to establish the control procedures which will ensure that its objectives are met.

In addition to catering managers, "The Caterer in Control" Conference is intended for accountants, purchasing, financial and personnel officers, administrators, architects and building services engineers.

Births

Congratulations to: **Mrs. Dilys Lloyd**, and husband **Martin** (2nd engineer in our Liverpool District), on the birth of a son (Gary Christopher).

Mrs. Barbara Smitton and husband **Alec** (an engineer with North Mersey District) on the birth of a son (Richard Alexandra).

Pensioners' AGM

Liverpool's thriving Retired Employees' Group held their

Annual General Meeting recently. Elected to office were Messrs. **Johnny McLachlan** (Chairman); **Harry Robertson** (Secretary); and **Harry Walker**, **Charlie Murdock**, **George Murphy**, **George Hignett**, **Bob Hignett**, **Jack Davidson**, **Bill England** and **Alf Kinrade** (Committee members).

Lost Policeman

Shortly after taking delivery of a new MANWEB mini, registration number ULG 113R, **Mrs. Eirlys Hughes**, our Gwynedd District demonstrator, came across a small photograph tucked behind the passenger seat.

A little faded and creased, it pictured a policeman on point duty, circa 1930.

Not many people have had



Do you know this man?

the opportunity to use the vehicle before it came into Liz's possession as there was only 160 miles on the clock. She did discover, however, that the car was delivered to our Pumpfields depot prior to its transfer to the Legacy depot where she picked it up.

We traced it back even further to find that the car was produced at the BLMC's Longbridge plant at Birmingham.

A THOUGHT FOR THE MONTH

Do you realise that . . . the average annual domestic electricity bill is less than the cost of a loaf of bread and a pint of milk a day?

It was delivered to Pumpfields by Merseyside Car Deliveries on behalf of More and Gamon Ltd. of Chester.

The picture, reproduced here, may be of sentimental value to someone who has kept it for nearly 50 years. So, we are sending copies of this issue of 'Contact' to the various organisations just in case the picture belongs to any of their staff.

Spanish Connection

A local newspaper report of an overseas trip by members of St. Helens Rugby Club informs us that:

"Saints players are still reminiscing over that trip to Perpignan . . . which was a bit of a laugh because a Spanish coach driver who took them from Barcelona couldn't speak a word of English.

"Like all Spaniards he was called Manuel by the Saints players, but Eric Leech christened him 'Manweb'."

"Pot Black" men with officials of the MANWEB (Chester) Sports and Social Club. From left to right: Messrs. Mike Mole (Secretary Snooker Section), Harry Shone, Emyr James, Harry Foreman (Chairman, Sports and Social Club), Dowell Jones, Mike Edwards and Alan Pederson.

A case of one household name instead of another, we suppose!

Emyr's Hat-Trick

The top snooker player at Chester, in the Sports and Social Club for the third successive year is **Emyr Miles**, a 29 years old records draughtsman. With all the signs of a mispent youth, he confirms he has been potting blacks since he was 13.

At one time Emyr played regularly for the Rhos Miners' Institute team, but now only plays on one of the three tables at Head Office during his lunch breaks. His success in this year's championship was not confined to the singles competition, for he and his partner **Harry Shone**, repeated last year's doubles win.

The knock-out competitions organised by snooker secretary **Mike Mole** attracted 32 contestants in the singles and 42 in the doubles. **Dowell Jones**, an Accounts admin. assistant, was beaten in the final of the singles by Emyr, and Alan Pedersen, a computer programmer with partner **Mike Edwards**, a systems analyst, were the beaten doubles finalists.

Down Our Way

The BBC Radio Four programme "Down Your Way" comes to Machynlleth on April 17th—with a repeat on April 19th. The broadcast beginning at 5.15 p.m.

Among six local people chosen to take part is **Mrs. Gwenan Jones**, a telephonist at our Machynlleth offices. Gwenan is Chairperson of the Supporters Committee of the Powys Male Voice Choir, and Secretary of the Entertainments Committee.

On the programme she will read a monologue she composed to celebrate the Centenary of the Machynlleth Town Clock. Her 'musical request' will be "When I Survey the Wondrous Cross" — by the Powys Choir—which includes three MANWEB colleagues from Machynlleth — **Richard Bryan, Harold Jones and Goronwy Lloyd**.

Don't forget the dates—April 17th or 19th.

Award for C.C.O.

The Institute of Marketing's Fellowship award, for outstanding Marketing Achievement, was recently presented to **Mr. Matt Cowan**, the Board's Chief Commercial Officer.





Mr. Cowan, left, receives his award from Mr. Garner.

When one looks at the successes of the James—Lambert Singers—a popular Wrexham-based Choral Group who present their programme with a new image and a new sound—the pensioners are fortunate to have such popular entertainment for such a modest admission fee.

They have appeared at the Nashville Rooms and the Westminster Suite in London, the Philharmonic Hall at Liverpool and appeared with Ken Dodd in his "Spectacular Shows." They have also appeared with Frankie Vaughan, Semprini and Tom O'Connor and 28th January last they sang at the Royal Variety Club of Great Britain luncheon in honour of "Miss World."

Future bookings of the James—Lambert Singers, who are led by Dee Valley District's **Mr. Emyr James**, include a series of week end cabaret performances at Blackpool.

Remember the date—27th April
Tickets will be available shortly

from Retired Staff Association Committee Members or General Administration Section, Dee Valley District Office.

Sore Feet!

Keeping a close watch on car mileage log sheets may be a necessary part of prudent housekeeping, but an anonymous top-person at Head Office may be finding life even harder than anyone could imagine.

A little note from Cheshire police, addressed to "The Manager," informs him that "your pedal cycle which was reported to the police has not been recovered!"

For Sale

Pair of motor-cycle boots—black leather, steel toe-caps. Size 10. Price £15.

Combination split-cane fishing rod comprising fly-rod, float rod, ledger rod and spinning rod. Price £10 o.n.o.
Ray Morgan, Wrexham 57929 (evenings).

The presentation was made at a ceremony held in Liverpool by Mr. Peter Garner, Chairman of the Merseyside Branch of the Institute of Marketing.

Engagement

Congratulations to Head Office photographer **Mr. Mike Hall** on his recent engagement to Miss Jane Roberts, who is a teacher.

Oswestry First-Aiders

Seven newly-qualified First-Aiders were presented with their Certificates by Mr. J. A. Winchester (*Group Manager*) prior to a meeting of Oswestry District's Local Advisory Committee on February 17th.

The new First-Aiders are **Mrs. J. E. Davies**, **Mrs. G. E. Dixon**, and **Messrs. R. T. Hughes**, **J. G. Green**, **C. Robinson**, **L. Hill**, and **M. C. Benson**.

Treat in Store

The Retired Staff Association of Dee Valley District and their friends are due for another treat. On 27th April, 1977 the ever-popular **James — Lambert Singers** have once again agreed to entertain them in the Canteen at the District office, Rhostyllen.

MR. DODDS AT THE PALACE

Our Chairman, Mr. Denis Dodds, pictured here with Mrs. Dodds and their daughter Stephanie and son Michael, after receiving his C.B.E. award in the New Year Honours List. He was presented with the award by Prince Charles at a recent investiture ceremony held at Buckingham Palace. We take this opportunity of congratulating Mr. and Mrs. Dodds on their Ruby Wedding anniversary.



DISTRICT
FIRST-AID
COMPETITION

MANWEB
TEAM
DOES IT
AGAIN



MANWEB's Head Office team win the Rose Bowl for the eighth successive time. They are, from left to right: Sybil Cooper (captain), Dave Roberts (reserve), Sybil Timmins, Harry Longdon and Elizabeth Jones.

THE all-male team from the Electricity Council Research Centre at Capenhurst and the 'mixed' team from MANWEB's Head Office, walked off—yet again—with the top two prizes in this year's District First-Aid competition held at Sealand Road recently. Both teams will now go forward to represent the Merseyside and North Wales Area in the Electricity Supply Industry's National Finals in London later this month.

Our MANWEB team have been highly successful, taking the District Rose Bowl on the last eight occasions. The Capenhurst team have won the District Shield on three previous occasions, in 1973, 1975 and 1976. For the past few years, both teams have helped each other by training together.

In addition to our Head Office team, we also had representation in the competition with teams from the Liverpool and Oswestry Districts. The CEBG

had teams from Bromborough, Connah's Quay, Fiddler's Ferry and Wylfa power stations.

It was pure coincidence that Dr. A. T. Churchman (Director, The Electricity Council Research Centre) was Chairman of the presentation ceremony proceedings and was able to announce his own team as outright winners. He congratulated everyone on their efforts in making the competition so successful. He said he was impressed by the excellent 'sets' produced by MANWEB's display team and with the acting abilities of members of the Casualties Union, especially the gentleman from Clwyd who certainly added lively interest to the team test.

In thanking the doctors for giving up so much of their valuable time and for sharing their knowledge, Dr. Churchman then called upon Dr. Basil Ellis (Cheshire Area Health Authority) to say a few words.

Dr. Ellis who judged the team test, added his



THE LADS
FROM
LIVERPOOL
DISTRICT

From left to right: Edgar Payne, Frank Barnes, Geoff Cleugh (captain), George Deakin and Alex Eden (reserve).

Mr. John Shallcross, a qualified first-aid-er, who works in the Drawing Office at Sealand Road, penned the following lines to remind and encourage colleagues to use people they find when offering first-aid assistance at the scene of an accident.

THE BYSTANDER

I am a bystander able to work,
Without pay, food, or drink.
None union.
None political.
None stop.

I'll work for you against the clock.

My specialty's are:—

Using a telephone,
Making weak tea,
Controlling traffic,
And crowds for thee.

And as a bonus

I'm a mine of information

"PLEASE USE ME."



Nurse Dorothy Davies flanked by individual award winners Alex Eden, left, and George Deakin, right.

praise for the 'casualty' who did so well in causing a diversion and presented problems for so many of the team members. "This was designed for the test and was well done," he commented.

"You cannot plan to deal with an accident situation," he went on. "Often, when you arrive on

the scene, you are faced with a complete shambles. Nothing goes according to the book."

He warned first-aiders and other helpers to look for further dangers at the scene of an accident before assisting the injured. "Assess the situation before rushing in," he advised.

Finally, Dr. Ellis asked the first-aiders to always handle and casualties gently. "They are people," he said, "and are often fragile."

After Mrs. Churchman had graciously presented the prizes, the bandages and plasters were packed away, the blood wiped-up, and the 'sets' struck as another well-organised first-aid competition ended.

OUR TEAM FROM OSWESTRY DISTRICT

From left to
right: Chris
Pritchard
(captain), Mair
Davies, Gay
Hill, Joan
Griffiths
(reserve) and
Geraint Bellis.



PAKISTAN

*From the Khyber Pass into the Punjab, Pakistan—
Bill Wallwork continues his travellers tale.*

THE FIRST two towns on the Punjab plain at the southern end of the Khyber Pass are Peshawar and Rawalpindi, both still bearing ample evidence of British occupation. Road and street signs, shop fronts and the style of many of the buildings are typical of many of the older British towns.

The Swat valley is one of the best known mountain holiday areas in Pakistan and as it was not far off our route we thought it a good idea to spend a few days of rest and relaxation there. What we had not bargained for was the almost immediate climb of about 4,400 feet to reach the valley. By the time we got over the hump it was late afternoon and added to this we later discovered that we had again omitted to put forward our watches at the frontier.

Darkness found us in the middle of nowhere and as we were wondering what to do we spotted a village police post and asked permission to park on their forecourt. Not only did they give us permission but offered beds and a meal which we declined as gracefully as possible. Even in the dark on the outskirts of this small village a crowd of about 30 materialised to see, hear and participate in the goings on.

From the leaflets, a village called Miandam at the head of a side valley 6,000 feet high seemed good and so it proved to be. The valley was peaceful and quiet — apart from the indefatigable Mullah at the mosque next door — the air was pure and the view down the valley superb. Sitting in the garden of the Circuit House with wooded slopes all around, a gentle breeze blowing and the sun shining all day out of a cloudless blue sky was the pleasantest of occupations. On going to the shops one day for some simple necessities, there was the other side of the coin. There were about a dozen of the most tumble down shacks imaginable and very little stock in any of them. Fortunately, eggs and tomatoes can be washed and the bread was wrapped.

No matter how remote a spot seemed, within seconds of us stopping a group of at least 12 adults and children would appear and simply stand and stare until we moved on. On each occasion I stretched my limited patience as far as it would go and then decided that enough was enough, got out of the caravan and addressed the throng in basic Anglo Saxon. It was extraordinarily effective. They withdrew a few feet but continued to stand and stare.

Our next stop was Taxila, the site of an ancient

monastery, university and commercial centre dating from 2,500 years ago and the most celebrated archaeological site in Pakistan. The various sites cover an area of 25 square miles of which the best excavated and most interesting is Jaulian, a combined monastery and university located in the hills away from the earthquakes. There is a lot of excellent stone carving as well as some Ionic capitals which are apparently something of a historical aberration.

Sirkap, on the edge of the plateau was next in interest. A large town existed here and it is surmised that it housed the staff and students of the university. The choicest carvings and sculptures from all the sites together with jewellery, ornaments, household utensils and weapons are displayed in the Taxila Museum. This we found even more interesting than the excavations.

The countryside between Taxila and Lahore was green and pleasant to look upon after several weeks of desert. On the outskirts of Lahore we called to see the Emperor Jahangir's tomb, an impressive red sandstone building inlaid with intricate designs in white marble as were the four 130 feet minarets.

The Badshahi Mosque in the centre of Lahore is reputed to be the biggest in Asia, one of the biggest in the world and one of the finest examples of Mogul architecture. Entrance is by a stately staircase leading to the large carved main gate which in turn leads to a courtyard of about seven acres which has held 60,000 believers on special occasions. The principal impression left with us, however, was of the size rather than the beauty.

Lahore Fort is marvellous. Given the time and the energy we could have spent days wandering around. As it was, half a day almost brought us to our knees, but cheerfully so. Originally built in 1021 it has been destroyed and rebuilt several times, the last in 1566 by Emperor Akbar. The Fort consists of a number of courtyards, pavilions, terraces and gardens, not forgetting the main interior road which was constructed to enable elephants to walk up it.

Outstanding is the Empress's residence, the Shish Mahal. It is a gem and includes a pavilion with an unusual convex roof.

Our visit to Lahore ended by going to see Kim's gun of Kipling fame. As guns go, this one is much better looking than the present day variety but clearly suffers from not being lethal enough for current use.

Three different people and Fodor's guide all set us off on the wrong road for Waggah, the frontier post with India. As a result we arrived just as the Pakistan post was closing but persuaded them to let us through.

* * *

Our next report on Bill and Margaret Wallwork's wanderings will include their visit to Kashmir and then on into India.

At the I.E.S. Annual Luncheon. From left to right: Mr. Sid Fairclough, Dr. A. T. Churchman, Mr. J. B. Collins, Mr. Bill Shires, Councillor Raymond F. Craine and Mr. Peter Boyce.



I. E. S. ANNUAL LUNCHEON

About 120 members and guests attended this year's Annual Luncheon of the Illuminating Engineering Society (Merseyside Region) held in Liverpool a few weeks ago.

Principal guest was the Lord Mayor of Liverpool, Councillor Raymond F. Craine, and the guest

speaker was Dr. A. T. Churchman (*Director of the Electricity Council Research Centre, Capenhurst*).

This event has grown in popularity over the past 13 years, not only with the lighting industry but with engineers and allied professions.

For many years, the luncheon for the Merseyside Region has been planned and organised by the combined efforts of the Regional Secretary, Mr. Sid Fairclough (*Group Manager*) and Regional Education and Training Officer, Mr. Gerry Worthington (*Lighting Engineer*).

MANWEB men with friends from Alyn and Deeside District Council. From left to right: Messrs. J. B. Little, Don Higgs, George Grady, Joe Forrester and D. J. Box



Officials from the Metropolitan Borough of Sefton with our men from North Mersey District. From left to right: Messrs. Norman Tovey (*Engineer and Surveyor*), Bert Hawley (*District Engineer*), Brian Barnett (*Director of Planning*), Denis Noad (*District Commercial Engineer*), Ian Hindle (*Chief Architect*), Archie Downie (*Environmental Health Officer*) and Keith Parkinson (*Chief Housing Officer*).



Drying Techniques on Model 'T' and 'Chevette'

A TRIO of businessmen from Sweden travelled many miles across the North Sea to exhibit their machinery at the recent Electric Infra-Red Process Heating exhibition organised by MANWEB and staged at the Esso Motor Hotel at Runcorn.

Infrarodteknik AB from Vanersborg was just one of the top ten infra-red specialist firms attracted to the exhibition where they displayed and demonstrated their machinery and equipment.

In a brief and informed audio-visual presentation, The Electricity Council's Mr. Bill Hankins spoke of the use of infra-red drying techniques from the Model 'T' Ford to the modern Vauxhall 'Chevette.' He described some of the many and varied methods in use today and how process temperatures of 1000 to 1200 degrees Centigrade could be achieved.

Mr. Hankins went on to give sound reasons why industry was asked to 'Save It' in one breath and then to 'Use It' in the next. He explained that we as an industry had to make the best use of our capital equipment such as power stations and transmission systems to keep the cost of energy as low as possible. It was also our desire to help increase the efficiency of British industry, to encourage the wise use of energy, and, in the infra-red heating field, provide equipment at reasonably low capital cost.



Guest speaker Mr. Bill Hankins, right, chatting with seminar chairman, Mr. Ernie Redman.

He then informed his audience of the Electricity Council's nationwide campaign to promote infra-red heating and drying, stating that many of the manufacturers at the exhibition had helped at the birth of the campaign.

Earlier, Mr. Ernie Redman (*Principal Engineer—Industrial*), had welcomed everyone to the meeting saying how grateful he was to see so many there. He spoke of the increasing interest in electro-thermal processes in industry. "The interest in electro-heat will no doubt gain momentum," he commented. "Our objective is to give our customers the opportunity of seeing the very latest developments in this field."

The exhibition was on for two days and many enquiries came from industrial concerns all over the Board's area.

Some of our staff 'on duty' at the exhibition, from left to right: Messrs. John Ellis, Terry Keenan and Tony Swift, Jackie Pemberton, our "Girl from MANWEB," Messrs. Roger Glover, David Tinsley and Malcolm Whalley.





A general view of the exhibition area packed with industrialists, including a number of ladies, from the Board's area.

AT THE EXHIBITION

Our Swedish friends, joined by our 'Girl from MANWEB' on their attractive stand. From left to right: Messrs. Hans-Erik Nilsson (*Managing Director*) and Sture Lindberg (*Marketing Manager*), Mrs. Jackie Pemberton and Mr. Anders Nordh (*Technical Manager*).



Right Choice of Fuel for Mid-Mersey Housing Estates

A DOMESTIC load of 3.3 MW has been secured from three housing estates in our Mid-Mersey District. Decisions about the right choice of fuel to heat a home are not taken lightly. Our energy sales staff made sure that the developers were presented with all the facts about electric heating so that comparisons with other fuels could be made.

To prove the viability of electric heating, the Board took representatives of the Local Authority housing committee, social services committee and the architects involved in a sheltered housing scheme at St. Helens to see similar accommodation in Warrington, where ceiling heating with high insulation was already in operation.

Councillors were able to ask tenants of these all-electric homes about their fuel bills and, after hearing that average running costs were only £2.67 a week for two-person bungalows and £2.13 for a one-person bungalow, opted for ceiling heating.

The St. Helens sheltered scheme consists of 36 bungalows and a community centre.

Insulation of course is an important cost-saving factor so at the St. Helens development five inches of fibre-glass is provided in the roofs, and the walls have "dri-therm" cavity insulation—a glass-fibre silicon treated insulation in the cavities.

Load at the estate is broken down into 216 kW of ceiling heating, 108 kW of water heating and 144 kW of lighting and ancillaries.

The other two schemes are by private builders, at Runcorn and Warrington, but in both cases, a clear decision in favour of electricity resulted from a close examination of all the facts.

SNW of Cornwall have built 150 all-electric two-storey houses at Runcorn, following MANWEB costing exercises.

The homes are largely factory built and are then assembled quickly on site. Again they are well insulated. The walls have cavities filled with fibre-glass sandwiched between a course of bricks and a timber inner skin.

Ceiling heating is ideal for these properties, especially since a high degree of insulation was

planned even before ceiling heating was considered. Layers of four-inch and two-inch glass-fibre to the upper and intermediate ceilings respectively complete the insulation.

Storage radiators and Electricaire were also considered for this development. The speed with which the houses were assembled meant gas and oil systems were ruled out, and ensured electricity would be the only viable heating system with ceiling heating having advantages in that it does not require any drying-out period for the ceilings and has a high degree of consumer control.

At the Runcorn site the ceiling heating load is 1.2 MW, water heating is 450 kW and lighting and ancillaries are 750 kW.

The third estate again involves Allan Hill, design engineer at Mid-Mersey District, and energy sales engineers Ken Appleton and Dave Tinsley who were also associated with the previous developments.

SNW were again the builders but the new development of 25 three-storey houses at Broomfields, Stockton Heath, Warrington, posed a heating problem.

At Runcorn SNW were delighted with the ceiling heating installation but it was installed in fast-built houses with a high degree of insulation. Would ceiling heating be viable for standard construction houses?

MANWEB showed that by using thermalite blocks for walling with glass-fibre at the three ceiling levels to provide adequate insulation, ceiling heating would again fill the bill.

At the Broomfields estate, ceiling heating totals 300 kW, water heating 75 kW and lighting and ancillaries 125 kW.

Our Mid-Mersey District can now look forward to gaining further electric heating load. The Manchester Ship Canal joins the River Mersey at Warrington and the old town has developed in parallel with industrial trading fed by the canal's traffic and the overspill population from nearby Manchester.

Because of the growing demands on the area the planners have decided to create Warrington New Town. Satellite areas, such as at Stockton Heath, are being expanded around the hub of Warrington old town to provide extra commercial and community facilities.

This eventually means more people, more homes—and more electric heating.

A THOUGHT FOR THE MONTH

Do you realise that . . . the average annual domestic electricity bill is less than the cost of a loaf of bread and a pint of milk a day?

Special Guests at I. E. E. Annual Dinner

A new venue—the Lord Daresbury Hotel near Warrington—was chosen for the recent Annual Dinner of the Institution of Electrical Engineers (Mersey and North Wales Centre).

The principal speakers were MANWEB Chairman Mr. Denis Dodds, Mr. J. C. Duckworth (*Vice-President IEE*), Mr. L. J. Allen (*Immediate Past Chairman IEE*) and Mr. M. Parry (*Chairman, Graduates and Students Section IEE*).

Other special guests included The Right Reverend H. V. Whitsey (*The Lord Bishop of Chester*), Councillor W. N. Howell (*Mayor of Halton District Council*), Mr. Ben Hastings (*Deputy Chairman, MANWEB*) and Mr Frank Brown (*Chief Engineer, MANWEB*). Representatives from Sister Institutions industry and academic life on Merseyside were also present.

Mr. D. H. C. McAuslan with Cllr. W. N. Howell



Men from MANWEB meet socially, from left to right: Messrs. Jim Fisher (*Chairman of Mersey and North Wales Centre I.E.E. and Deputy Chief Engineer*), Denis Dodds and Frank Brown.

Special guest The Right Reverend H. V. Whitsey, right, with, from left to right: Messrs. Norman Clarke (*Treasurer and Dee Valley District Production Engineer*), C. E. R. Fairburn (*Past Chairman and Council Member*) and B. T. Ancliff (*Assistant Secretary*). In the background is another special guest, Mr. Ben Hastings.



NORTH MERSEY DISTRICT

Safety Impact Week

Mr Hawley replies

Last month we reported on a Safety Exhibition and Seminar staged by the North Mersey District's LAC. Our report included comments by a few members of the District staff who visited the Exhibition. We asked Mr. A. W. Hawley (*District Engineer*), who is Chairman of the Health and Safety Sub-Committee, to reply to the points raised:

"If safety seminars were held more frequently—say four times a year as suggested—the cost would be considerable, and they might not have the same impact. The Safety message is being rammed home, however, by the use of posters which are changed at

intervals. The Electricity Council is considering the setting up of a mobile exhibition which could be made available as required."

"We agree that it would have been a good thing if all staff could have attended the Seminar and Exhibition—presumably there was good reason why some could not be released. The *treatment* of electric shock is more appropriate to a Health seminar. The Safety Seminar stressed the need to *avoid* electric shock by the observance of correct practices. The sub-committee will concentrate on the health side of their duties on another occasion."

"If hazardous situations are brought to the attention of members of the sub-committee, or to District senior officers, everything possible is done to ensure prompt action. Not all problems can be solved immediately however."



Mr. Dodds, right, congratulates Mr. Hodgetts on his 40-years' service. Other 40-year men in the picture are, from left to right: Messrs. Eddie Barrett, Tom Mulheirn, Stan Adams, Ted Cotgreave, Laurence Case, Ray Fryer and Frank Nuttall.

Awards for Long Service

CONGRATULATING members of our Mid-Mersey District staff who had qualified for awards after 20, 30 and 40 years' service, Mr. Denis Dodds (*Chairman*) said it was a privilege for him to present the staff with their Certificates.

He went on to say that continuity of service reflected the good name of the Board as employers, and was in the interest of the community at large. "You all provide a very considerable service," he commented.

Mr. Dodds reflected for a while on the state of play in our industry. He spoke, in particular, of the reduced demand for electricity and its consequence in the fall-off in jobs for the people who supply us.

The country in general, he considered, was slowly emerging from a dangerous euphoria. "Many people are led to believe that we can have a high standard of living without producing the goods to create it and that all good things will come automatically."

Turning to some aspects of his work as our Chairman, Mr. Dodds spoke of the many "strawberry"

letters which arrived on his desk praising our efficient staff and organisation.

He then talked about the increasing costs of coal which, in turn, forced us to put up our prices. "Coal now represents half the cost of every unit of electricity produced and if prices increased further, coal could be priced out of the market and take us with it."

There was a demand in the mining industry for more coal-burning power stations to be built. "It takes about six years to build a new power station," he said, "and the costs would have to be carried by our consumers now, at a time when demand for electricity is falling. Should such a new station be completed, we should prematurely have to close older, smaller and less efficient power stations to make way for the new station. The result would be that less and not more coal would be used."

Mr. Dodds concluded his remarks by thanking the ladies for the support they had all given to their menfolk during their long years of service in our industry. "Loyalty and integrity are most important and will win the battles that lie ahead of us all," he commented.

Our 30-Year men, from left to right, standing: Messrs. Alf Perry, Roy Vickerstaff, Trevor Whitney, Derek Tomlinson, Don Willis, Tommy Dutton, Ron Bilton, John Rathbone, Henry Hayes, Jack Fairclough, Colin Antrobus, Vernon Collard, Eddie Appleton, Alf Houghton and Eric Cockins. Seated: Messrs. Joe Goode, Arthur Tucker, Joe Winchester (*Group Manager*), Jimmy Smith and Frank Parker.





District Officers with staff who have completed 20-years' service. From left to right, standing: Messrs. Albert Cooper (*District Engineer*), Jimmy Hampson, Brian Atherton, Howard Abbott, Terry Almond, Tony Swift, John White, Don Critchley, Alan Hill, Tommy Butler and Glyn Norbury (*District Commercial Engineer*). Seated: Mr. Ron Williams, Mrs. Margaret Catling and Mr. Gordon Kirkham.

The very successful meeting was chaired by Mr. Joe Winchester (*Group Manager*) with the award recipients introduced by their respective senior officers, Messrs. Albert Cooper (*District Engineer*), Glyn Norbury (*District Commercial Engineer*) and Denis Hodgetts (*District Administrative Officer*), who received his own 40-year Certificate.

The event was organised by Mr. John Sherwin and Mrs. Grisela Sutherland.

Award recipients were as follows:

40 Years: Engineering—Messrs. F. R. Fryer and F. Nuttall (*mains foremen*). **Commercial**—Messrs. E. G. Barrett, L. Case and T. C. Mulheirn (*electricians*), J. E. Cotgreave (*shop supervisor*). **Administration**—Messrs. S. Adams (*PAG1*) and D. Hodgetts (*District Administrative Officer*).

30 Years: Engineering—Messrs. J. R. Bilton (*transport foreman*), E. Briscoe (*substation attendant*), W. D. Garner and D. R. Willis (*jointers*), N. Howden and T. Traverse (*electrical fitters*), J. L. Rathbone (*switchboard operator*), J. Smith (*driver*), D. Tomlinson (*2nd engineer*) and A. Tucker (*foreman*). **Commercial**—Messrs. C. Antrobus (*shift electrician*), E. Cockins (*2nd engineer*), H. V. Col-

lard (*District Sales Supervisor*), T. N. Dutton, A. A. Parry, A. Sutton and T. Whitney (*electricians*), J. Goode (*chargehand installation inspector*), A. E. Houghton (*installation inspector*) and H. Vickstaff (*contracting foreman*). **Administration**—Messrs. E. Appleton and H. S. Hayes (*meter-reader/collectors*), T. Brown (*asst. depot clerk*), J. Fairclough (*storekeeper*), F. Morrison (*labourer*) and F. G. Parker (*clerical 3 asst.*).

20 Years: Engineering—Mrs. M. F. Catling (*clerical 2 asst.*), Messrs. B. G. Atherton and M. J. Powell (*2nd engineers—Systems*), T. B. Almond (*driver*), K. Bryan (*labourer*), A. Dearden (*foreman*), C. Warburton (*overhead linesman*), J. White (*senior draughtsman*) and J. R. Williamson (*jointer*).

Commercial—Messrs. H. R. Abbott (*installation inspector*), E. A. Clayton (*electrician*), J. P. Cox (*public lighting attendant*), D. Critchley and C. A. Swift (*2nd engineers*), A. E. Hill (*3rd engineer*), G. Kirkham (*sales representative*), and D. Wilcox (*shop supervisor*). **Administration**—Miss M. Harris (*clerical 3 asst.*), Messrs. T. P. Butler (*meter-reader/collector*), J. W. Hampson and W. J. Ratcliffe (*labourers*), R. Swift and R. Williams (*storekeepers*).

THANKS

Shortly after his retirement at the close of last year, Mr. W. N. (Bill) Nealey, the Housekeeper at Head Office, passed away.

At the request of Rena, his widow, contributions from friends were donated to the Cleaver Hospital League of Friends. The amount donated was £71.95.

Rena then wrote to Mr. Tom Jones (*Welfare*) to say . . .

"Would you be so kind as to convey my sincere thanks to Bill's colleagues and members of the staff of MANWEB who contributed so generously to the Cleaver Hospital League of Friends.

"There must be many requests for help of this nature and at

the present time with the cost of living being what it is, the donation is really great. It makes me very proud that Bill was a member of the MANWEB staff."

Tom Jones himself unfortunately suffered a thrombosis attack a couple of weeks ago. We are pleased to report however, the latest news is that he is making good progress.

Cooking by Electricity

Adds colour in the kitchen and cuts cost

ELECTRIC cookers offer more features for the money than other fuels. Electra brand cookers not only include many which are energy saving but can add colour and an ultra modern look to the kitchen. There is a choice of colour finish—Avocado Green, Harvest Gold and Coppertone as well as white. The Electra 2080 has two ovens both autotimed; the smaller being ideal for economical cooking using, for example, only one pennyworth of electricity to cook a tasty dish such as Toad-in-the-Hole or a delicacy such as Pineapple Gateau.

The larger oven (which has liners on the sides, roof and back that need no cleaning), will cook a meal for the whole family—roast chicken, roast potatoes, garden peas, braised celery and jam tart—for the cost of 3½p for electricity consumed.

The hob on the Electra 2080, as on most modern electric cookers, has one of the four seven-inch radiant rings dual controlled which means that the small centre coil can be heated separately. This is an economical way of heating small pans containing small quantities or for long, slow simmering. With the modern electric radiant ring no special pans are needed—any good quality pan with a flat base can be used. For most economic use saucepans should match the rings in size—or be slightly larger than the ring.

The hob is hinged for easy cleaning with a ridge on the tray underneath to collect spillage at one side for simple cleaning. The full width grill is in the top oven and has a choice of three runner positions.

The fascia panel with hob light has an auto timer combined with a ringer timer to simplify the timing of dishes. An indicator light comes on during the period from when the timer has been set to the time when the oven is switched on. This light comes on

again when the oven switches off—a reminder to return the timer controls to manual.

The Electra 2080 is fitted with rollers at the rear and levelling feet at the front. It occupies a space 21 inches wide by 22½ inches front to back and costs from about £150 in white; £155 coloured.

A smaller version of the Electra 2080 is the model 2081. This is only 18 inches wide by 21 inches front to back. It only has the one oven, but it is designed for economical cooking. A complete meal such as roast chicken, duchesse potatoes, peas and sweet

corn and carrots, a jam tart and tomato soup (cooked on the hob) will use only 1½ units of electricity costing 3½p on the average domestic tariff. The Electra 2081 costs from about £110 in white and £115 coloured.

Electra brand cookers are made exclusively for the Electricity Boards and there is also a split level model.

Electric Cooker Facts

- * The average four-person family cooking by electricity will use 1,000 units at a cost of around £22 a year on the domestic tariff.
- * Of first time purchasers of a new cooker in 1975, 58% chose electricity.
- * Even in homes with gas central heating, 37% had chosen an electric cooker. (AGB 1975 Home Audit).
- * Modern electric cookers make cooking with electricity cleaner than ever thanks to features such as self-clean ovens and the easy to clean ceramic hobs.
- * With an electric grill, you can cook a meal for the family at one go, saving energy and saving time.

Using Electricity Effectively

THREE topical subjects of special interest to Housing Committees and officers concerned with local authority housing were shown on the Electricity Council's stand at the Institute of Housing Exhibition at Scarborough recently.

The concept of the "Minimum Resources Home" was shown where high standards of thermal insulation allow a lower heat requirement, with benefits in reduced installation and running costs. The high standards of thermal insulation also enable the not inconsiderable heat output from the variety of appliances in daily use in the average home to be utilised. Lower capital cost of a reduced heating system will more than meet the cost of higher insulation standards and

there are lower running costs.

Further savings can be gained from economies in water heating. Instantaneous electric shower units use about four gallons of water, compared with about 25 gallons for a bath, and about a pennyworth of electricity saving both water and energy. Small and compact, they can be installed in less than a day in most bathrooms.

MANWEB's package deals which include purchase price, plumbing and installation cost will be £99.95 as from April 1st.

RETIREMENTS

Mr. J. BAILEY

A well-known personality in our Liverpool District, Mr. Joe Bailey, retired recently after many years' service in the industry, first with the Generating Board and later with MANWEB as a clerk at Lister Drive.

Joe has been treasurer of the New Electron Players Dramatic Society since its formation, and was also treasurer of the local NALGO branch for a long time.

During the second world war he served with the 'Desert Rats' in Africa and was taken prisoner.

We join with his friends in Liverpool District in wishing him a long and happy retirement.

Mr. A. PARR

After nearly 40 years service to the industry Mr. Arthur Parr, meter-reader/collector at Runcorn retired recently.

Arthur began work with the Mersey Power Company in 1938 as a meter reader, and during the war served for six years with the RAMC in the Middle East, finishing his Army career on a hospital ship, helping to repatriate freed Russian POW's back to their homeland.

A widely travelled man, he has visited most European countries and various parts of Africa. He is active in local politics, having served for four years as a Liberal member of Halton District Council, and prior to that for six years with the former Runcorn UDC.

His wife, Ethel was employed by the Board at Warrington for 22 years prior to her retirement in 1975.

Presenting Arthur with gardening equipment on behalf of his many friends, Mr. Denis Hodgetts (*District Administrative Officer*) said he was "never late for work and never gave less than a full day's work." He was an



At the Runcorn depot, colleagues gather round to wish a happy and healthy retirement to Mr. Parr seen here, centre right, receiving a farewell handshake from Mr. Denis Hodgetts. Mrs. Parr is in the centre.

example to all his colleagues, serving as shop steward and working very hard on their behalf.

Expressing his thanks, Arthur recalled some of the happy incidents which had marked his working life. On one occasion, he said, while on holiday in Norway he was sitting outside his hotel with his wife when three

ladies walked by and called out "Hello Mr. Meter Man"—MANWEB customers from Widnes who recognised him.

When he can find time from his Council responsibilities Arthur is interested in photography, bowling and (naturally) gardening. Over the years he has won a prize or two in *Contact's* Photographic Competition.

Obituary

We deeply regret to record the deaths of the following colleagues:

Mr. Arthur Dodd, engineering foreman at our Legacy (Wrexham) depot. Mr. Dodd began with the North Wales Power Company in 1932 in the office.

Mr. Owen Booth, a linesman at Legacy. Mr. Booth joined MANWEB in 1947. His daughter, Mrs. Margaret Luckcock, works in Dee Valley District Drawing Office.

Mr. Joseph Birchall, for 21 years a labourer and jointer's mate at Warrington prior to his retirement in 1967.

Mr. David Samuel Jones, a fitter mechanic at Legacy prior

to his premature retirement on health grounds at the beginning of last year. Mr. Jones, who was 59, had worked for the Board since 1963.

Mrs. Nell Forrest, of Ennisdale Drive, West Kirkby, formerly of our accounts staff at Lister Drive and later at Derby House, Liverpool. Since her retirement Mrs. Forrest had devoted her energies to local voluntary work.

Mr. W. A. Tabern, a street lighting foreman at Warrington prior to his retirement in 1968.

We extend our sincere sympathies to the families of our former colleagues.

HUMILIATING THINGS

by Mr. John McInerney,

Services Engineer, Planning, Head Office

Humiliating things are found in tins;
Borrowed treasures, teeth, old snake skins.
Silver bracelet salting away,
Under a wet dry battery.

Kitchens release horrific bits . . . of . . . jam,
Sweetmeats, rotting fruits, pastries, ham;
Mouldy and bad. Worst of all . . . Damn! . . .
To open a punctured can of spam.

A birthday cake, one Christmas found:
Age unknown, apparently sound,
Unpalatable to human taste,
Such a pity, condemned to waste.

One of my wife's admirable features,
Is love of God's little creatures.
"Birds in the Winter," her natural thought,
To feed them whilst food is short.

The garden bird table, four feet tall,
An easy cat bound from the wall.
On it she placed the cake, uncut
Beneath its bent roof, struck by "pussy" foot.

Good (?) news twittered 'round for miles.
Jack Sparrow, the Redbreasts . . . full of smiles . . .
Attacked the Monstrous 'current' cake.
Not one morsel did they take.

A concrete island withstands no more.
Seven casualties made up the score;
Broken beaks, dislocated necks,
Birds—physical and mental—wrecks.

The birds have learned. So has my wife.
She tests things now with carving knife.
I await that day, when, with some luck,
We'll see the birds . . . in mouldy jam . . . full
firmly STUCK.

SPRING AND SUMMER SCHOOLS

The selection of students to attend the Electricity Council sponsored Spring and Summer schools at Universities and Colleges, includes 18 MANWEB employees. They are drawn from all sections of the Board—the opportunity to attend one of these one week courses is open to all MANWEB employees.

This year those attending the course to be held at Corpus Christi College, Cambridge from the 30th March to the 6th April, will be Mrs. Dorothy Davis, the nursing sister at Head Office, Mrs. Elizabeth Williams, the Llanrwst shop supervisor, and Messrs. Brian Johnson, a transport fitter from Mid-Cheshire District and Rex Winnard a first engineer at Sealand Road.

The course at Merton College, Oxford from the 29th June to the 6th July will be attended by Mrs. Shirley Robinson, a saleswoman at New Ferry shop, and Messrs. Roy Powell a clerical assistant at Mid-Mersey District, Frank Matthews, an installation inspector in Liverpool District, and John Mitchell a chargehand storekeeper at Rhyl Stores, Clwyd District.

The MANWEB trio going to the Loughborough University of Technology from the 27th July to the 3rd of August will be Mrs. Jacqueline Lewis, a clerk from Aberystwyth and Messrs. Dennis Cornes, a senior sales assistant at Crewe and Ronald Garvey, an EHT jointer, based at St. Helens.

There are two courses at the Royal Holloway College, Staines. From the 14th to the 21st September the three men from MANWEB will be Messrs. David Fisher, a second engineer at Crewe, Charles Lee a trainee electrical fitter at Birkenhead, and Eric Roberts, a chargehand meter reader/collector at Caernarfon.

The second course from the 21st to the 28th of September will have four MANWEB representatives, Messrs. George Harrison, a principal assistant at Head Office, Edward Parrott, an engineering foreman from Aberystwyth, Gordon Platt, an electrician in Liverpool District and Walter Ward, a telecommunications engineer in Dee Valley District.

THE NEW ELECTRON PLAYERS

present

"COUNT YOUR BLESSINGS"

a comedy by Ronald Jeans
at the Neptune Theatre
Hanover Street, Liverpool
on Friday and Saturday
1st and 2nd April 1977

Tickets 60p each from:

Mrs. Vicki Roberts, Engineering Clerical
Mrs. Eva Kirkwood, Consumer Accounting
Mr. Tom Saladine, Sales Supervisor
all at Lister Drive