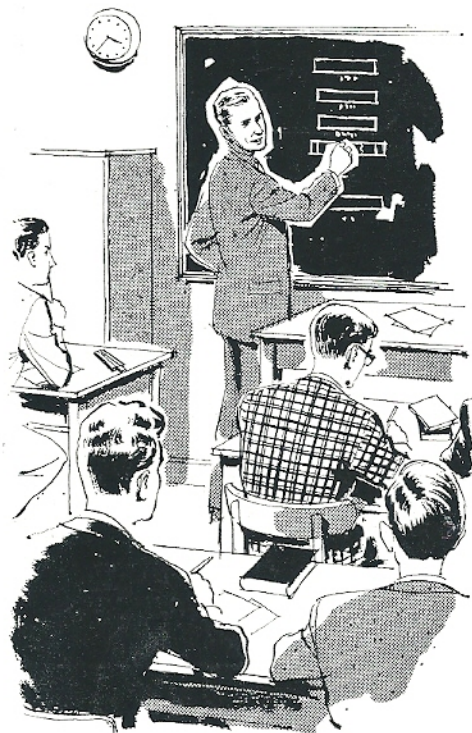


TO NE

A woman with reddish-brown hair, wearing a yellow ribbed turtleneck sweater and white shorts, stands on the deck of a sailboat. She is holding a red, white, and blue flag. The sailboat's mast and rigging are visible, along with a white sail featuring the number '20'. The background shows a blue sky with light clouds and a body of water. The text 'TO NE' is printed in large, red, outlined letters at the top of the image.

SPRING 1960



Opportunities in Industry

A year ago Tone printed a short article dealing with the opportunities which exist in

ATE for young people who wish to take apprenticeship training. In this series of four articles we intend to show more fully the different types of training available. In the first article an outline of pre-apprentice and craft training is given; in succeeding articles technician and student apprenticeships will be described and the final article will deal with graduate training.

1. Pre-apprenticeship and Craft Training

SO YOUR SON IS LEAVING SCHOOL. He has written a letter, probably on the advice of his Headmaster, to the Personnel Manager at Strowger Works. Or perhaps he has written to the Education Department or to the Employment Officer. Whoever the letter is addressed to it will find its way to the desk of Mr. W. A. Turner, Manager of Education, Training and Research.

Many hundreds of letters are received each year from boys seeking apprenticeships. As the competition for a limited number of places is keen, only a percentage can be accepted for pre-apprentice and craft apprenticeship training.

Soon your son will be asked to attend for an interview. In order to consider fully every applicant each boy who asks for an apprenticeship is interviewed.

The boys are given application forms on which they are asked to fill in the usual details, name, age, address and also school subjects and attainments, interests and hobbies.

At the initial interview each boy is given three question papers. The first is designed to assess basic intelligence, while the second and third papers deal with arithmetic and mechanical appreciation.

Those who receive good results on all three papers are invited to attend a second interview where they meet several of the Training Officers at the Apprentice Training School, Strowger Works. The Training Officers discuss each applicant's school record, interests and hobbies and compare their reports. The reports are very detailed and are assessed carefully so that the right selection is made and a boy who is applying for an apprenticeship is fully considered in relation to any other opportunities there may be and for which he may appear suitable.

A boy seeking training is not judged only on his scholastic record. His personality, demeanour and general appearance and attitude are taken into consideration. Cheekiness or brashness is out and your polite, well-spoken, keen son will make far more impression on the Training Officers than the cheeky, over-confident boy next door. Every effort

is made by the Training Officers to put each boy at his ease so that he can answer questions freely and naturally.

Since even on an expanding basis, the requirements of the Company only allow a percentage of the applicants to receive training, your son will feel justly pleased when he is accepted.

Before the successful candidates begin their course they and their parents are invited to visit the factory and meet the Training Officers. Since the encouragement and interest of parents is a vital link in the training scheme the attendance of both parents is appreciated. Details of the apprenticeship scheme are clearly explained and a film of the industry is shown. An opportunity is provided for questions and discussions.

Subsequently the boys are advised when to attend for the pre-employment medical examination and are given the date on which the course begins.

Pre-apprenticeship Training

Boys leaving school at or about fifteen are given approximately a year of general training before they begin their five-year apprenticeship. This year is known as pre-apprenticeship training.

The pre-apprentices cover a syllabus which includes workshop practice, mathematics, science, technical drawing, social studies, physical exercise and English.

It is felt that this basic training is essential to all boys whatever vocation they finally decide to follow.

The pre-apprentice group is a mixture of boys whose education would tend to be very one-sided if they were allowed to specialise too early. There is every opportunity for the boys to develop different interests. A pre-apprentice who had previously wished to follow a particular craft may find that he is more interested in another one. This year of training, therefore, adds to the boy's basic knowledge and enables him to crystallise his ideas or even change his choice so that when the indentured apprenticeship is offered, he and the Training Officers can be sure that he has chosen the right occupation.

Extra activities to stimulate the boy's interests in his spare time are also available through various sections of the Sports and Social Organisation. An



First-year apprentice Ronnie Turner is going to be a tool-maker

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Seventeen-years-old David Allan learning his trade in the Tool Shop

apprentice can become interested in photography and learn to take, develop and enlarge his own prints. He can join a Dramatic Society or take up motor racing. The Duke of Edinburgh's Award excites keen interest and a number of boys have spent their spare time training for it.

There is also an opportunity for the pre-apprentices to spend a week in the summer term of their first year at an Initiative Course in the Lake District. Here they learn to read maps, study rock formations and wild life. They follow routes over the countryside using Ordnance survey maps and a compass. Each boy takes a turn in leading his party. The course encourages initiative and leadership and promotes physical and mental development. On their return to Liverpool the boys compile log books for each team illustrating them with photographs and carefully drawn maps showing contour lines and map references.

Year-end reports of the pre-apprentices give the Training Officers information on the capabilities of the different boys. In conjunction with the boy's wishes, recommendations are made as to which trade he should be encouraged to pursue and the type of academic course, Ordinary or Higher National Certificates and City and Guild's examinations he should try for. Some of the pre-apprentices are advised to take a technician apprenticeship. This will be dealt with in the next article.

During their pre-apprentice year the boys tour the Works at Edge Lane, and also the factory of British Insulated Callender's Cables Ltd., at Prescott. They also visit the other ATE factories in the district.

Pre-apprentices begin their training at the bench



Craft Apprenticeship Training

Boys who have successfully completed a pre-apprenticeship course or who leave school at sixteen and who wish to learn a skilled trade will join the craft apprenticeship scheme which has a duration of five years.

The first year of the craft apprenticeship is a period of basic and specialist training which falls approximately into two parts. The first few months include periods of bench work, sheet metal work, machine work, drawing, assembly and adjusting of various components used in the Company's products. At the end of this period a decision is

made regarding the particular craft a boy should follow and the second part of his first year is then devoted to intensive training for that particular craft. This plan enables him to finalise his choice or to alter it should, for any reason, another craft appear more suitable to him.

This first-year's work will be done in the Company's Apprentice Training School and on completion of this period the boy will then follow a four-year planned training course whereby he will gain actual manufacturing experience appropriate to the skilled trade he has chosen.

On completion of his apprenticeship the young man will become a journeyman in his particular trade and so become a skilled worker engaged on production work. Thereafter, the progress of the individual will depend on his own abilities and initiative, but for the ambitious young man excellent career opportunities exist which will lead to appointments in activities such as tools and methods, ratefixing, planning, production control, and promotion to senior posts carrying administrative responsibility.

Craft apprentices and boys who take pre-apprenticeship training come directly under the guidance of Mr. J. H. Stark who has great sympathy for adolescents. Mr. Stark has a high opinion of today's teenagers and keeps close contacts with his apprentices.

David Allan, who is seventeen, has completed his pre-apprentice training and his first year of basic training. He lives in Huyton but was a student at Bootle Technical College before joining the Company. David's father has been with the Company for 33 years and it was on his advice that David applied for an apprenticeship. He enjoyed his period of pre-apprentice training and decided he wished to become a tool-maker. A member of the ATE swimming club, David is learning the practical side of his trade in the Tool Room.

Ronnie Turner, who also lives in Huyton, was a student at Prescott Grammar School until he joined the Company in September. Ronnie, aged sixteen, is in the initial stages of his basic training year. At present in the drawing office Ronnie plans to become a tool-maker. An active member of the Boys' Brigade, he is also very interested in aeroplanes and can distinguish all civil types.

All the boys are enthusiastic about their course and agree that the basic training they all receive will stand them in good stead.

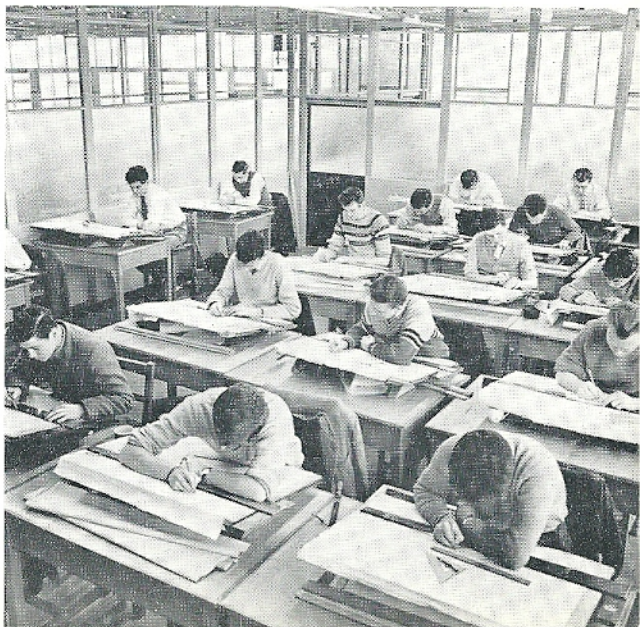
There are more school-leavers seeking jobs every

year. More and more skilled craftsmen are required as industry booms. Every newspaper carries the familiar column of "Situations Vacant". Here in ATE apprentices are well trained for the future. Their future and that of industry depends on the quality of training they receive.



Mr. J. H. Stark, Training Officer

Technical drawing is part of the course



WOULD YOU HAVE LIKED to leave that nice cosy fire and spent your Christmas on Christmas Island?

Some ATE employees weren't even given the chance to say "yes" or "no". They were the boys who spent 12 months or more of their National Service on Christmas Island.

The words "Christmas Island" conjure up a vision of some island paradise with snow-covered slopes and the tinkle of sleigh bells in the distance. This vision, however, is very far removed from the true picture of this small island in the Pacific Ocean, the temporary home of many British servicemen.

The island is a desolate barren stretch of land two degrees from the Equator. Twenty miles broad and forty miles long, the land hardly rises more than a few feet above sea-level and the skyline is broken only by palms. Never excessively hot, there is a constant temperature of 90° in the shade and, although this drops to 75° at night, the humidity rises to 98 per cent., which can become quite sticky.

One ATE employee who recently returned from the island and now back at his job in the Inspection Department, City Factory, is 23-years-old Brian Groom. Brian, who was in the RAF, flew to Christmas Island via Goose Bay, Labrador and Vancouver. In Vancouver a stop was made and an immigrant family from Nottingham invited a few of the boys, including Brian, to tea. This was to be the last typically English occasion for some time. Soon afterwards they landed on Christmas Island.

Brian, as did most of the other boys, settled down quite quickly and adapted himself to the climate and service life in general. On the subject of entertainment on Christmas Island he was not very enthusiastic.

"It's a case of choosing between the NAAFI and the cinema," he said. But even so, the choice of entertainment is largely governed by the weather. Films are shown in the open air and the metal seats can become even more uncomfortable when one of the sudden torrential downpours occurs!

Every island has its natives and this one is no exception, although the natives on Christmas Island are mainly "imports". They are the Gilbertese from the nearby Gilbert Islands, who originally came to harvest the coconut crop from the 750,000 palm trees.

Nowadays the Gilbertese work mostly for the



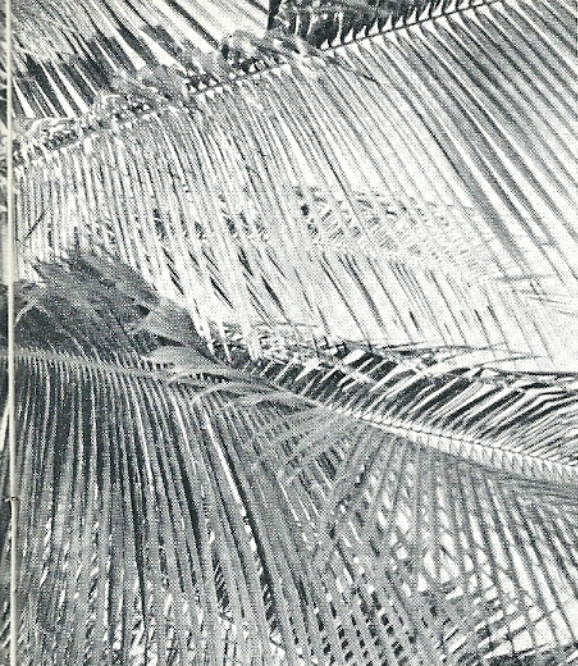
Looking upwards into one of the many

Island in



Typical Gilbertese natives

RAF, doing odd jobs around the camp. They are a primitive race and live in grass huts on a diet consisting mainly of fish, coconuts and eggs. The part



coconut palms on Christmas Island

the sun



Brian, nearest camera, enjoys the sun

of the island inhabited by the Gilbertese is known as "London Village". The village is out of bounds to the forces but visiting passes can be obtained on

request. Brian visited the village and was able to see the native way of life at close quarters. One thing which surprised him was the influence of civilisation which is slowly but surely creeping into the lives of the Gilbertese. "It seemed very strange," he recalls, "to see some of the 'modern' amenities which the natives have incorporated into everyday life." For example, in one hut Brian noted with some amusement the pilot seat salvaged from an aircraft and even the children's playground had swings and a see-saw!

Of course the boys do get an opportunity to spend a short time away from the island and who could wish for a better place to have a vacation than nearby Hawaii? Brian took advantage of the free air trip offered by the RAF and spent eight days in Hawaii. "We stayed in Honolulu and had a great time just enjoying civilisation again," he says. Hawaii is very commercialised, catering for thousands of tourists, mostly American, with seemingly no other ambition than to spend as many dollars as possible in the shortest space of time. The main sources of Hawaiian revenue are, in fact, the tourists, military bases, sugar and pineapple plantations. Next time you treat yourself to the luxury of a pineapple, it is interesting to remember that there are so many pineapples in Hawaii that some of the drinking fountains have been converted so that now the flow is of iced pineapple juice!

The servicemen on Christmas Island have their own daily newspaper, "Mid-Pacific News", which includes Sports results as well as all the general news from home. There is a special broadcasting station too on the island and a rather primitive version of "Radio Tunes".

Certain breaks in routine do occur from time to time and Brian recalls with a smile one particular event aptly named "Operation Coconut". This was a coconut-picking competition between all three services. A third of a million nuts were collected and, as well as providing a lot of amusement, it also gave an excellent start to the re-commencement of copra production by the Gilbertese.

However, it is certain that the best part of Brian's National Service was the homeward journey from Christmas Island via San Francisco and New York to England. He has made a 30-minute film, which should serve as a reminder during the long dark nights of an English winter of that small sub-tropical Pacific island which was his location not so long ago.



A gaff-rigged ketch

Treasure Island

AND ALL THAT . . .

READERS of *Treasure Island* will remember Jim Hawkins, that hero of schoolboys who sailed with a pirate crew. His modern namesake in Department 662, Strowger Works, can claim no such distinction but he did spend a holiday afloat last summer. Jim Hawkins and his friend Jimmy Doyle of Exchange Laboratories worked as crew on a yacht sailing between Weymouth and Cherbourg. Although they escaped mutiny, piracy and treasure islands they have some fine tales to tell about their holiday at sea.

It all began when Jim Hawkins read an advertisement in a local newspaper. A crew was needed for a yacht. The crew would be taught to handle a ship and they would enjoy a holiday at sea at a very reasonable price.

The two boys joined the yacht at Weymouth. Neither of them had sailed before but they soon learned the ropes. A crew of nine novices under the leadership of their skipper, Ted Arteta, manned the ship—a 70-foot gaff-rigged ketch.

“None of us had experienced sailing this type of ship,” says Jimmy Doyle. “One of the fellows had been in the Royal Navy and another had owned a dinghy, but the *Sans Pareil* was quite a different problem.”

The *Sans Pareil*, meaning “without equal”, was an old Brixham trawler which had been converted into a holiday yacht. There are only three or four of these vessels now in existence. One is in the West Indies, and another is working round the Scottish coast.

The two Jims helped to sail the *Sans Pareil* around the coast to Poole where they filled up with water and provisions before they set out on their cross-channel voyage.

The sail across to Cherbourg was calm and uneventful. The weather was beautiful and they had the tide with them and the wind behind. The *Sans Pareil* arrived in Cherbourg within twenty-four hours.

Several days were spent in Cherbourg fishing in the bay and visiting local places of interest. The skipper, Ted, made the crossing frequently and he knew many yacht owners whose boats were anchored in the harbour.

Jimmy remembers one in particular. “Ivor was his name, in his thirties. He had built up a business and then, having achieved one ambition, sold his share in the partnership. He bought a yacht and planned to sail round the world. After a short stay in Cherbourg his aim was to sail along the canals to Paris and then make his way down to the Mediterranean.”

Leaving Cherbourg a few days later, the crew of the *Sans Pareil* tried to reach Guernsey. Unfortunately there was little wind and the tide was against them. They were forced to land in Sark.

“We felt like pirates as we anchored near the island and went ashore in the dinghy,” recalls Jimmy. “The only transport on the island is by horse, cart or shanks pony. The only motorised vehicles are tractors which deliver goods to the

islanders. There is a great calm and peace on the island."

Jim Hawkins was most impressed by the islanders' fluent use of two languages. A fisherman spoke to him in English and, a moment later, addressed his own children in French.

Returning from an expedition late one night they reached the shore having enjoyed the lack of licensing restrictions on the island. Some of the men began pulling in the spanking white painter. They pulled efficiently. They went on pulling, ever hopeful. They stared in horror at the naked white painter-end as it slowly rose up out of the water. The dinghy had broken loose and was bobbing against the rocks.

Leaving Sark they began to sail to Alderney, but, once again, the tide was against them and they had to swing round and head for Guernsey. They stayed several days in Guernsey.

One evening they had a barbecue on the other side of the island. They built a fire below the water-line and cooked steak and sausages over a driftwood fire. In the tranquil blue of a Guernsey night they sang to the music of an accordion. A taxi scheduled to pick them up at four in the morning, never arrived, so they walked several miles across the island back to the boat.

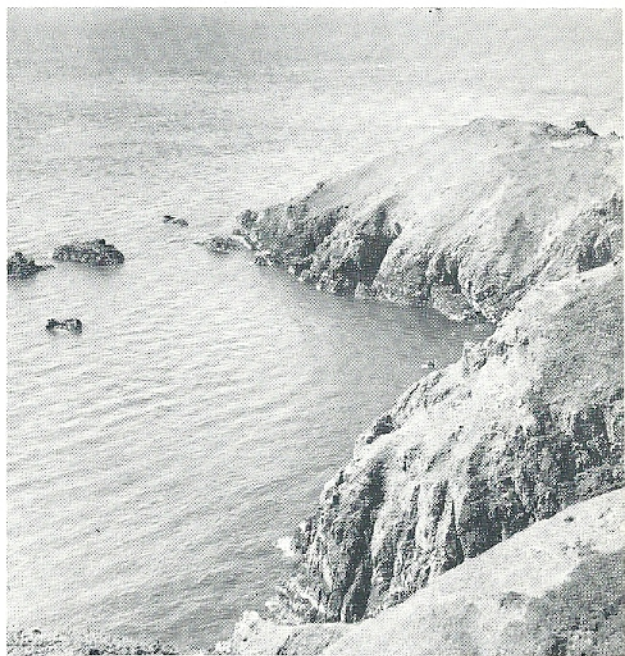
In Guernsey, Jimmy learned the necessity of scaling a ship. One day when the tide was low and the harbour quite clear of water, the skipper suggested that the ship should be scraped. He made a point of cleaning the yacht on each trip.

Working hard on the port side Jim thought—this is easy. Reaching the starboard he found one side had been scraped two weeks previously—the port. The starboard took hours.

"Scaling the barnacles made quite a difference to our speed," said Jimmy. "It can make a difference of about two knots or two sea-miles an hour."

Sans Pareil scoured once more, the voyagers set sail for England. They arrived in Weymouth at night. Jimmy Doyle was asleep in his bunk when he heard a curious—thump—thump, against the hull. The anchor was being lowered. All was peaceful for a moment. Jimmy closed his eyes. Suddenly he heard the anchor being raised again. Soon the ship was under-way. He raced up on deck to find that the sleepy sailors had anchored their craft in a harbour channel which was used by outgoing and incoming boats.

The two Liverpool lads bade good-bye to their comrades and were soon back on dry land in



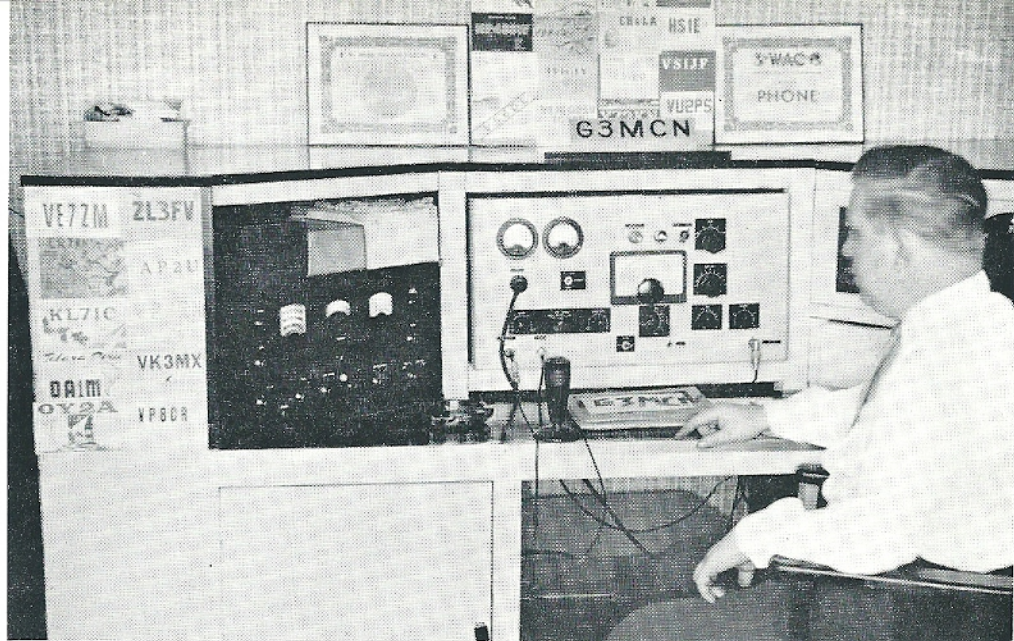
The rugged coastline of Sark

Merseyside. The brief holiday afloat has sparked their enthusiasm for the sea.

There was a sequel when Jimmy Doyle invited all of the crew of the ship to Liverpool to view his collection of colour transparencies. Some of the crew came from Southport, Leeds and London.

Soon after the boys returned, Ted Arteta sold the *Sans Pareil* and bought a new ship, a more powerful one in which he plans to sail around the Bay of Biscay and the Mediterranean. The *Sans Pareil* was run ashore near Cherbourg in September (and her crew had to be fished from the sea). This however was after Ted had bought his new yacht, *Nirvana*. Jim Hawkins visited his old skipper (at Christmas), in the *Nirvana* which is anchored at Falmouth.

Jimmy Doyle remembers with pleasure his holiday on board ship and hopes for another such cruise. His friend, Jim Hawkins, has already had further sailing experience with members of ATE and employees of one of Liverpool's larger stores. He plans to sail with the *Nirvana* next summer. It is holidays at sea from now on for Jim.



Harry James, his equipment, and some of his many QSL cards

Calling all Hams

HARRY JAMES, a rack wireman in Department 24, Strouger Works, is a Radio Amateur. There are several others in ATE factories among 8,000 radio amateurs in Great Britain and 280,000 in the world.

Amateur radio must be one of the most absorbing and useful hobbies a person can have. It is a means of gaining personal skill in electronics and it has been taken up by people of every colour and creed from all continents.

Radio Hams are not beings apart, little boffins out of this world, although some of them do build their own equipment. Bill Robinson, a functioneer in Transmission Department, became interested in amateur radio when he was a radio mechanic in the army. Bill, who lives in Walton, built his equipment two years ago and regularly contacts other amateurs through his radio and through a Morse Code Club.

Another ATE employee, Louis Illingworth, a group graduate engineer working in Department 57, has built all his father's equipment. Louis became interested in amateur radio when he was a schoolboy. His father was one of the radio pioneers in this district, transmitting before the BBC came

into operation. Louis is a member of the Ainsdale Radio Club.

Many important improvements in communications and electronics have been developed by radio amateurs. This was particularly so in the early days of radio when the amateurs were allocated the wave-bands from 200 metres downwards—our present short wave-bands.

There are a number of amateurs, perhaps the largest group, whose main interest is the assembling of equipment. They become very efficient technically but are not often "on the air". When speaking with other amateurs they are usually heard discussing some technical aspect of radio, or exchanging some knowledge gained through constant rebuilding and assembly of their equipment.

Other radio amateurs buy their equipment and are more interested in contacting different continents. The latest American instruments are now available and Hams less interested in the building of equipment have a vast array of goods from which to choose.

"I built some of mine several years ago," said Harry James, "but now I buy all the things I need."

Harry James first became interested in amateur

radio ten years ago when he worked for ATE in Holland. Some of his Dutch friends allowed him to listen to people transmitting. When he returned to England Harry joined the Liverpool Radio Club, passed his licence and became an enthusiastic amateur. He is now Secretary of the Liverpool Radio Club.

Before a Ham can operate his radio he must first apply for a licence. For this he must have some knowledge of electronics and be able to pass successfully an examination set by a local authority. It is necessary to be proficient at sending and receiving morse code and to have an understanding of the regulations applying to amateur radio. Having passed the examination and now operating a private radio station with his own "call sign" the amateur can go on the air with simple equipment he has made or purchased.

Each amateur has a different call sign. Harry's call sign is G3MCN. All stations in England begin with the letter G. Wales is GW. Scotland is GM and the Channel Islands are GC. W and K are used in the States. There are about 300 prefixes to call signs used throughout the world.

After the operator has been operating his equipment for some time he becomes familiar with radio circuits and he improves, enlarges and rebuilds his equipment. He makes his station as powerful and versatile as possible.

The amateur may develop a particular interest in VHF (very high frequency) bands, contest operating, telephony or simply talking to people all over the world.

Harry explained, "When you give your call sign the reply may come from down the road or from half-way across the world."

Harry has spoken to radio amateurs in America, Africa, India and Russia. He also spoke to the Antarctic expedition led by Dr. Vivian Fuchs.

"There are no political or religious boundaries," Harry said, "I have spoken to amateurs in Russia and America. In Russia I find that all the calls are sent through radio stations which are used by many people, so it is possible that private individuals are not allowed to possess their own radio sets. However all keen amateurs are able to resort to the station."

Since he became interested in amateur radio Harry has had invitations from all parts of the world. While it is inconceivable to think of visiting friends in Hawaii or Australia, Harry has been able to meet amateurs living nearer to Britain.

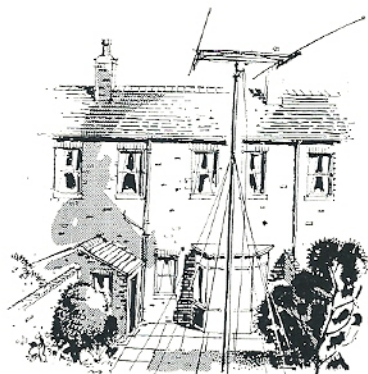
Two years ago Harry spent some time at the Brussels Exhibition. There he passed many hours in the Radio Hams Pavilion where he was able to operate the radio station and also meet people from all over the world. He was lucky enough to meet people whom he had been calling for years.

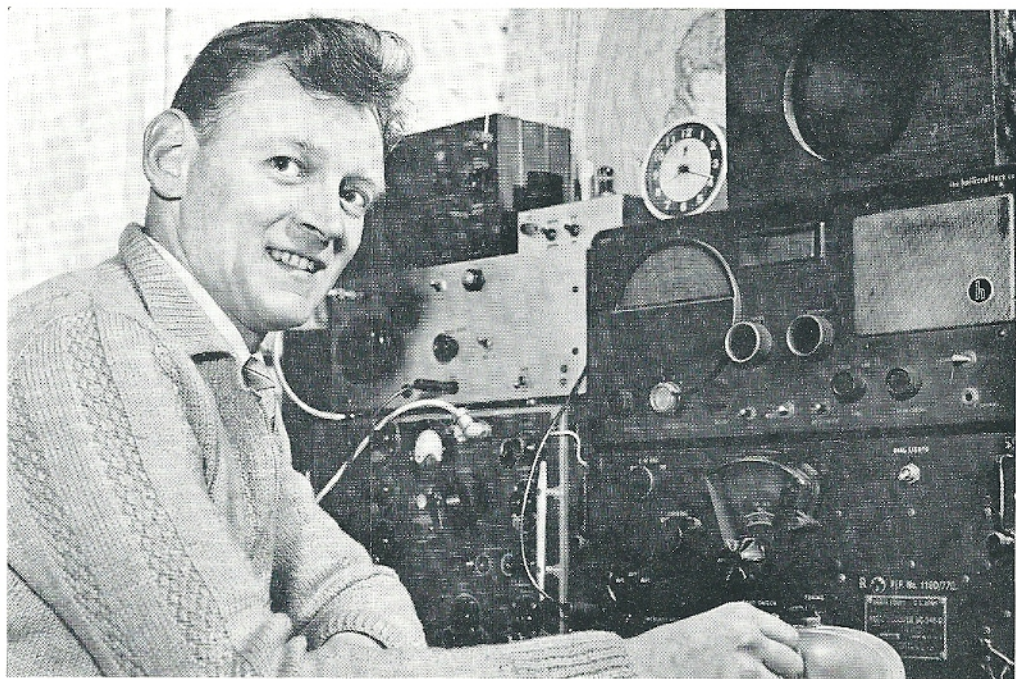
While Hams must honour many regulations when they use their radios, they do succeed in spreading goodwill. A Ham can give his name and address and the type of work he does. He can talk about his family and his activities, but he is not allowed to enter into political or religious disputes nor give any commercial advertising. As can be imagined a Ham learns far more about distant countries than he could ever learn from a book or newspaper.

While some Hams are mainly interested in the technical side of their hobby and others make new friends with each new contact, there is a third group of amateurs who are contest operators and certificate winners. Contests usually last two or three days. Skill in operating is essential and equipment must be first class.

The list of certificates gainable probably runs into hundreds. WAC is "worked all continents"; while WAS means "worked all states" and WABE means "worked all British Empire", and so forth.

"Whenever a contact is made with a new station," Harry explained, "amateurs exchange radio cards known as QSL cards. The average size is postcard. They give the call sign and address of the station and are usually illustrated with photographs of the station or views of the town and surrounding districts; some have cartoons and those from the USSR often carry propaganda."





Another Radio Ham, Bill Robinson, goes on the air

QSL cards from rare spots where there are only a few amateurs are greatly sought after as they are necessary as proof of contact when applying for most awards and certificates.

Amateur radio provides a constant source of technicians and radio operators. The main public service, however, is given by the Amateur Radio Emergency Corps., who provide reliable communication at times when normal communication is disrupted because of flood, earthquake or other disaster. The AREC provide operators and equipment which can be taken to the scene of the disaster and used for relaying messages for the police, Red Cross and other organisations.

During the last war all radio amateurs ceased to operate their equipment. In 1939 they found themselves swiftly drafted into RAF fitting parties in France. This particular section of the services was almost completely composed of radio Hams.

Gus Taylor, who works in the Transmission Department, is very familiar with the emergency measures dealt with by radio Hams. At the time of

the Suez crisis, Gus, who lives in the Wirral, was second-in-command of a special Press Communications section of the army reserve. Gus and other radio amateur reserves were recalled at the time of crisis and some were sent to Suez to serve as a Press link.

Amateur radio has indirectly taken Gus all over the world. Before the last war, Gus joined the Merchant Navy and visited countries with whom he had already had radio contact. He became a Senior Radio Officer.

Gus initially had a licence to operate his own radio station in 1943, and he founded the Wirral Amateur Radio Society 23 years ago.

Other ATE employees who also have a keen interest are Philip Swanson, Department 603A, Jack Hardcastle, Engineering Inspection Department, L. Austin, Department Chief of Engineering Inspection, Ted Davies, functioneer in the Transmission Department and H. Hepple in Department 76. There are many other radio amateurs in the different ATE factories.

Goals Galore!

WHEN TRANSMISSION DIVISION, Strowger Works, decided—as did many other Departments within the organisation—to enter for the 1959 Works Football Cup, no one suspected for a moment that a very competent team known as “Transmission United” would emerge. But this is exactly what did happen.

The suggestion that the team should become a permanent one was made by Mr. T. Barrett and Mr. L. Norbury, both of Transmission Division. This suggestion was circulated quickly around the Division and, in no time, employees were coming forward eagerly to join the new club. A committee was formed with Mr. E. P. Morgan as President and Mr. G. Spillane as Chairman. Transmission United Football Club was launched.

Funds in those days weren't exactly high so a River Cruise was organised. The proceeds from this event helped the club a great deal. A start-of-season dance was held at the Grafton Rooms, which also resulted in some much-needed £ s. d. This enabled the substantial sum of £110 to be spent on equipment for the players.

Enthusiasm ran high and the players continued training hard, even throughout the summer. This evidently paid off, for at the beginning of the season, Transmission United scored a resounding 11-0 victory over Distillers Ltd., Speke. The team colours of red and white certainly flew high on that occasion!

Ever since, the team has been going from strength to strength and, at time of going to press, they hold a comfortable position at the top of the 5th Division, Liverpool Shipping League.

Membership has been growing steadily since the inauguration of the club and the figure is now nearing 100, which includes 28 playing members.

If last season's progress is anything to go by, who knows, perhaps one day Transmission United will be representing ATE in the FA Amateur Cup Final at Wembley!



Two views of Transmission United in action



Ernest Taylor, B.E.M.



Pauline Roberts—artist



John Balmforth—movie-maker

Ballroom dancing and amateur boxing sound worlds apart from each other, but obviously not to **Peter Maher** of Department 44, Strowger Works. Peter is 20 and a keen member of the Billy Martin "Shadow" Formation Team. He is also an equally enthusiastic member of the famous Maple Leaf Amateur Boxing Club. His ambition is to become an international boxer.

Alan Thompson, Department 668D, Strowger Works, is another ATE employee leading a spare-time musical life. Alan is an enthusiastic member of a musical quartet known as "The Vermonts". Alan plays the guitar and the group have their own vocalist. The quartet have had the honour of playing on the same bill as singing star Edmund Hockridge.

Ernest Taylor, Foreman of Development Telegraph Division, Strowger Works was among those who received the British Empire Medal in the New Year's Honours List. Mr. Taylor has been employed by the Company for twenty years. He began working for ATE as an instrument maker in 1939 and became a member of the staff in 1942.

Sixteen-years-old **Dorothy Hadris** works in Department 661, Strowger Works. Four times a week Dorothy puts on ballet shoes and dances. She has taken part in pantomimes and would like to become a dancing instructress. Her other occupations are reading stories of the ballets, lives of ballet dancers and drawing pictures of the ballet. She has done an excellent sketch of Alicia Markova.

Pauline Roberts, aged 17, a tracer in the Drawing Office, Exchange Laboratories, is also an artist. She attends life study classes and has a large collection of sketches. During her last year at school she designed a Christmas card which was printed and used in 1958.

John Balmforth, an engineer in Department 615, Exchange Laboratories, makes his own movies. He is a member of the Institute of Amateur Cinematographers. Not content with shooting his holiday activities, John recently, with the aid of his two daughters, made an exciting adventure film about buried treasure and added dialogue on a tape-recorder.



Mr. W. A. Turner addresses the students and visitors to the prizegiving

ANNUAL PRIZEGIVING

336 Students gain awards

ON MONDAY, 21st December, 1959, the Annual Prizegiving was held in Strowger Works canteen. It was the first time the event had been held under the auspices of the Educational and Training Department.

In his speech Mr. W. A. Turner, Manager of the Department, remarked upon the great progress which has been made during recent years. "The aim of the Department," he said, "is to provide a pool of skilled and technical labour for the whole organisation."

Mr. Turner then went on to say that this progress could not have been made but for three essential factors. Firstly, the utmost co-operation obtained from local education authorities, schools and staffs of these bodies. Secondly, the great assistance received from Divisional Managers, Superintendents, and senior members of the organisation, and last but not least, the backing of the Company Directors. "Their support," said Mr. Turner, "has been a strong source of encouragement to us all."

Mr. Turner then introduced Mr. J. Mason, Director of Production, who was to present the awards.

There were 336 in all and conspicuous amongst the long line of students waiting to receive their prizes and certificates were two females. They received a big ovation from their male colleagues as they stepped on to the stage.

After presenting the awards Mr. Mason addressed the students and their guests, who included headmasters of various technical schools. He said that the figure of 336 awards was well up to standard and everyone could feel satisfied with progress made.

Mr. Mason said "he hoped there would be more than two ladies receiving prizes in future years" and went on, "Everybody has a part to play and a job to do in an organisation such as ours. Give serious consideration to what you, as a novice, can do to improve your knowledge and experience with regard to where your interests lie." He also urged the necessity to have a team spirit. "For by getting together," said Mr. Mason, "it helps to get to know one another." He stressed the importance of having interests outside work in that they are important in the development of one's character.

To those who were disappointed at not being included in this year's awards Mr. Mason gave this advice. "Take encouragement from the achievements of the more successful, and keep on trying."



A Royal welcome

FOR THE

Happy Princess

The cheers began before the Royal car reached the gates. They increased in volume as the smiling Princess stepped from the car to greet Sir Thomas Eades. March 17th in Liverpool was the first official visit the Princess had made outside London since the announcement of her engagement to Mr. Anthony Armstrong-Jones.

Princess Margaret, who looked glowing and very happy, smiled and waved to the crowds. She was wearing a fitted coat in hyacinth blue wool boucle and a leaf green velour cap edged with black net. Heads were craned to catch a glimpse of the ring but the Princess only removed her gloves to take coffee, and then only two dozen people saw the brilliant flash of ruby and diamonds on her left hand.

Throughout her tour Princess Margaret showed great interest. She never rested once during the seventy minutes of her visit and even drank her coffee as she walked round a display of telephones in the gold and white tent specially erected in the canteen for her reception.

The Princess paused to chat to girls working in the shops. She spoke to Vera Pearson, assembling switch-board parts, Beryl Peers and Catherine Parker, relay adjusting, Celia Kelly and Margaret Warrilow, waxing bases. Their comment? "She's absolutely wonderful" . . . and so say all of us.

*Princess Margaret meets Dr. Joan K. McCann,
Nursing Divisional Surgeon, as she inspects
the St. John Guard of Honour.*



Hundreds cheered as Sir Thomas Eades welcomed the glowing Princess to ATE.





Watched by Sir Thomas Eades and Mr. C. O. Boyse, the Princess makes a treasured entry in the Visitor's Book.



The RING at last. Mary entered the Princess wore her black



Accompanied by Sir Thomas Eades and Mr. J. A. Mason, Princess Margaret begins her tour.



Councillor T. Maloney is presented to the Princess. Behind stand J. W. McQuair, H. Shearer and A. Mills.

Pat Hanley and I were thrilled to meet the Princess. As





Employees were disappointed because the Princess wore gloves throughout the tour.



Elizabeth Magachey when the Princess spoke in the Telephone Assembly Dept.

the photographer.

In the Telephone Assembly Shop W. J. Jolly, R. A. D. Main and G. Hoyland were waiting to be presented to Princess Margaret.



In Department 24 the Princess met M. Hedgecock, H. Strapps and W. H. Waiters.



In the Electronic Laboratory the Princess met L. J. Murray and J. Webster, an instrument maker with 55 years' service.





TONE Personality girl Mrs. Pat D'Arcy presents a bouquet of pink roses, freesia and lily of the valley.

The happy Princess waves to the crowd.



A Society to get things taped

FOR ANYONE who owns a tape-recorder, record-player or just likes listening to music, (all types), the ATE Audio Society is a "must".

The Society began with the suggestion that employees interested in such things might like to be brought together in a friendly atmosphere to further and, perhaps at the same time, contribute their knowledge of sound in general. The idea was circulated and the Society was inaugurated with a membership now standing at 130.

A lot of publicity in the way of posters on notice boards throughout the factory has been given to the Audio Society in past months. Don't be put off by thinking "it might all be too technical for me". This is not so. The Audio Society caters for every type of sound-conscious employee, from the teenagers, who have been packing the cinema, Strowger Works, to listen to the lunchtime sessions of pops and jazz, to the technically-minded hi-fi enthusiast.

The Society possesses an enthusiastic and active President in Mr. J. C. Ireland, who has organised plans for a studio to be built on the club premises which are situated in Milton Road, Edge Lane.

P.R.O. for the Society is Peter Daniels, Publicity Department. He is eager to assure us that the Society is open to any employee and certainly not limited to those who possess tape recorders or other equipment such as speakers or amplifiers.

Already the Audio Society have commenced their outside recordings in that they helped supply the sound effects for the recent production of "Honeypot" for the ATE Players and recorded a session at the Mardi Gras Jazz Club, Liverpool. It is hoped in the future to do many more outside recordings at places such as the Cathedral, Philharmonic Hall, St. George's Hall, and also Jazz Clubs.

A quarterly magazine will include a "Sales and Wants" list and many interesting articles. Another aspect of this Society is that if you do possess a tape-recorder or record-player and they break



John Crossley besieged by requests

down, there are over 100 fellow-members of the club ready to offer advice and help in repairing it.

With summer on the way the Society is looking forward to many enjoyable meetings and club activities. The club premises by then should be completed and well equipped and we hope to be able to publish photographs of the premises as well as pictures of the club members "at work". So, with all the attractive features the club offers and a subscription rate as low as one guinea per year, the ATE Audio Society looks as if it is definitely here to stay.

Behind the scenes a request is played





Above: A fleet of double sailing canoes off Mailu Island
Left: A view across the bay

Beyond th of

Recently our Australian Associates, British Automatic Telephone and Electric Company Ltd., installed and commissioned two single channel VHF radio-telephone links of ATE Bridgnorth manufacture in the territories of Papua and New Guinea. This is the first stage of an extensive project to provide telecommunication facilities to these very primitive and extremely rugged countries. Mr. Malcolm Thomson, Commissioning Engineer, has reported to Tone some facets of the initial work, the country and its people.

THE TERRITORIES OF PAPUA AND NEW GUINEA are situated just to the north of the eastern tip of Australia, and comprise a number of islands varying in size from one square mile to 100,000 square miles.

Prior to the second world war the Territory of Papua was treated as a colony with control being exercised by the Australian parliament, while the Territory of New Guinea was a mandated area

administered in accordance with the rules laid down by the League of Nations. After the second world war, and with the formation of the United National Organisation, this mandated Territory became a Trust Territory.

As the Australian Territory of Papua and the Trust Territory of New Guinea are closely related physically and racially, the Administrations of the two sections gradually integrated, and the govern-



*The village of Hanuabada, situated just below
Government House, Port Moresby, Papua*

e Frontiers Civilisation

ing body is now known as "The Administration of Papua and New Guinea". Although governed by an Administrative Union, the identity and status of the Territory of New Guinea as a Trust Territory and the identity of the Territory of Papua, as a possession of the Crown, have been maintained.

Practically the whole area, whether mainland or islands, is extremely mountainous, and in general is covered with dense jungle. On the mainland, the entire interior is divided up by very large mountain ranges, the principal peaks of which rise to 15,000 feet. A distinctive feature of the mainland is that within the interior there is a vast series of wide, well-watered valleys.

These high valleys, generally clear of jungle, enjoy a good climate and support a very large native population. This high area is called the Central Highlands of New Guinea, and many parts of it are still unexplored.

Large sections of the coastal plain, which vary in width from 3 to 30 miles, are covered with coarse Kunai grass growing in height to 20 feet. This has very little value for stock-feeding but could, perhaps, be used for paper making.

In a Territory of this type in which the aim of the Administration is to raise the living standards of the natives and to create in the two territories economic conditions which could, in some degree, present a barrier against any further invasions from the northwest, the need for improving communications is obvious and a very ambitious programme, limited only by the finance that can be made available, has been planned.

In the first stages of the programme ATE (Bridgnorth)-made VHF radio "Country Sets" are being installed on plantations; the main products from which include coffee, copra, cocoa, rubber and tea. In a country of this type and with the natives still living in a primitive state, transport to the various plantations situated near the coast is usually by small coastal steamer, while to those located in the Highlands aeroplanes are the main means of access with the final stages being undertaken on foot.

To the native population, the installation of radio-telephones is just one further miracle, although they are familiar with the normal radio broadcast system as this gives sessions in native dialect and endeavours to educate the people via portable receivers located in many villages.

Many natives in their "walk-about" have also seen telephone systems installed in some of the townships and, after brief instructions, have used them, but these telephones have a pair of wires connected to them, and to see a telephone in use without this pair of wires presents looks of profound amazement on their faces.

In the case of one installation it was necessary to travel to the plantation by coastal ship, and after the equipment was installed and working the police boys described the use of the equipment to a number of the local natives. The majority of the natives considered, however, that the installers had laid a cable from the township to the plantation during the voyage down, and although they could not see it they were convinced that we were talking over this to the township some forty miles distant.

In the Highlands the transport of the equipment and personnel by light aircraft was made available by the Administration, but in many cases the final



Houses on stilts at Elavala Island, New Guinea

stages had to be undertaken on foot with teams of porters carrying the equipment.

The aircraft was also used to study the path over which the radio link was to operate, and for this the pilot was instructed to fly on the direct course between the terminals, and the heights of any obstructions were then obtained by the aid of the aircraft's altimeter. It will no doubt be appreciated that this involved considerable low flying, and, in fact, on clearing the peaks of the numerous mountains the actual ground clearance was often less than ten feet. As the installations were being carried out in the wet season, violent air currents were also experienced which added a further thrill or two to the route surveying work.

The Highlands area is also the home of the laughing sickness, and many cases of this were observed at the local native hospital. This sickness, unknown elsewhere in the world, causes a loss of control of the body and the patient shakes as if in a violent fit of laughter, and this continues until he or she dies through exhaustion and lack of nourishment. Research is being carried out by the World Health Organisation to try and find the cause and cure for this disease.

On the day prior to our arrival in one particular area, a native prisoner escaped from the local jail and killed two women from a nearby tribe who had

witnessed his escape. A search was, therefore, being made for this prisoner when we arrived, and it was noticed that in all districts through which we passed the local District Officer was unarmed.

It was subsequently learned that the killing of another native does not worry the aborigine to any great extent and the usual jail sentence for a murder of this kind is between six months and three years, but the reputation of the Administration throughout the Territories is such that a native who has gone beserk will not think of attacking a representative of the Administration. Consequently most of the white inhabitants are safe from attack.

Shortly after this we were staying in another district in which a murder occurred and the police boys were scouring the countryside for the killer. During lunch on the day of our departure he was arrested. For the whole time of our stay in the district this killer had been cooking and serving our meals, and was, in fact, the local District Officer's house-boy.

The installation of equipment in territories of this type perhaps has not all the amenities which make for comfortable living, but it has its compensations, and in all cases we found that the population both native and white, were willing to assist in every possible way to help improve communications.

Publicity Department Employee in

River Rescue

ONE SUNNY DAY last August, Jim McGeary, a storekeeper in Publicity Department, was on his way down to the beach at Egremont with his wife and daughter. They were quite disappointed to find, however, that the tide had only just begun to go out and the waves were still lapping the sea wall below the promenade.

Suddenly they heard cries for help and Jim spotted three girls in their early teens obviously having difficulty in keeping their heads above the water. The strong current was carrying them farther away from the promenade and although two of the girls had makeshift lifebelts on, the third did not and was in serious trouble.

Jim quickly dived in and began to swim towards the girls. Soon after, a lifeguard came on the scene and helped in the rescue. The unfortunate three were luckily saved, thanks to Jim and the lifeguard. One girl was taken to hospital for artificial respiration but the other two were allowed to go home after being treated for shock.



Jim receives his certificate from the Mayor

The incident had faded somewhat from Jim's mind when he received a letter from the Chief Constable of Wallasey, informing him that he had been awarded a framed certificate by the Liverpool Shipwreck and Humane Society in recognition of his fine deed. The certificate was presented to Jim on Thursday, 4th February, by the Mayor of Wallasey, Alderman M. E. Boggin, J.P.

Tone Crossword Solution

Although there was a good response to the Christmas crossword, we regret to say that no correct entry was received. Check your results with the correct solution printed opposite.





Surrounded by retirement gifts, Mr. Barnes makes his farewell speech

Busy Lines

Presentation to Mr. T. H. Barnes

"IT SEEMS to be becoming an annual function to make a presentation to Harry Barnes," joked Mr. C. O. Boyse, Managing Director, when making a retiring presentation at the cinema in January to Mr. T. H. Barnes, former head of Salaries Department and Secretary of the Company's Pension Trust Fund.

Mr. Boyse was referring to the occasion ten months ago when T. H. Barnes received a presentation for his fifty years' staff service with the firm.

On behalf of the Management and colleagues

Mr. Boyse presented Mr. Barnes with a complete photographic kit. The kit included a 35 mm. camera, an exposure meter and case, a tripod and leather carrying-case, transparency viewer and a projector, a flash outfit, slide box and a screen.

"These handsome gifts will be a source of great pleasure," said Mr. Barnes in his reply. "I will do my best to show you the results and I hope that some of them will prove interesting."

Mr. Barnes went on to say, "It is true that I have enjoyed my work. The great thing is to enjoy your work. One spends more than half one's waking life at work; if these hours are not happy life would not be worth living."

He thanked his staff and colleagues and the Management and finally added, "Good health, happiness and prosperity to this great company I have been proud to serve."

Mr. Barnes joined the Company in 1909. He was founder-member and first treasurer of the ATE Sports and Social Club and had been Secretary of the Company's National Savings Group since 1947.

* * *

Miss Cubbin is first woman president from industry

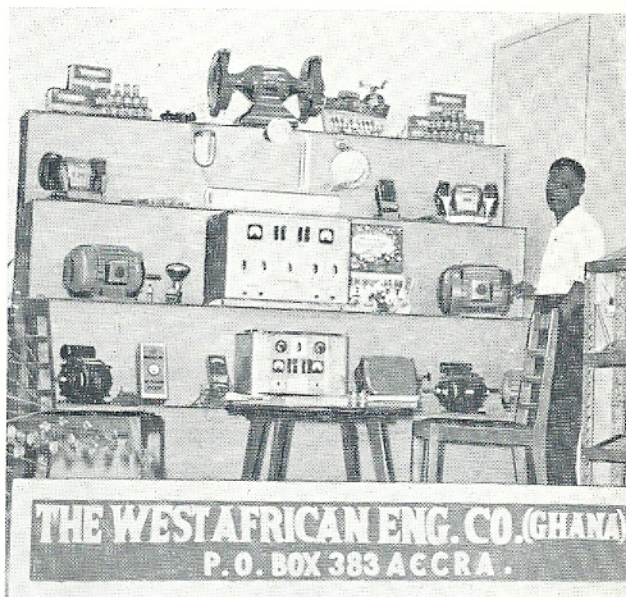
SIR THOMAS AND LADY EADES were among the principal guests at an Annual Banquet held in January by the Liverpool Soroptimists. They attended on the invitation of Miss D. M. Cubbin, Women's Welfare Supervisor at Strowger Works. She is president of the Liverpool Soroptimists, the largest group in the country, and is the first president to be elected from industry. The guest speaker was Lady Elliot, the Baroness of Harwood, first woman peer, who spoke about World Refugee Year.

The Sports and Social Organization now have revised rule books available for all members, price sixpence. These can be obtained from the secretary at the Sports and Social Office.

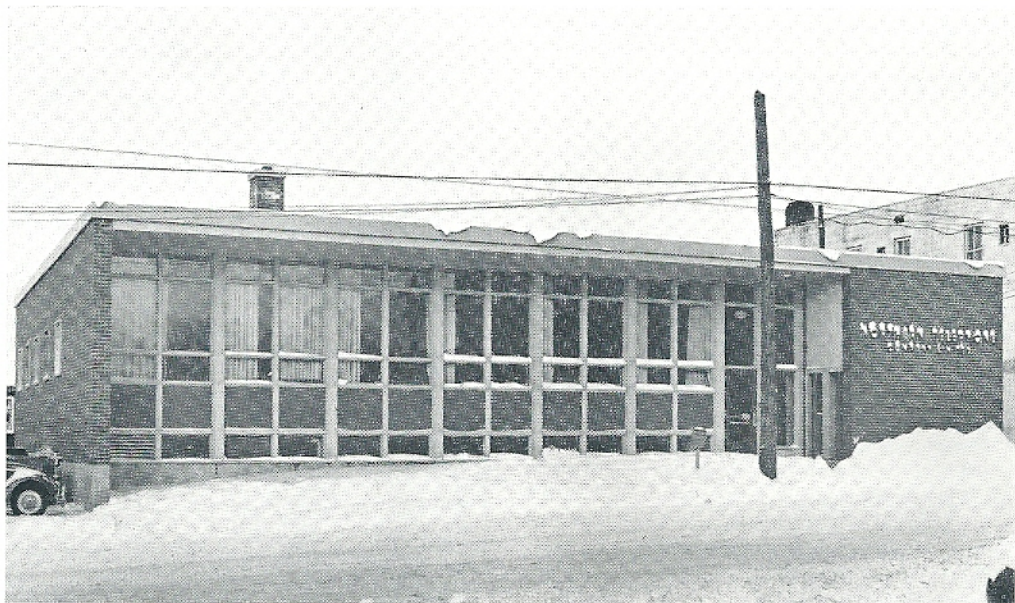
ATE Traffic Signals at Ghana exhibition

News from overseas of the Ghana Electrical Exhibition held in Accra before Christmas; exhibitors included the BICC (Ghana) Ltd., who showed models of transmission lines and towers and photographs of railway electrification and similar projects. ATE's traffic signals were among the exhibits displayed on the stand of the West African Engineering Co. (Ghana) Ltd.

This was the first electrical exhibition to be held in Ghana. Over thirty exhibitors were attracted. At the opening ceremony Mr. E. K. Bensah, Minister of Works, referred to the exhibition as an example of co-operation between local contractors and foreign engineering firms and manufacturers which, he said, augured well for the success of the country's second development plan. He hoped that experts from overseas would also play a part in the training of local technicians.



Principal guests at the banquet included, left to right, Lady Eades, Miss D. M. Cubbin, Alderman Bewley (Lord Mayor of Liverpool), Sir Thomas Eades and Lady Elliott of Harwood



Northern Telephone Company's modern exchange building at Timmins

Telephones for Timmins

HAVE YOU EVER associated a telephone with a porcupine? Perhaps the two are quite incompatible but the inhabitants of Timmins, a town in the East of Ontario, Canada, 460 miles north-west of Toronto, think there is some connection.

Timmins is the centre of the largest gold producing area in Canada—the “porcupine”, as it is called. The mining belt produces 1,000,000 ounces of gold annually or a quarter of the country's gold.

Operators of the Northern Telephone Company at Timmins threatened to strike a few months ago before the manual telephone system in Timmins was changed to a Strowger dialling system. The reason? The French population which represents twenty five per cent. of Timmins citizens was demanding bi-lingual operators.

Before the crisis reached a head Timmins and neighbouring Schumacher joined the growing band of Northern Ontario communities which are served by automatic telephones.

An announcement was made early in 1958 about the planned conversion of Timmins and Schumacher. Planning for the conversion had begun even before that time, but the first visible signs of a change came with the building of a new exchange at the corner of Third and Elm Streets in Timmins.

Over a million dollars were invested by the company in the new construction and installation. This figure covers the new exchange building, dial equipment and subscribers' equipment, line and cable work—both in the town and the surrounding countryside.

Over 100 employees of the operating company were actively engaged on the conversion for nearly a year and as the scheduled hour for cut-over approached, they were working the clock round on last-minute jobs.

Automatic equipment for the exchange in Timmins was manufactured by Automatic Telephone & Electric Company at Strowger Works, Liverpool, and the firm had sent a team of experts

for the installation and cut-over on December 1st, 1959. Mr. C. C. Farrow, General Overseas Sales Manager, Strowger House, London, travelled to Timmins for the cut-over ceremony.

Mr. Farrow writes: "Mr. M. O'Connor and his assistants did a good job of work and to the entire satisfaction of Mr. D. McKelvie, President of Northern Telephones, and the fact that they were in advance of the scheduled completion date went down extremely well. This fact enabled Northern Telephones to cut-over Timmins 14 days prior to the original scheduled date."

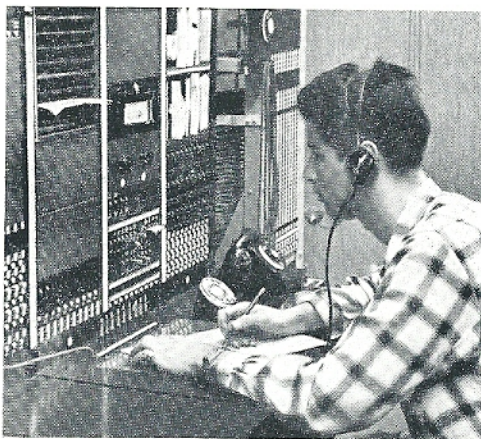
Company President and General Manager, Mr. D. McKelvie, is proud of the great strides made by the Northern Telephone Company since its inception.

The Company was formed in 1905, even before the founding of Timmins. It served New Liskeard and surrounding areas and started business with two operators and a total staff of four. By the end of the first year there were two exchanges. New Liskeard and Cobalt, with a total of 125 telephones.

This area of Canada has developed rapidly during the last half century. Timmins was built in 1911 and named after Noah Timmins, one of the founders of the Hollinger gold mine. In the early twenties there were just over three thousand inhabitants, now the town has a population of almost thirty thousand.

From a small beginning the Northern Telephone Company has grown comparably with the towns it serves. Today there are in the present company 10 exchanges in Quebec and 30 exchanges in Ontario, with a total of 47,200 telephones. Northern Telephones' lines serve communities, mines and rural areas from Hearst, Ontario, in the west to Senneterre, Quebec, in the east; from Latchford, Ontario, in the south to Timmins and Kapus Kasing in the north. There is also a rapidly developing dial exchange at Atikokan, Ontario, with long distance lines from Fort William to Fort Frances.

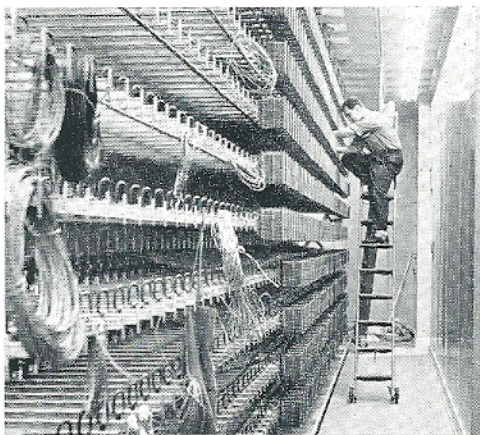
In the last few years the Northern Telephone Company has acquired three subsidiary companies, Algoma Central Telephone Company Ltd., with lines from Sault Ste. Marie to Hearst, Ontario, an area to the west of Timmins and east of Lake Superior; Northwestern Communications Ltd., who serve North Western Ontario; and La Compagnie de Telephon du Nord Limité who service the area east of New Liskeard, Ontario, into Ville Marie, Quebec and surrounding areas.



Test clerk at Timmins

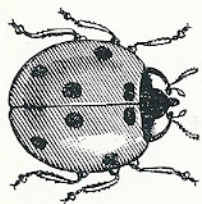
In 1958 Northern Telephone and its subsidiaries had 50,000 telephones in use, nearly 2,000 miles of pole lines, which would stretch from Liverpool to the Arctic Circle and back. The pole lines carried more than 90,000 miles of wire. There were 520 employees, 1,570 shareholders and the Company has handled 2,000,000 long distance calls during the year.

In a great north land the size of Canada communications are a vital link between towns and outlying rural communities for the nearest town may be fifty miles away.



Wiring telephone equipment

Ladybird, ladybird...



*Ladybird, ladybird
fly away home
Your house is on fire
your children are gone . . .*



An aerial view of Manor House at Sedlescombe, nucleus of the English Pestalozzi village

LAPELS have become very conspicuous lately by the appearance on them of tiny red badges in the form of ladybirds which are being worn by thousands of ATE employees. Many people have been heard to ask "What are they for?" or "Where can I get one?"

More than a third of Strowger Works employees alone have purchased one or more of these tiny emblems. Some, perhaps, do not even know the real purpose behind the sale of them.

These ladybird badges do, in fact, help to raise the large amount of money needed for the maintenance of the Pestalozzi Children's Villages.

What is a Pestalozzi Village?

The original village was started in 1946 in the village of Trogen, Switzerland. It was named after the famous Swiss pioneer in education. Although it was founded as a relief scheme for war orphans it soon developed into an international centre of education. Here, amongst some of Europe's most lovely scenery, needy and unwanted children from many lands live together in national family houses. Speaking their own language, they follow their national traditions and own religion. This Swiss village, maintained entirely on voluntary funds, has proved to be a great success. These children have shown the world that it is possible to live in peace with one's fellow-men.

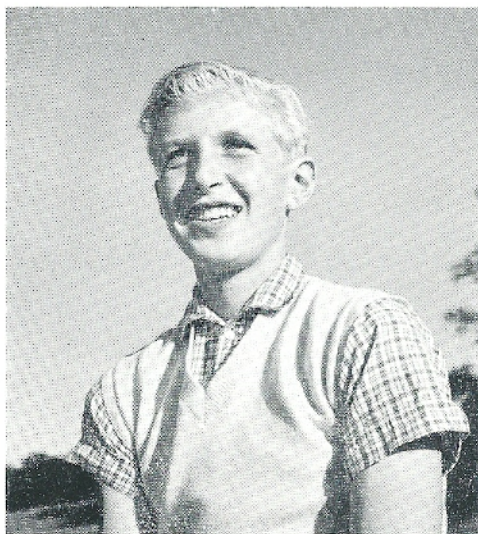
The ladybird was chosen by the children in Trogen as the emblem of Pestalozzi because it is considered lucky in every country in the world. But Pestalozzi does not end at the Swiss village.

A second international village has been established—this time in England. Its nucleus is an old Manor House nestling in the lovely countryside of Sussex. Children have already arrived, most of them from displaced persons camps in Europe. For many it is the first "home" they have known.

So when you gave your shilling—perhaps to a colleague within your department—and received in return one of these tiny red emblems, you were helping to provide a happy home life for a child, maybe at this moment, on the way from a refugee camp in Europe to England.

A leaflet issued by the English Village puts the meaning of Pestalozzi into words:

"These children, the citizens of tomorrow, will be given what they need so urgently, a happy home life and sound education. They will learn, through practical experience, the lesson of how to live together in tolerance and peace".

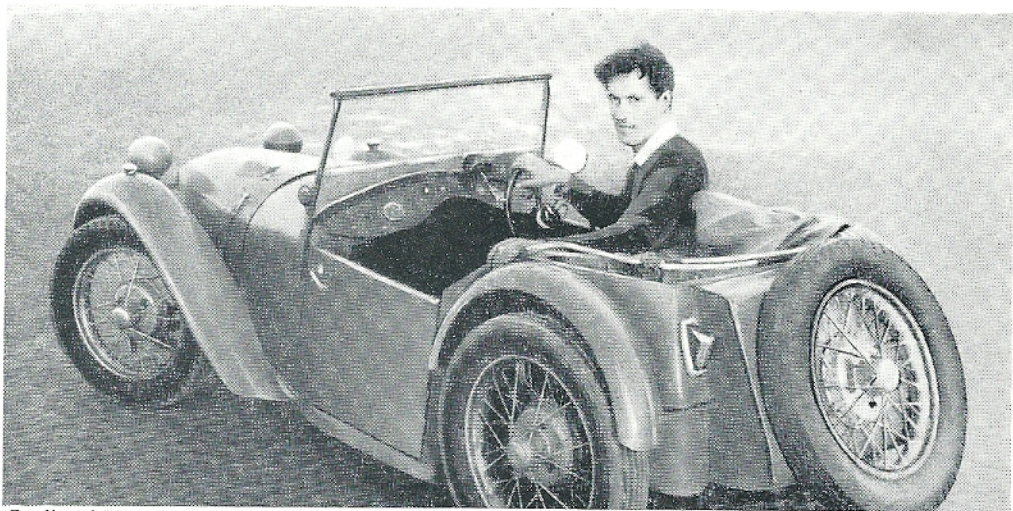


One of the first boys to arrive at Sediescombe

Pestalozzi children at play



The number of emblems sold within the ATE organisation cannot possibly be estimated, but the figure certainly runs into thousands. As World Refugee Year comes to an end it is a gratifying thought to know that so many more have become "Friends of Pestalozzi".



Geoff and his red sports car which cost him less to build than a new scooter

New cars for old

TWO YEARS AGO *TONE* told the story of Mr. W. R. Parkinson, technical director at Bridgnorth, who built his own car ten years ago. Since then more and more ATE employees have flocked to garages to buy spare parts and build their own cars.

Such a one is 28-years-old Geoffrey Foster, a draughtsman in department 663. His passion for tinkering with his home-built car is so great that he has once more stripped the bodywork down and is back to the bare essentials with grandiose plans in his mind of a new model.

Geoff first found enthusiasm for building cars five years ago when he helped a friend to build a car from parts of secondhand Fords. It was built in a garage and completed in a year.

The car eventually broke down and Geoff then decided to build his own car without assistance. Unfortunately he had no garage so the work was regulated by the weather. Fine days meant the work was speeded up but during the winter of 1958 Geoffrey spent many days gloomily watching the rain.

★ He bought an Austin Seven engine and chassis in January 1958 and, during the following months, bought good spare parts from secondhand dealers and garages.

★ The body of the small two-seater convertible was built of wood and covered with aluminium.

★ The finishing touches were added by a pair of foam-rubber seats which gave comfort to courageous passengers.

★ Finally completed, the small car stood outside Geoff's home, but the question in neighbours' minds was—would it go? It did. Smoothly it cruised away down the road.

Geoffrey admits that he has not made the long journeys to Blackpool and Wales achieved by the Ford. However, he is proud to say that the car did arrive in Southport without any trouble.

The car was roadworthy last summer and Geoff made several trips to neighbouring spots. He soon became restless at the achievements of his car.

"Some people are content to drive," Geoff said. "I would rather build the car and put the pieces together."

The car is now in pieces again but Geoffrey has great hopes of something even more roadworthy and professional.

The car—nameless—will be ready again by summer for cruising round the countryside; that is, if Geoff is satisfied with its performance. If not, summer 1960 will find him exploring the inside of the engine once again.

CONTINENTAL COURIER

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

EACH YEAR sees an increase in the number of British people who flock eagerly to the boat trains at Victoria and airports throughout the country to sample, perhaps for the first time, the wonders of a Continental holiday. And more often than not, amongst them will be Harold Kerr of Systems Studies, Strowger Works.

For nearly every year Harold too submits to the lure of the Continent—but with a difference. And the difference between Harold and the average British holidaymaker is the result of a letter he receives from a travel organisation requesting him to act as *Reiseleiter* (travel guide) to a party of English tourists on the Continent.

The countries he mostly visits in this way are Germany, Austria, Switzerland and Yugoslavia. To many, this sort of holiday may sound like a free joy-ride. But Harold is quick to point out that even though he does see many interesting places, he also has to possess a great deal of patience, and throughout the holiday he is responsible for the well-being and entertaining of thirty-two or more people—some of whom can be quite difficult to handle at times!

“One such person,” recalls Harold with a wry grin, “was an elderly man in a party en route to Austria. He remained miserable throughout the whole tour and only brightened visibly when hitches in the programme occurred or any of his fellow-travellers met with language difficulties, etc.”

When asked his favourite Continental haunt, Harold's reply was instantaneous. “Strobl, a lovely little Austrian village on the shores of the blue St. Wolfgang Lake.” From this village

*Harold pauses in his travels near the famous
Grossglockner peak*







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