

# STONE



448CKA

SUMMER 1961





*A Very Important Visitor! Mr. K. showed keen interest in all the equipment exhibited*

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**TONE** *The Quarterly Magazine of Automatic Telephone & Electric Co Ltd* *Summer 1961  
Issue Number 22*

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## Sale in 10 minutes

**WITHIN TEN MINUTES** of the opening of the British Trade Fair in Moscow a few weeks ago ATE effected a sale of an internal telephone system. During the two weeks of the Fair other contracts were obtained and enquiries received.

The Sokolniki Park of Culture and Rest is one of the largest parks in Moscow and was the site of the British Trade Fair held from the 19th May to the 4th June this year.

This was the biggest foreign fair ever staged in the Soviet Union. Amidst pleasant wooded scenery 621 British Companies exhibited a wide range of machinery, textiles, electrical and electronic equipment, chemicals, footwear, etc. The people of the Soviet Union were able to see at first hand representative examples of British skill in all aspects of modern industry.

Four vast halls housed the exhibition. The ATE stand was situated in Hall B along with other big electronic and electrical manufacturing companies of Great Britain. The Hall itself is an impressive fan-shaped building constructed largely of steel and glass with a gross area of 49,000 square feet. The triangular site of the whole Fair covered over one million square feet and the Company stand occupied a floor space of 1,250 square feet plus a second floor of 750 square feet. This floor comprised a lounge, coffee bar and private office.

Among the latest telephone equipment on display was Type C300A Buried Repeater. This provides a transmission path for up to 300 telephony circuits using a pair of small diameter coaxial tubes. The system is suitable for use with both underground and aerial cables.

Highly accurate models scaled at three-quarters of an inch to a foot were shown of a 1,200-line Telex Exchange, as supplied to the BPO, and of a 5,000-line 5005 Crossbar Exchange. A Telex Exchange is one which switches teleprinter circuits. The exchange used by the BPO for the U.K. network enables all telex subscribers to dial all inland calls and, later this year, will enable calls to many European countries. The Crossbar System is radically different from the Strowger system in that all switching is accomplished on what may be described as a giant relay mechanism carrying thousands of contacts.

Examples of Magnetic Drum control were shown in the form of two working displays. These illustrated the increasing use which is being made of the Drum as an information storage and translation device.

Visitors to the ATE stand were able to see the Information Machine, designed to enable spoken information to be transmitted repetitively over a telephone system. One example of its application



is in the transmission of weather reports which may be changed every hour. The recorded messages can be up to three minutes in length.

Working display panels demonstrated the main features of the Type 54 Road Traffic Signal Controller and a colour film showed traffic passing through the Kingsway, Manchester, installation.

Other exhibits included the Inductorphone—a telephone system in which signals can be induced from one circuit to another without there being direct electrical connection between the two circuits. It enables communication to be established between any two points up to a distance of several miles using metallic conducting paths provided by existing signal wires, pipes or even railway tracks. It can also be used where normal communication methods are impracticable such as between a pithead and a moving cage in the shaft.

The P.A.X. exhibit attracted much attention with a range of the latest designs in coloured telephones. Mine Signalling equipment, High Speed Data transmission systems and the Crystal Chronometer (accurate to one second per month) all contributed to make the Company stand at Moscow the most varied. Our associated

company, Hivac Ltd., were also represented at the Fair with exhibits of neon indicators, switchboard lamps, sub-miniature valves and cold cathode tubes.

Public attendance was outstanding. Queues began outside the park gates early every morning and often stretched for more than a mile and a half with people standing twenty deep. On Sunday, 21st May, over 300,000 people passed through the turnstiles.

Soviet technicians, representatives and managers as well as the Russian general public have been able to inspect the products of our factories "in their own front garden".

At a recent Press Conference Sir James Hutchison, President of the Association of British Chambers of Commerce (joint sponsors of the Moscow Fair) pointed out that these reciprocal exhibitions were a fruitful way of opening up trade between Britain and the U.S.S.R. He reminded exhibitors that the value does not lie only in the amount of business transacted on the stands but in contacts established and information exchanged. This would be a source of mutual benefit long after the last stand had been demolished.

*Queues for all parts of the exhibition were immense*







*Russian youths were fascinated  
by our working models*



*Mr. G. Thompson (Stand Manager) demonstrates  
the Gfeller display to Russian Trade Delegates*

*Soviet Telephone Factory Delegation discuss Crossbar exhibits with Mr. R. C. Beale and Mr. A. A. George of ATE. The Interpreter is Mrs. V. Razanova*







Cover Picture: *Nora Gristhenthwaite and Margaret Williams*

IT WAS A PERFECT SUNDAY MORNING in April. The small Welsh village of Gresford was slowly coming to life under the early sun. But mingled with the usual sounds of church bells and milk churns clanging was the roar of engines. The ATE Motor Club was preparing to set off on its first road rally of the year.

Before the start there was time for a chat, a cigarette and a last tinker with the engines of cars and bikes. A plume of smoke at the end of the car park told everyone it was time to seal their watches. This was done by placing the watches in small round tins, tying with string and finally sealing with hot wax heated on a primus.

Shortly after ten the first vehicle roared away down the A483 on the start of the fifty-miles morning course. At the end of the Rally the President's Cup awaited the winner—he or she with the least loss of marks in any class. For the runners-up there were other class awards and a

Coronation Cup. Special awards went to the navigator of each Cup winner.

Winner of the President's Cup for 1961 was Noel Monks, Dept. 412, Strowger Works.

The Club has many more facilities to offer members besides Road Rallies and Trials. There are map-reading contests, photographic observation runs, treasure hunts, etc. Social evenings are held every week at Whitfield. Here members can enjoy dancing, Bingo, film shows and talk over forthcoming and past events together. The film shows are of special interest for the Motor Club has its own 16 mm. camera and sound projector. Both are used to record the club activities on social events.

The President of the club, Eric Nehrlich, Dept. 412, told *Tone* that the object of the activities is fun and pleasure and, incidentally, to cover the cost of awards. The ATE Club possesses the largest number of shields and trophies of any motor club in the Cheshire Centre. There are eighteen trophies



and three shields, including a shield for the best attendance at all events for a bike member and one also for a car member.

The Social Committee, however, are anxious to point out that more trophies are available for new classes of membership—scooters? At the moment there is only one scooter member (see front cover!). If you have a scooter, would like to join the Club but are nagged by the thought that you'll probably be left miles behind by powerful bikes and fast cars, dismiss it straight away! On all social runs the speed is determined by the slowest vehicle present. And if your machine should at any time during the run break down, there are many eager hands just waiting to help repair the fault.

The number of miles covered during 1960 was about 1,400. This works out at an average of 100 miles each run, so petrol consumption is not great.

For this year a Photo Observation run is proposed. Competitors are given a set of about 25 photographs each and a route map. The photographs have all been taken along the same route they will follow. The winner is the competitor who finishes first with the photographs all correctly numbered.

Blackpool, Snowdon, Frith Beach, Ingleton Falls, Borth-y-Gest, Conway Castle and many other places are on the 1961 programme. Evening runs will include a trip to Parkgate and on Friday, 14th July, members will have a chance to demonstrate their skill at pitch and putt at New Brighton! All this, social evenings, an annual dinner and fireworks and bob apple night makes this year a full and interesting one for the Club.

Treasurer Eric Coombs, Dept. 821, Strowger Works, is eager to accept subscriptions from new members. The rate is 10/- per annum (full member) and five shillings per annum for a social member. Club ties, coat, car and blazer badges are also available.

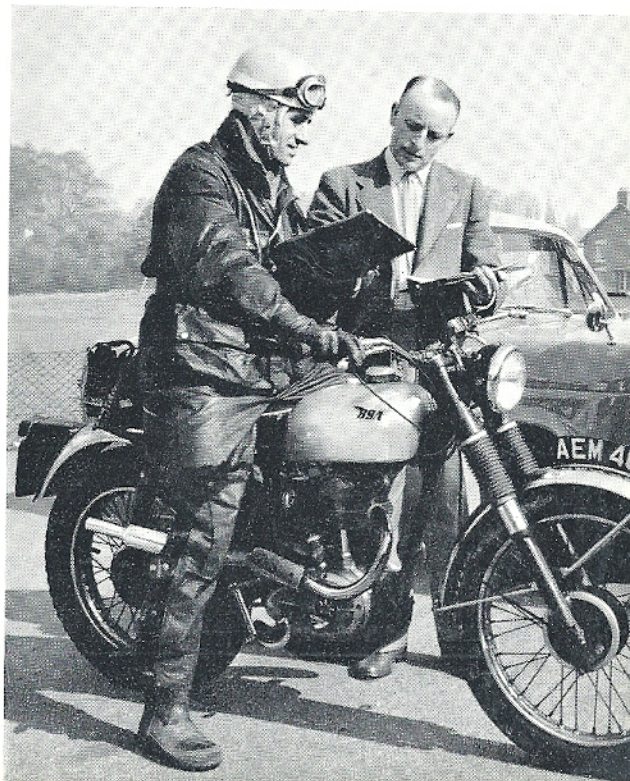
So if you want to move on wheels and at the same time make some new friends, why not join the Club? Further details will be gladly given on request from Eric Nehrllich, E. T. Morris (Chairman), Dept. 412, or P. Fitzgerald (Hon. Secretary), Exchange Laboratories.

The ATE Motor Club have covered many miles since those early days in 1925 when the Club was first formed. One thing which hasn't changed, however, is the Club Motto. It has always been—and will continue to be—"Safety First"!



*Successful arrival at the first checking point*

*Route checking before the Rally begins*





# Carrier Communications

## Transmission Division

**L**ITTLE MORE THAN A HUNDRED YEARS AGO the only means of communication between Liverpool and London was by stage coach. Letters took many days, roads were rough and highwaymen lay in wait. To-day you can pick up a telephone and within a few minutes be in conversation with a friend in Ealing, Edinburgh or Europe.

A submarine cable has recently been laid between Sweden and the United Kingdom. ATE supplied the British Post Office with equipment used on the cable route from Leeds to Middlesbrough where the submarine cable is terminated.

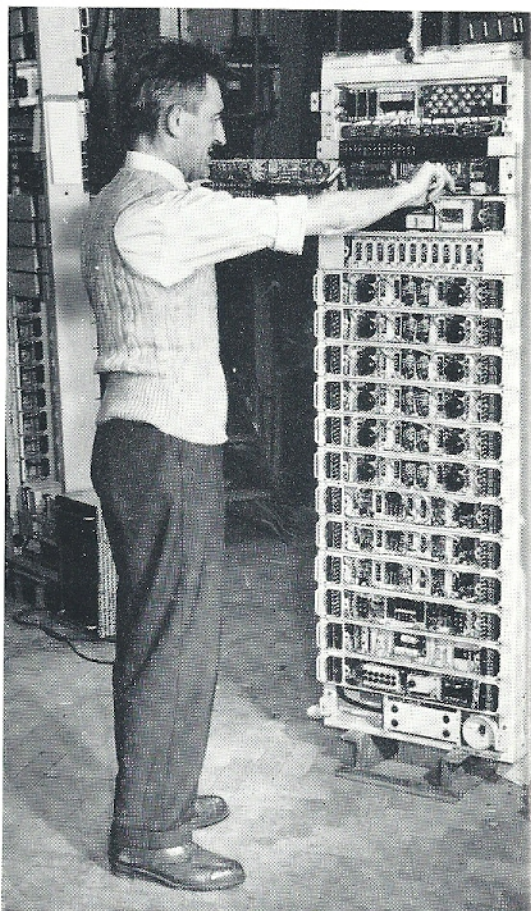
With this equipment 60 conversations may be carried on at the same time over each circuit in two 14-pair cables linking Leeds with Middlesbrough. This is done by translating the audible voice sounds to higher frequencies which cannot be heard and at the same time grouping the conversations into sets of twelve. A "supergroup" of 60 conversations is formed by combining five groups together, and this supergroup is sent out to the district centre at a carefully controlled level by means of an amplifier. When received, the 60 conversations are segregated stage by stage, using filters, amplifiers and demodulators, until each is translated to become the voice sounds heard in the telephone receiver.

This is the business of the Transmission Division whose people are concerned with the design, manufacture and sale of carrier telephone equipment. The Division is located in the multi-storey building at Strowger Works. The Division's Sales Staff is based on Strowger House in London.

The Contract Department works in close liaison with the Sales Department and with the

*Introducing the product to the people is a service offered by Tone. Each article deals with a particular product manufactured by the Company. When you speak by telephone with a friend two hundred miles away you may often have wondered how the voice travelled the distance. This article, second in the series, describes the Transmission Division which manufactures the equipment required to enable you to talk over trunk telephone circuits.*

*Bill Hume putting the finishing touches to a meter panel in the channel bay*





Systems Section of the Transmission Engineering Department. In London the Sales Organisation keeps in close contact with the customer and enquiries or invitations to tender are passed to the Contract Department in Liverpool. An enquiry may be for a carrier system which is a standard item needing no new engineering, or for carrier systems requiring special features involving new design. In the latter instance, the purchaser's specification is passed to the Systems section for study, and recommendations are made to the Contracts section as to the type of equipment required. A tender will then be prepared in which the customer is offered equipment, possibly with alternative proposals. A price schedule and an estimate of the time required to manufacture and deliver the apparatus is also submitted.

Competition between manufacturers of transmission equipment is extremely keen and it falls to the Sales Engineer to discuss technical and pricing details with the prospective customer.

On receipt, an order is classified and copies are issued to the various departments within the Division informing the Engineering and Production departments of what is required, the delivery date and destination of the completed equipment.

The Sales Service Section is responsible to the Chief of Contracts for the prompt shipment of completed goods and for the handling of customers' queries, replacement parts, etc., after the equipment is in service.

The Engineering Department is responsible for the design and development of the electronic equipment, to meet prescribed performance limits which are required in a modern carrier system. Highly skilled engineers of the Network Laboratory design electrical wave filters, required to segregate the many conversations which simultaneously pass over trunk telephone cables.

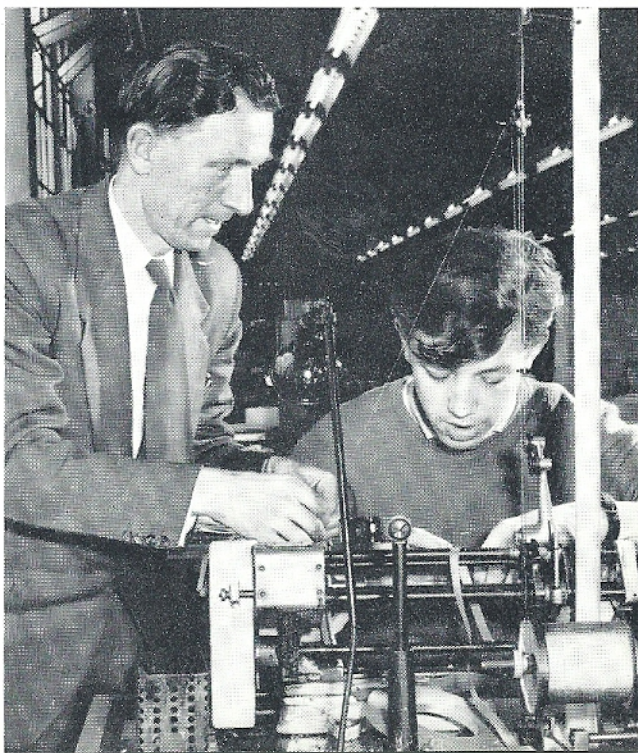
In the Mechanical Engineering and Draughting sections design information from the Carrier Laboratory is interpreted and drawn up as formal production drawings. The customer relies on information provided in a handbook for the successful operation of equipment. The handbook is compiled by a group of engineers who devote their time to the writing of operating bulletins and preparation of explanatory diagrams.

On receipt of an order, the Production Manager fits it into his schedule so that the components move through the shops in sequence ensuring, as



*Muires Massey placing transformer coils in a vat for wax impregnation*

*Ronald Hunt, a teacher from the Training School, explaining transformer coil winding to John McCarrick*







*Mrs. Doreen Taylor testing transformers*

*Jean Burgess putting resistors on CM equipment*



far as possible, an even flow. Assembly, wiring and testing are thus phased to meet the delivery date promised. The Production Office controls the ordering of parts, plans the sequence of manufacture, and maintains the stock records of the Division.

The main assembly shop may be divided into four sections making filters, units, panels and racks. The machine, paint and plating shops are located at ground level.

On the Assembly lines our *Tone* reporter met many of the employees, winding and testing coils, assembling components on printed wiring boards for the new CM equipment. Nimble fingers were seen terminating wires on miniature tag blocks. Cable makers worked on huge boards setting out and lacing cable forms.

At many stages of manufacture the product is subject to searching inspection. Purchased components receive the same treatment before being credited to stores. The Division obtains many of the components from companies within the ATE group.

Completed equipment is handed to the Engineering Inspection Department for systems tests under varying heat cycles, after which the equipment is passed for shipment to the customer.

Frequently, one of the conditions of contract covers the installation and commissioning of the equipment. Engineers in this section have travelled far and near from New Zealand to Ecuador, Italy, Africa—Pudsey and Swansea.

Development is continuous. To-day overhead wires are rapidly disappearing. Links between major towns and cities are buried underground and brought to the surface at intervals so that signals may be strengthened. Underground cables give security and need less maintenance.

In a few months a small core coaxial cable with a completely new type of repeater will be installed between Brighton and Chichester. The repeaters or amplifiers are completely transistorised and the equipment is mounted in sealed cast boxes which are located in the cable manholes. With this innovation there is no need for manned repeater stations, a feature which will have great appeal to all telephone administrations.

Communications have changed tremendously since the days of beacons, pigeon post and stage coaches. ATE's Transmission Division is adding its contribution to mid-twentieth-century telecommunications.





## Lucky dip

**A** FREE FORTNIGHT on the Costa Brava! That was the tempting prize offered by "Your Travel Club" at their "Evening of Travel" held earlier this year in the Philharmonic Hall, Liverpool. The audience were invited to sign their names on programmes and then a draw was made by George Harrison of the *Liverpool Echo*.

The lucky winner: 21-years-old Veronica Romero, Photographic Department, Strowger Works!

Veronica was planning a June wedding and so decided to make the trip into a honeymoon. Earlier this month she and her husband flew to Perpignan where they were met by a special Y.T.C. representative. A pleasant coach journey through the foothills of the Pyrenees and the ancient city of Gerona brought Veronica to her resort of Calella.

On arrival at the hotel she was given a traditionally warm welcome by the proprietor who had

already been informed of Veronica's win. After unpacking in a flower-filled room she was naturally eager to explore Calella itself. It was, she discovered, a delightful little town which has remained quite unspoiled by tourist developments. South of Calella, hills sloped gently down to the crystal clear Mediterranean. Below a picturesque light-house small coves framed the inviting beaches.

At time of going to press, Veronica has still another week to spend in Spain. The Travel Manager of Y.T.C. told *Tone* that excursions have been planned and Veronica will visit Barcelona, the Monserrat Monastery, bullfights and fiestas. A boat trip along the Costa Brava is also included on the programme. At night the guests will be taken to Calella's gypsy cellar where the Spanish flamenco can be seen.

So while many of us are still saving madly for our annual holiday Veronica is busy acquiring a magnificent Spanish tan—free of charge!



# We'd like you

Talk about fire and you're speaking the language of **Enid Cookson**, Printing Department, Strowger Works. For two and a half years, Enid has been a member of the Auxiliary Fire Service. She is now a leading firewoman and her duties include acting as telephone operator at Belvedere Road Headquarters. Once a month Enid goes on exercises in all parts of Lancashire.

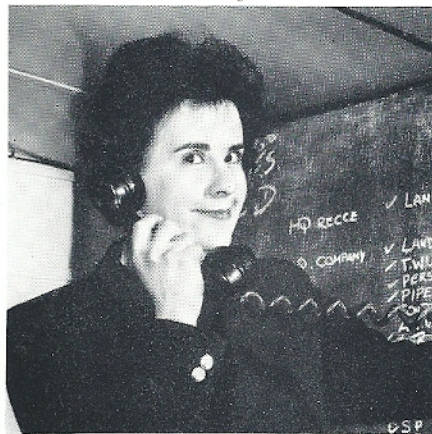
How much gardening do you do? A lot? A little? Maybe you live in a flat and can't do any at all. One man whose skill at tending the earth has won him hundreds of prizes is **Wally Wood**, Production Department, Strowger Works. Wally has only been gardening for nine years and at his allotment in Knotty Ash he grows all manner of plants and vegetables. His biggest award so far was two years ago when his gladioli won him a first prize at the Liverpool Show.

It is a far cry from the welding shop, Wigan Factory, to a sheer precipice in the Welsh mountains but for twenty years **Tom Atherton** has regularly left Lancashire to tackle peaks all over England and Europe. His "finest hour" was when he scaled the Matterhorn in the Swiss Alps. He has also climbed in the Dolomites in Italy.

Anybody who builds a boat capable of about 30 m.p.h. would be considered a real enthusiast. **Peter Tyrer**, Research and Development, rarely sets foot in his; he uses it for his favourite sport water ski-ing, with a friend at the helm. He is just completing construction of a new boat, which he says has an even greater turn of speed.

For over thirty years **Harry Taberner**, an assembler at ATE, Wigan, has been playing the music of Beethoven, Mozart and Bach on his violin. As well as belonging to several music societies, Harry plays in a string quartet. His violin is older than much of the music he plays and was made over two hundred years ago in Italy.

Enid Cookson—Auxiliary Fire Service



Tom Atherton—Mountaineer



Harry Taberner—Violinist





# to meet...

Tom Scott—Bowls enthusiast



Dorothy B. Ambrose and Harold Roberts



Gordon Livesley—Life Guard



“Old man’s game?—Never!” That is **Tom Scott’s** defence of the sport he loves best—bowls. For thirty years Tom, Dept. 388, has been rolling woods around the velvet turf and picking up plenty of prizes into the bargain. Among the trophies he has won are the Liverpool and District Charity Cup, The Championship Merit Trophy and the ATE Sports Day Cup. For thirty years Tom has been rolling the same set of woods around the turf but this season he is treating himself to new ones.

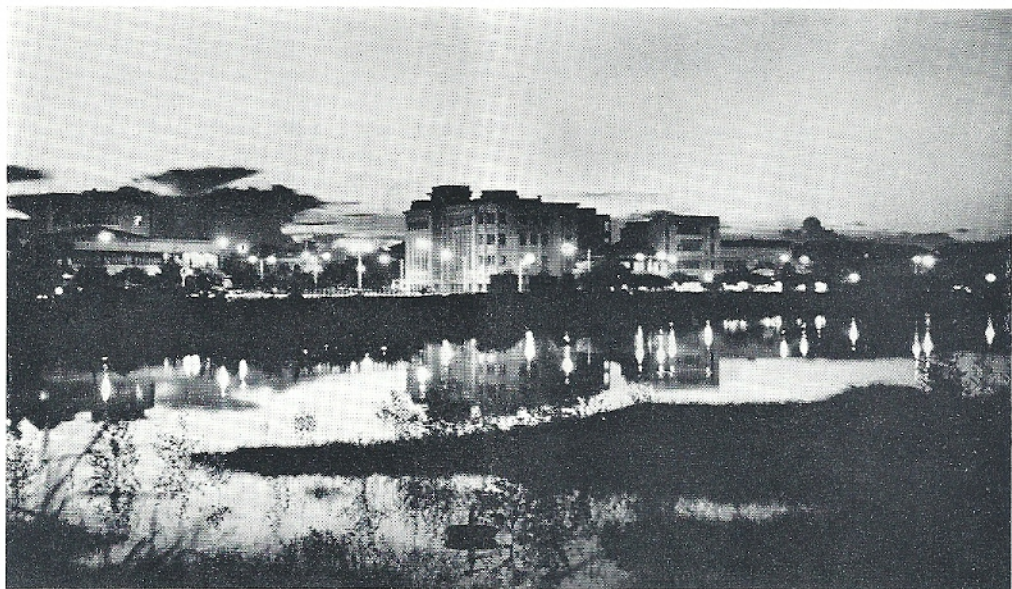
For two years **Freddie Cameron**, factory superintendent at Hivac Ltd., Chesham, has spent every evening and weekend brick-laying, joinering and laying drains. This summer will see the house he is building near High Wycombe completed. It is a three-bedroomed chalet-style house with large rooms. It seems a tremendous task to have undertaken but the result will be really rewarding.

Divisional Superintendent, ATE Nursing Division, **Dorothy B. Ambrose**, and Private **Harold Roberts**, ATE Ambulance Division, who were selected to be on duty at the Empire, Lime Street, when H.M. The Queen and H.R.H. the Duke of Edinburgh visited the theatre last month.

Some like the classics, others the “pops”, but music to **Alan Range** is the powerful roar of a well-tuned car engine. Alan, a Traffic Signal Engineer at the Stopgate Lane Factory, is secretary of Wallasey Motor Club. The club recently took up Go-Karting and have held several meetings at the Tower Stadium, New Brighton. Other club activities include rallies and treasure hunts.

For the past few years **Gordon Livesley**, Publicity Department, has been devoting his summer holidays to patrolling the Southport coastline and rescuing people stranded on sandbanks by the tide. The patrols are made in an old Army Dukw and Gordon has lost count of the number of people he has saved from possible drowning. He holds an instructor’s certificate in life-saving and is a fully-qualified lifeguard.





*Beira by night*

## *No mud huts here*

**M**R. W. A. (BILL) HALL has recently returned from a six months' spell in Mozambique, Portuguese East Africa, where he has been installing central and satellite automatic exchanges in Beira, a large sea-port and popular holiday resort. He worked with Mr. Leslie Cameron, the ATE resident engineer who has served in Portuguese East Africa for fifteen years. Mr. Hall has been with the Company for eleven years and was posted to Trinidad last month. His son is an ATE apprentice.

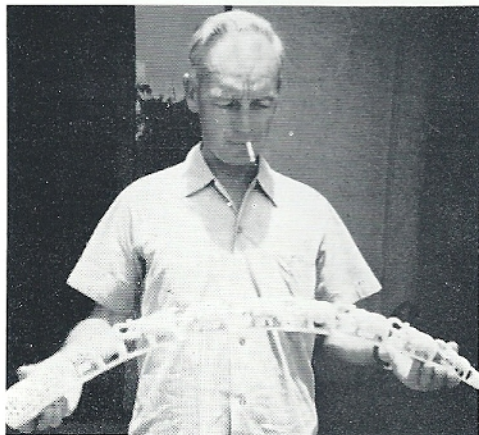
"Beira is the chief port for Rhodesia and Katanga," Bill explained. "It occupies the site of a forgotten Arab settlement and is built on a tongue of sand at the mouth of the Pungue and Busi rivers. It has one of the finest beaches in Africa, stretching for more than fifteen miles along the estuary and up the coast. The great rollers of the Indian ocean have bull-dozed the gleaming white sand into a steeply shelving beach which gives excellent swimming and surfing facilities."

He arrived in Mozambique in the winter months. Even so he found the usual conditions were blue skies, blazing sun and a refreshingly cool sea-breeze

When the rainy season began last October the rain was irregular, not a steady, heavy downpour.

The city runs along the first five miles of tree-fringed coastline and is rapidly expanding, with fine modern buildings. Building is planned to preserve the natural beauty of the shore and is

*Bill with a carved elephant tusk*





forbidden on the seaward side of the coast road.

The province belongs to the South African postal union. It is connected with Europe by telegraph via South Africa and Zanzibar. A cable connects Mozambique with Madagascar and it is linked with the British Aden-Durban cables. There are land links between Beira and Salisbury in Southern Rhodesia, an internal radio system for communication between the main administrative centres and an external radio connection with Lisbon and other towns in Portugal.

The business community is mainly British—of the three banks two are British.

Only one road connects Beira with the outside world. It is ruler-straight to Salisbury over four hundred miles away. Eighty miles along this road and off into the bush Bill found the Gorongosa Game Reserve. As a newcomer to Africa he was thrilled by a visit to the huge reserve where every kind of animal natural to this part of Africa is protected and lives free.

"I drove through the reserve in safety," said Bill, "able to view the animals in their natural surroundings. It is like a zoo in reverse; animals are allowed to roam at will while humans are caged in cars and safari-coaches. I took several photographs of lions, zebras and even elephants. The latter are safer at a distance more than fifty yards—they are apt to put their feet down in the wrong place!"

He joined the Portuguese inhabitants of Beira by taking full advantage of the pleasant climate, especially at week-ends when the atmosphere of a "Continental Sunday" is created with swimming, sun-bathing, fishing and beach-cafe lounging.

Outstanding memories for him are eating Christmas dinner—dressed in a bathing suit; paying the equivalent of five shillings for a glass of beer and having a ride in a Beira taxi. The local style of driving is either suicidal or homicidal. A drive in a Beira taxi through the one-way streets with no speed limits except a minimum on exit roads is a breath-taking, seat-gripping, hair-raising horror.

In the normal course of events installation of exchanges is much the same in all parts of the world. In Beira, however, Bill found language misunderstandings made the job difficult. Sketches, diagrams, gestures and pantomime all helped to facilitate the communication of ideas. Even so it was possible for him to call for an all-out effort to finish the job—and then to see the local staff



*Roaming free in the Gorongosa Game Reserve*

trooping out wearing expressions of happy wonder at what they thought was an unexpectedly early knocking-off time!

On one occasion he asked the African tea-boy in a mixture of pidgin Portuguese and basic English to make him a quick snack—an egg boiled for three minutes. Bill was served with three eggs boiled for one minute each!

"The Portuguese are a music-loving and artistic race," said Bill. "These qualities I appreciate always and everywhere." However, he had to promptly and firmly discourage the use of Exchange tools and equipment to produce a rhythm accompaniment for local folk songs.

"Furthermore," he added, "I could not condone the use of bare copper wire for futuristic wire sculpture and jumper rings for Chinese puzzles and the frequent use of Systoflex for drinking straws."

Despite such problems the exchange was finally connected and tested. During this period he explained, with a grin, that some of the young Portuguese made use of the telephone facilities to make private dates with otherwise inaccessible *senhoras*—Portuguese parents keep a watchful eye and an attentive ear on teenage romances and little freedom is allowed.

Finally the exchange was completed and Bill left East Africa having helped in the progress of communications development on the continent.



# Busy Lines

## PEOPLE · PLACES · EVENTS

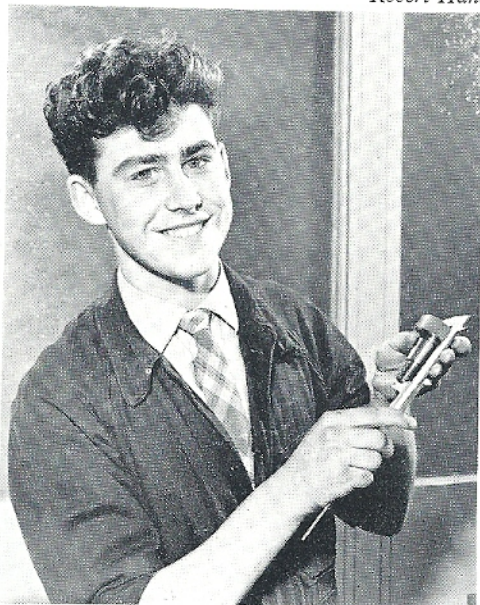
**SEVENTEEN-YEAR-OLD ROBERT HAND**, a Craft Apprentice at the Company's Training School, can truthfully claim to be the most skilled Apprentice Turner in Britain.

Robert has won a place in the British team which this month will travel to Germany to take part in the International Apprentices' Competition. To qualify for his place he had to prepare a test piece which took him a day to make. Most of the major firms in this country provided entrants and it is the first time that the Company has been represented in the competition.

Should Robert win his section of the competition, he will be the best turner of his age in Europe.

Mr. J. R. Lloyd, Assistant Manager, Education and Training, told *Tone* that it was a tremendous achievement and one of which the Company should be proud.

*Robert Hand*



**I**N MARCH THE ATE CIVIL DEFENCE CORPS held their first hot-pot supper at the Cattle Market Hotel, Prescott Road. The event was organised by Mr. F. J. Barrow, Chief Instructor, Mr. J. Bennion, Civil Defence Officer, and Mr. F. Bailey, Assistant Officer, all of Strowger Works. Seventy members attended. Guests were Mr. G. A. Swinning, M.B.E., who is the Assistant C.D.O. for the City of Liverpool, and Mr. R. Barton, the Training Officer for Liverpool. Management representatives were Mr. H. W. Barrett, Works Manager, and Mr. C. H. Evans, Personnel Manager.

\* \* \*

**M**R. F. W. OAKLEY, a director of ATE Ltd., and Chairman of the Education Committee of the British Institute of Management, has been nominated to the United Kingdom Advisory Council on Education for Management.

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**A**FTER DESCRIBING the valuable work of blood donors in the last issue of *Tone* we have received news from Hivac's Chesham factory in Buckinghamshire. There, four employees have been awarded the silver medal for giving twenty-five pints of blood each. Their names: Mrs. E. Tomkins, Welfare Officer, and Misses M. Carey, Neon Indicators Department, M. Calderhouse and W. Wallington, Inspection Department.

\* \* \*

**I**N MARCH a party of Soviet Electrical Engineers visited Strowger Works, as part of a study tour of electronic industries in this country. They were introduced to members of the Management and Department Heads and toured manufacturing departments. They saw demonstrations of rural radio in the Electronic Development Branch; the Magnetic Drum and STD equipment. In the Transmission Division they saw Line Carrier and Radio Channelling equipment.

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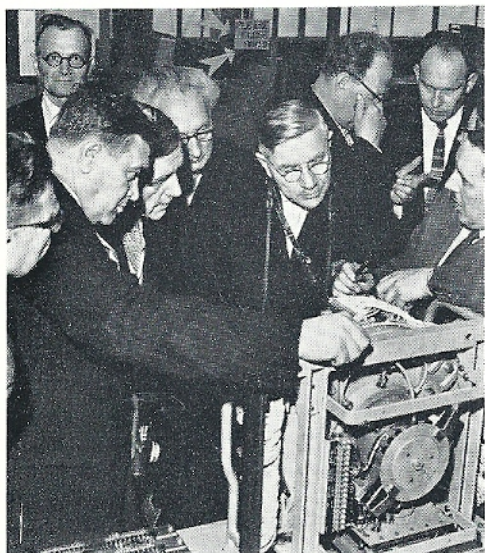
**O**THER RECENT VISITORS to Liverpool included Mr. R. A. French, Traffic Signals Engineer in the New South Wales Department of Motor Transport; Mr. I. St. John Griffin, Project Engineer, Avalon Telephone Co. of Newfoundland; Mr. J. R. W. Wilby, Senior U.K. Trade Commissioner, Toronto; and Mr. M. M. Smith, Manager, Engineering Department, Jardine Waugh of Bangkok, Thailand.



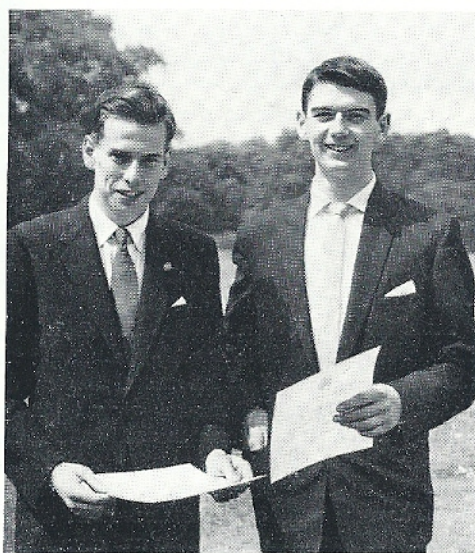


*Early work on the construction of new assembly floors at the Wigan factory. A flat-roofed extension, built three years ago, gave the opportunity to construct another storey. The new extension will be completed soon and manufacture will begin in the autumn*

*The Magnetic Drum attracted a great deal of interest from the Russian visitors*



*Brian Coates and James Edwards after receiving their Gold Medals for The Duke of Edinburgh Award (see last issue of Tone) at Buckingham Palace*





# They never unpacked

IN JANUARY a sun-tanned young man returned to Strowger Works and is now working under Mr. J. F. Mackenzie, editor of the *ATE Journal*. Since Peter Finn had last seen the Edge Lane works he has travelled thousands of miles across four continents, shivered in Arctic conditions in mountainous Turkey and driven, parched, with water rationed, through the Nubian desert.

*Tone* readers will remember the account in the 1959 Christmas issue of the start of the "Pegasus Overland" expedition in which Peter Finn took an active part. Perhaps some will recall a promise made to give full coverage in the pages of *Tone*. Until now this has been impossible since the expedition had assigned copyright to a publishing house. At last the ban has been lifted and a record can be published of "Pegasus Overland".

The party of eight, all young men in their early twenties, left England in two Land Rovers and drove across Europe through Turkey, Pakistan and India, to Thailand and Singapore where they boarded a ship for Australia. There were no passengers in the party. Each man had a specific job of work. There was a qualified mechanic and a doctor, a quartermaster, secretary and navigator, cook, etc. Peter took charge of the cash and was also the navigator.

On arrival in Australia the group had sixteen pounds in the kitty which Peter shared equally among the men. Two pounds in pocket and the prospect of having to raise sufficient capital to cross Australia and return across half the globe to England might daunt less courageous spirits. Having shared the cash the men separated and each sought work.

Peter found a job on Cockatoo island in the Buccaneer Archipelago, a hundred miles from the coast. The nearest town on the mainland was Derby, the only inhabited place for a thousand square miles. The only work on this island in the tropics was at a large iron ore quarry where Peter had a job driving fifty-ton trucks. The heat was tremendous; an average daily temperature of 110 degrees and even at night the heat was never lower

than 90 degrees. Dress composed of shorts and boots—the manager wore a shirt!

All supplies were brought to the island by a small boat ploughing the distance from the mainland. All food and even water came in this way.

"Everywhere you go in Australia," said Peter, "you get a sense of vastness. In our way across Australia after finishing work on the island, we crossed primitive bush and desert. We saw man-sized kangaroos running wild. We saw boom towns, gold prospectors, swagmen and out-of-work drovers. We saw ghost towns—deserted gold towns in the middle of nowhere. We passed small



*Fifth crossing of the Equator*

towns out in the bush hundreds of miles from the next habitation. These towns would have one dusty street, a bank and a hotel and a store with hitching posts outside."

"Opportunities exist in Australia for the pioneer," he added. "Not in the cities such as Sydney or Adelaide but more particularly way out in the bush in the small towns and on the cattle stations."

After four months' work they crossed the Australian continent. They took a ship from Sydney to Aden, flew from Aden to Nairobi, then drove through Kenya and Ethiopia, Sudan and Egypt, across Tunisia and then sailed to Sicily and



Italy and travelled back through Europe, arriving in England a year after they set sail.

"Everywhere we found people very friendly," said Peter, "especially in India and Pakistan. In Quetta a beggar spoke to us and insisted on buying us a cup of tea in a cafe. His English was limited and our knowledge of his dialect was non-existent."

By a chance meeting with university students the party was given accommodation in Delhi and Khartoum. The result of another chance meeting, this time with a professor at the university of Addis Ababa, provided lodgings in Ethiopia.

Since most of the party had Territorial Army

worst part was actually in the foothills of Kilimanjaro—making our way through elephant inhabited jungle."

The party did most of the cooking to economise, but ate local food because it was cheaper.

"We ate pigeons' eggs, octopus and raw fish in Thailand using chop sticks," he said, "and tasted curry in India and rice in Singapore. In India we found ourselves buying lengths of sugar cane and chewing it much as one would eat chocolate in England. In Africa we were able to buy more British-type food—bread, apples, oranges and cheese."



*Water lifting as Moses saw it over 2,000 years ago and as Peter saw it last year*

commitments the group stayed with the British Army in Malaya and Kenya. In Malaya they went on patrols into the jungle. Peter, being a paratrooper, did jumps at Singapore at the Far East Survival School, and dropped supplies to jungle outposts. In Kenya they were attached to the King's Regiment for three weeks.

While in Kenya the party, who were all experienced mountaineers, climbed Kilimanjaro (19,600 feet). They found themselves in snow on the Equator. They made a record by being the first group to climb the mountain with no help—no guide, no porters and no oxygen.

"It isn't a difficult mountain to climb," Peter grinned. "It is more of an endurance test—the

Back in England at last, members of the party have gone their separate ways. Only one decided to return to Australia and settle there. The others are back in their former posts with only a host of memories and a box of film reels to remind them of their year of adventure—and a book! In November the party is publishing its account of the expedition culled from eight diaries. It will tell of adventures in Ethiopia and wild life in Africa; the feelings of eight adventurers in the desert with sand dune upon sand dune stretching before them. It will be illustrated with the many photographs taken en route and will be a vital account of an adventure of which this is only a brief narrative. Its title: *Pegasus Overland*.





## New horizons

*Joan on Waikiki Beach, Honolulu*

**A** CHEERFUL AUSTRALIAN VOICE greets a visitor to Mr. H. G. Kidner in the London office. His secretary, Joan Glasscock, is thousands of miles from home—Sydney. Since she first left Australia in 1951 Joan has travelled across many territories: New Zealand, Europe, Hawaii, Fiji, Ceylon and the United States.

"I suppose," said Joan smiling, "you could say 'Far Away Places' has been my theme song since 1951 when the travel bug really bit me. Living 'down-under' seems to have the effect of making Australians want to get about and see what goes on over the other side of the world."

On her first visit to Britain ten years ago Joan intended to have a six months' holiday—she stayed here three years. She worked and at every opportunity visited various corners of Britain and the continent. During her first visit to this part of the world she covered twenty thousand miles.

"Travelling in Spain with peasants in the cheapest railway accommodation was exhausting and educating," she said. "We found the people kindly and courteous and very proud—always before they ate we were offered food—large lumps of smoked pig meat on the end of a wicked looking knife, or a chunk of bread and cheese or tortillas and, of course, the wine skins went round often."

When the party crossed from Portugal into Spain at a remote border town, the whole village turned out to witness the strange procession of six girls—blondes and redheads, plus one very fair Swiss boy—with rucksacks on their backs. A small urchin had run ahead of them shouting and knocking at doors until by the time they reached the river the party looked like a group of Pied Pipers.

"We did our share of helping to defraud the Spanish Railways," Joan added. "A widow with an enormous brood of children clambered aboard and after consultations with the other occupants of the carriage, luggage was removed and we helped to stuff four children under the seats and replace the bags. After the ticket collector had gone we dragged the children out, giggling and dusty, but none the worse for their unorthodox ride."

In Capri they swam all day and danced most of the night. They camped out under the stars in cork-groves in France just up from the Mediterranean; and travelled in the lake district of Austria riding part of the way in a cheese-carrying lorry. At the edge of a glacier in Switzerland they helped a farmer to round up his cows.

"Most of the time we just laughed. I guess it was the altitude," Joan added.

A few years later and thousands of miles away



she spent some time in the Fiji islands of the Pacific. There she visited a Tar-ala-la, or local dance, with friends. Most of the Fijians had walked up to twelve miles in from timber mills in the surrounding hills. The dance floor was a well stamped patch of hard dirt, surrounded by a three-rail fence with a canopy of palm boughs for a ceiling.

"Coming back from the coast to Suva we travelled by bus—Indian owned and operated. It had wooden seats and open sides with rolled-up canvas blinds for windows. We set off around the mountainous roads and stopped at little villages to collect passengers. At one stop a huge sacking bundle was tossed over the side and everyone deserted the back seat. The bundle was dumped underneath, midst much squealing and grunting. The prize porker was going to market."

On the same journey the party met a bus heading towards them on the narrow road. It was loaded with the Fijian football team bound for the airport and New Zealand. Both buses were unable to pass on the curve. Everyone with great good humour shook hands with their idols through the windows, then the passengers pushed the other bus up the hill to a wider patch where they could pass. In spite of being three and a half hours late at the other airport in Suva, Joan and her friends managed to board a plane back to the island where they were staying.

Last year Joan spent four months in the United States and Canada on a holiday visiting relatives. She travelled across America from the West to the East Coast.

"I arranged to visit a relative who had retired from the ministry down in the Ozark Mountains, Missouri—which is the home of the 'hill-billy' and 'corn-likker'," explained Joan. "Down that way they go hunting—not in pink coats with hounds and horses as I imagined. They have 'coon' hunts. A big fire is lit upon the mountains after dark. They let the dogs off and sit round a fire yarning and drinking 'likker' from demi-johns. The energetic ones follow the dogs when they start baying at the scent of a racoon."

She went down through Mississippi past miles and miles of cotton fields, and through into Louisiana and the bayou country. New Orleans she found much preserved just as it was in the days of Lafayette and the Louisiana Purchase.

"I found the WAR they discuss in the Southern States," laughed Joan, "is the Civil War of the

1860's and not the last world war. On arriving in Montgomery, Alabama, where the recent race riots took place, a sign at the bus station greets you saying 'Welcome to Montgomery—Capital of the Confederate States'."

Throughout America Joan travelled by the famous "Greyhound" bus services, finding that this way she saw more country and met more people. In Boston she wandered along the "Freedom Trail"—visualising just what Boston must have been like in the days of the "Tea Party".

"The Old State House is still standing in the midst of all the modern buildings and Paul Revere's house is just as it was. I found Boston very English," she explained, "with its Common and parks and squares and its peaceful atmosphere."

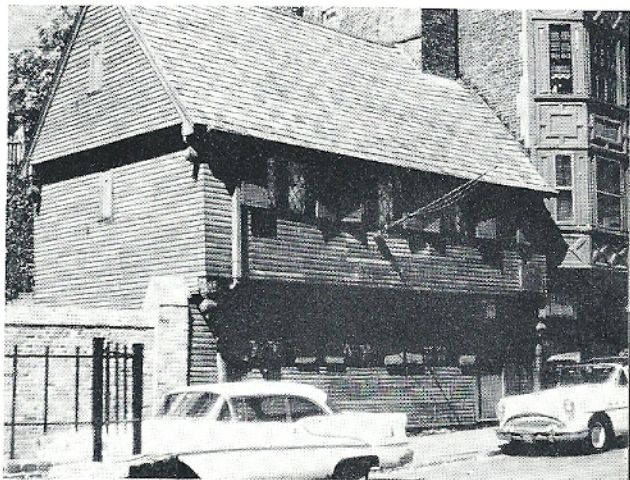
While visiting Massachusetts Joan went to the little village where her Quaker ancestors finally settled in 1640 after sailing from Boston in Lincolnshire in 1632 for their promised land.

Completing her journey in New York Joan consulted sailing times for her return trip to Australia—then she saw the travel posters advertising holidays in Britain.

"Well, I was just across the Atlantic," she says with a grin, "I couldn't resist coming back to see England again."

She landed nine months ago and began to work for ATE three days after her arrival. Will she stay another three years as she did before or will that pioneering spirit of her ancestors insist on new horizons once more?

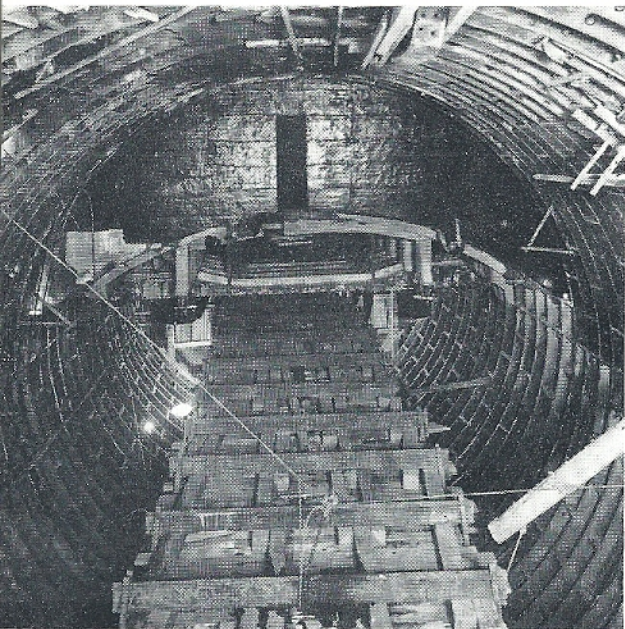
*Paul Revere's house—Boston*







*The roadway to-day, with traffic signals*



*Under construction thirty years ago*

# SAFETY under the water

**D**ID YOU KNOW that the traffic signals plus all other signalling, fire alarm and emergency telephone equipment in the Mersey Tunnel were supplied and installed by ATE?

Electro-matic vehicle actuated signals of the two phase type are used at the two main junctions. But in such a large and lengthy tunnel effective traffic control is not enough. Users must be afforded adequate protection against fire, failure of ventilation and similar risks.

Two hundred and one miles of electric cable links telephones and signals. Telephones are installed in the toll kiosks, tunnel entrances, pump rooms, ventilating stations, offices, etc. Special air duct telephones are accommodated in the air ducts beneath the tunnel roadway. The tunnel telephones are called by lamp-flashing instead of the normal bells so that patrol men moving about in any section can reply to any telephone.

Combined fire alarm and telephone boxes are installed at fire stations every hundred yards in both sides of the tunnel. These are staggered so that in actual fact there is a fire station every fifty yards. The fire alarms are of the break-glass and press-button type and the telephones associated with them are normally for use of the patrol men. Each fire station is provided with extinguishers, and a supply of sand and a hydrant.

A central control switchboard has an opalescent screen on which the sections of the tunnel are clearly marked on a diagram. In the event of a fire alarm being received a lamp glows beneath the corresponding section number and a common fire signal is displayed on the switchboard. Emergency stop signals are switched on automatically.

Last year no less than thirteen and three quarter million vehicles passed through the tunnel—an average of 41,000 per day. These figures alone explain the necessity for adequate and reliable safety precautions.

ATE have contributed in no small measure to the efficient and safe running of the world's largest under-river tunnel for vehicular traffic.



**T**O COMPLETE FIFTY YEARS' service with one company is an achievement of which anyone may be proud," said Mr. C. O. Boyse, Managing Director, at a ceremony in the cinema on 6th March, 1961. He presented long-service employee Mr. A. E. Rothwell, Inspection Department, with a movie camera, and reminded the audience that the Company had employed several members of the Rothwell family: Bill, with forty-five years' service; Dick, with thirty years' service; George, with fifteen years' service; and Tom, who has been employed in the Traffic Department for some years. Mr. A. Rothwell's son has been with the Company for fifteen years.

Mr. Rothwell recalled the days when the tram terminal was at Tournament Hall and added, "One thing has never changed—'Piggy' Lane."

**A**T A CEREMONY on 22nd March, 1961, in the cinema, Strowger Works, Mr. W. Saville, Chief Engineer Production, was presented with a cine-camera by Mr. J. A. Mason, Deputy Managing Director, on behalf of members of the Engineering Department, on the occasion of Mr. Saville's posting to London as technical consultant.

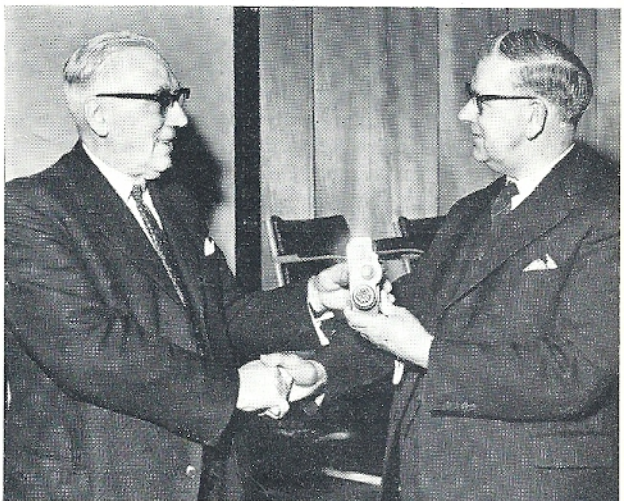
In making the presentation, Mr. Mason recalled the outlines of Mr. Saville's career with ATE since he joined the Company in 1923 after serving several years with the Post Office in Leeds. Mr. Saville served in the Engineering Department, firstly on Circuit Design, then successively as Head of the Development Laboratory, Chief Development Engineer, Assistant Engineer-in-Chief and, finally, as Chief Engineer, Production. In addition to the cine-camera, an illuminated address was presented to Mr. Saville by his friends, highlighting his career with the Company.

**O**N THE 31ST MARCH, Mr. F. Scott, Chief Draughtsman of Dept. 651D, retired from the Company after thirty-six years' service.

A memorable send-off was provided by his friends and colleagues by the erection of a model greenhouse in the main Drawing Office, Strowger Works. Mr. T. E. Dalston, Assistant Chief Engineer, Dept. 670, presented Mr. Scott with a special illuminated address and a cheque. The money will go towards a real greenhouse for Mr. Scott, who is planning to spend his retirement in the Isle of Man.

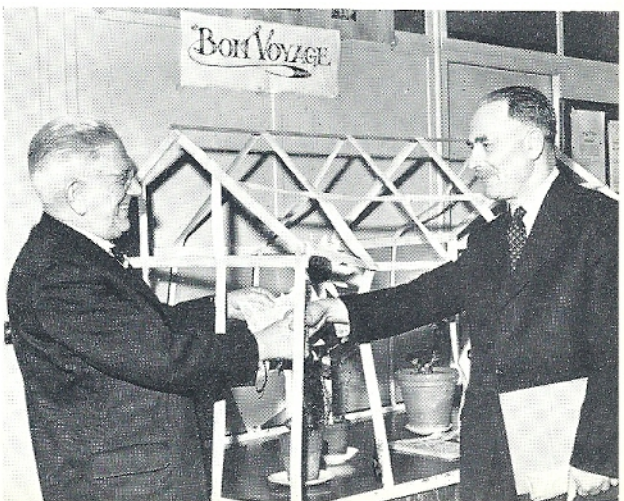


*Mr. C. O. Boyse and Mr. A. E. Rothwell*



*Mr. W. Saville and Mr. J. A. Mason*

*Mr. F. Scott and Mr. T. E. Dalston*







**H**OW CAMERA-CONSCIOUS ARE YOU? Are you one of the many "once a year fiends" whose sole contribution to the art is a snap of Aunt Sally on the sands at Blackpool or are you sufficiently keen to spend about £100 on equipment and a whole evening in the taking of a picture?

Maybe you are keen on taking up this fascinating hobby. You've bought a first-class camera, the best developer, enlarger, etc., and you've got a perfect dark-room; and yet your prints turn out no better than the aforementioned snap of Aunt Sally. Don't despair; even Mr. Jones had to start somewhere and tips from experts like Mr. Cyril Bell, an engineer at City factory, will stand you in good stead.

Mr. Bell told *Tone* that the best possible advice a beginner could receive is to buy the best camera he can afford. An important point to remember is to standardise in material. "Find the film which suits you best and stick to it. Join a club and listen to the experts arguing; you'll pick up more that way than any photographic manual could tell you. Specialise in portraiture at first and don't be afraid to exhibit your prints, however amateurish your efforts may seem compared with experts'."

Mr. Bell added that in the eight years he was a member of the ATE Society he increased his knowledge of the art of photography countless times over. At one time the society boasted a membership of over fifty.

Mr. Cyril Roberts, a Supervisor of the Schedule System, Strowger Works, has been taking photographs seriously for twenty-seven years. He specialises in taking photographs for the amateur drama groups in the city.

Mr. Roberts agreed whole-heartedly with Mr. Bell over the question of joining a club and he also agreed that it is very difficult to learn from books.

However, unlike Mr. Bell, he said that a simple camera is the best type for a beginner. He also warned against buying a small camera. As these only produce small prints, any flaw is accentuated when they are "blown up".

He has made the most of his own equipment and he strongly recommends this for not only does it save money but it is much more satisfying. For example, he made an enlarger out of an old "Bellows" camera and a biscuit tin!

For the beginner, Mr. Roberts recommended landscapes as these are easier to photograph and leave less room for error in the prints.

As Mr. Roberts would be the first to admit,



*Join a club and listen to the experts*



photography cannot often be done "on the cheap", and for the barest essentials, not counting the camera, a beginner would need an outlay of at least £40.

This explains why so many photographers turn semi-professional. This is not necessarily to make money but to cover the cost of their hobby.

Both Mr. Bell and Mr. Roberts agreed that ninety per cent. of photography can be done with one type of film. Bill Talbot, of Contracts Dept., begged to differ on this point. "Change the film to suit the type of shot, conditions, etc." was the advice he offered.

Mr. Talbot's favourite medium is portrait work and for this he recommends a single-lens reflex camera. An important thing to remember in portrait work is to photograph people as they are. If the photographer tries to induce a characteristic other than those of the model, the portrait will be strained and unnatural.

Though Mr. Talbot has made some of his own equipment, he told *Tone* that there is now plenty of good equipment on the market which can be bought quite cheaply. He teaches photography at night school.

Trevor Makin, Dept. 765, is a great believer in 35 mm. photography. His favourite medium is landscape photography and he considers this perfect for beginners as the subject is already there and requires no cunning position of lights and the minimum of preparation.

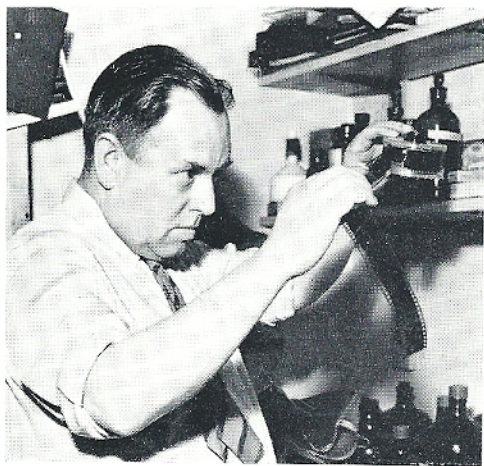
He told *Tone* that photography need *not* be expensive. For instance, excellent colour transparencies can be taken at a cost of about 11d. each.

There is only space in this article to deal with just a few ideas on how to take photographs. Even the experts differ on how to get the best out of the hobby. However, they are unanimous on one point: it is one of the most rewarding of all leisure-time activities.

Good shooting!



*Try to induce a characteristic!*



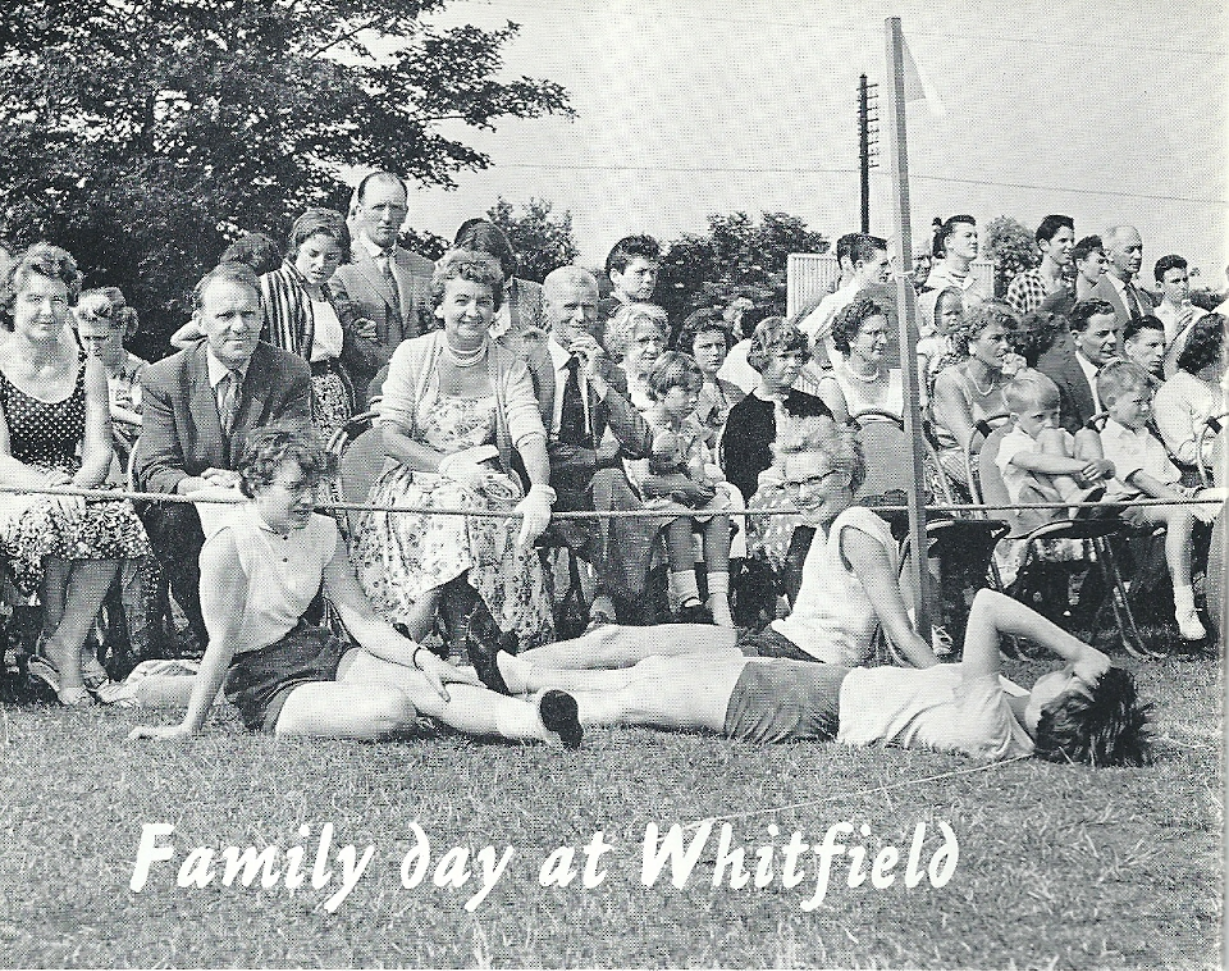
*Bill Talbot at work in his darkroom*

## Photographic Competition

**A**FTER READING the experts' hints perhaps you would like to try your hand at the *Tone* Photographic Competition. The subject "The Holiday Spirit" is divided into two classes. £5 each will be awarded to the best entrants in the black-and-white and the colour classes. Six prizes of a guinea will be awarded to the six runners-up in both classes.

The competition is open to all ATE factories and associated companies. Photographs must have been taken during 1961 and must not have been previously published. All entries should reach the Editor, Publicity Department, St. Vincent Street, not later than 31st August, 1961. The editor's decision is final.





## *Family day at Whitfield*

**F**AMILY DAY 1961. That is the brand new name for the old-style Sports Day which will be held on Saturday, 24th June. It shows a revolution in thinking on the part of the organisers, J. Beck, Plant Department, and John Butler, Department 65. After all, they argue, this highlight of the Company's social calendar is for wives and children who soon become bored with a succession of racing events.

The athletics are still there for those who wish to compete or watch but there have been some alterations in their programme. Some complaints of previous years include groans about time gaps between events. This year the number of events has been shortened and eagle-eyed officials will make certain that anxious onlookers will not be kept waiting. There will be one race for each

distance and the starts will be staggered to give all age groups an equal chance of success.

The ten-mile road race, won last year by Jack Haslem, is still included on the programme. It has proved tremendously popular in past years.

Sideshows and stalls are to be doubled in number this year. They have always proved a magnet for myriads of small children as can be seen by our photographs of last year's Sports Day.

A new idea this time and one that will certainly prove popular with proud parents is a Children's Talent Competition. This is to be compered by Tommy Ward and Sid D'Arcy of Department 46. Both of these ATE "uncles" are expert with children.

While Mum and Dad are keeping a fond eye on



little Johnny, teenage employees and friends can jive to the music of Dave Bell and his Bell Boys in a knock-out rock 'n' roll competition.

Pony rides—a familiar feature at most gala days—are always popular with junior Gordon Richards and Lester Piggotts. Ice cream and lemonade will flow like the Niagara Falls and there will be plenty of fun for the children.

“As far as possible,” smiled Mr. Beck, “we try to make sure that every kiddie wins a prize.”

Jack Butler emphasised the fact that no profits are made. “Our main aim is to entertain and make sure that everyone has a good day.”

The committee has been working hard for a year to make sure the day is a well-organised success. Before the big day countless small matters have to be settled. Posters and handbills have to be printed and distributed, the band of helpers

has to be briefed, the running tracks marked out and catering organised.

For several weeks *Tone's* staff have been nailing employees and finding out the general attitude towards the Field Day. Many people have enjoyed Sports Day since its early days. Fathers have brought their sons. And not only the men show an interest in the Sports. Trudy Barrington of Power Samas entered for every single event last year. One of her colleagues, Pamela Johnson, agreed enthusiastically that the athletics were very well organised.

Cyril Royle, Equipment Engineering Division, will be seen on Family Day, helping to operate the Miniature Railway. “It's the children's day,” he grins. “I like to help to make it a good one for them.”

Results of interviewing disclosed that regular

*There's no danger of ending up at Crewe on this express*







*Press table*



*All the fun of the fair*

*Photo finish*



attendants at Whitfield always enjoyed Sports Day. Those who didn't attend?—well, how can you enjoy it if you aren't there?

"Family Day" is the one occasion in the whole year when employees can get together, meet people they have not seen since the last Sports Day and find out the latest news of others. In addition, they can watch colleagues take part in sporting events and see the children enjoying the numerous side-shows.

The only thing the committee cannot promise to organise is the weather. Last year glorious sunshine brought record crowds to Whitfield. We are all hoping that this year will be a repeat. See you there!

## *Sports successes in 1960*

**F**OR THE SPORTS AND SOCIAL section of the Company the last twelve months have indeed been successful.

The climax of the ATE sporting successes came when we were awarded the trophy presented by the Business Houses League for the best all-round achievement in sport for 1960.

Highlight of the year's successes was the "clean sweep" that ATE Rounders teams made of the trophies presented by the B.H.L. The Strowger Works team won the Southern Area Cup after only losing one game in the whole season and gaining a record number of points. Not to be outdone, the newly-formed Stopgate Lane team took the Northern Area Cup.

The Snooker First Team were runners-up in the Business Houses League and won the area trophy. The second team were finalists in the Business Houses Shield and finished fourth in the league.

In Soccer, too, ATE shone and the first team finished second in the First Division of the B.H.L. The second team finished runners-up in the Knock-out Competition.

Let's hope that next year those teams which just didn't make it will change their runners-up medals for winners'!



# It's a dog's life

"THERE'S NO BUSINESS like show business" we are told in the song. "And there's no show like a dog show," says Mrs. Mary Massa, Dept. 65b, Strowger Works.

Mary's enthusiasm is understandable for she has been a breeder of show pekingese for the past four years and has taken prizes at several well-known dog shows in the north of England. There are two main types of peke, the larger breed and the miniature or "sleeve" type.

"The latter is so-called because the dogs used to be carried inside the wide sleeves of the mandarins in Ancient China," explained Mary.

Not many breeds of dogs can claim such illustrious ancestors as the Pekingese. Long before fox terriers and cocker spaniels were even thought of the peke was enjoying a life of luxury in the Imperial Palace of China. In A.D. 170 death came swiftly and unpleasantly to anyone found harming one of these small dogs. Religious significance was also attached to them, the Chinese believing them to contain the souls of the dead. Nowadays, however, the peke is a top favourite all over the world both as a pet and a show dog.

"Their names are as elaborate as their history," said Mary. Before a peke can be entered in a show it must be registered at the Kennel Club of Great Britain. It is then given a kennel name for show purposes although nicknames are usually used out of the ring. "The two dogs I have at present are called Cin Loo and Wan Tong," said Mary, "but they are called Cindy and Judy for short." Mary is a member of three leading kennel clubs.

Amongst the dogs she has bred Mary naturally has a favourite. "His name was Porky," she recalled. "He was a miniature and at birth weighed only three and a half ounces! He used to fit quite comfortably in an ordinary glass dish!" Under his kennel name of Wee Ting, Porky romped home with several first, second and third prizes.

Food forms an important part of a prize peke's path to fame. "When young they are inclined to suffer from rickets and have to be fed daily on cod liver oil," said Mary.

Cin Loo and Wan Tong cost Mary approximately fourteen shillings a week in liver and this plus two eggs a day makes feeding time quite expensive.



*Future champions*

*Mum gets a hug from Mary*





Recently the food bill rose sharply for both dogs gave birth to puppies. Unfortunately, the three belonging to Cin Loo died shortly after birth but as you can see by our photographs Wan Tong is the proud mother of three lively youngsters, now eight weeks old. These young pekes have really got something to live up to for their mother, a pure white peke, walked off with a major prize the first time she was shown! This was at the Higher Bebington Show in February. The puppies were sired by Meng of Breakhouse—a well-known champion in the canine world and the holder of many valuable cups. "It can cost up to fourteen guineas to put a peke to stud," explained Mary.

"Friday night is bath night," she smiled. "Each dog is washed thoroughly in soap flakes and then dried with a hair dryer. Eyes must also be cleaned regularly with cotton wool."

These grooming operations are watched impassively, and no doubt with doggy amusement, by the Massa's nine-year-old bull terrier Beauty. "She probably can't understand why such small dogs warrant so much attention," said Mary.

But small as they are the sums of money they are often sold for are extremely large. Prize pekes often fetch up to 200 guineas! And although Mary has not yet reached this remarkable selling figure she has sold her dogs for twenty-five and thirty-five guineas. "When they are sold, all their awards, of course, go with them," she explained.

Many buyers want the dogs for pets, of course, but Mary is loth to sell for this purpose. "I prefer the buyers to show them," she said. But she is the first to admit that pekes do make excellent pets. Besides its convenient size there is no better house dog than the pekingese. He is faithful, courageous

*Family group: mum, dad, gran and the latest offspring*





and devoted. An aristocratic background has given him good manners and clean habits. The learning of tricks comes quickly and easily and there is hardly any need to teach a peke to sit up and beg. Squatting on haunches is quite a natural attitude!

Mary advises any would-be purchasers of pekes as pets to buy from experienced and well-known breeders. "They may look all right from outside a pet shop window," she remarked, "but it is best to be quite sure of their health and pedigree."

There are certain features to look for in a good breed. Feather on thighs, tail, legs and toes should be long and profuse. "In fact," says our dog lover, "they should look as though they are wearing trousers!" She pointed out that valuable points can be lost at a show if the muzzle lacks wrinkles and if the nose is not black, broad, short and flat.

When Mary takes Wan Tong and Cin Loo out

for a walk on their double lead the dogs attract a great deal of attention. "Judy, of course, stands out as she is pure white and many people have never seen a white peke before," she explained. Judy—alias Cin Loo—would no doubt be interested to learn that her white ancestors in China were regarded with great superstition. There, white is a mourning shade and when a white pekingese appeared it was taken immediately to the temple and treated with great reverence!

Mecca of every show dog owner is the world famous Cruft's Show held annually in London.

A First Prize at Cruft's is the Oscar of the dog world! Competition is keen and the standard exceptionally high. Mary hopes to have an entry for the Show in the near future.

Who knows? Some day Mary may be owner of the "Top Dog" in Great Britain!

## OBITUARY

**W**ITH THE DEATH of Sir Alexander Roger, K.C.I.E., on 6th April, 1961, not only ATE but the whole of the cable and telecommunications industry suffered a sad loss. At the time of his death Sir Alexander was Honorary President of ATE, a position he had held since 1956 when he retired from Chairmanship of the Board. He was Honorary President of British Insulated Callenders Cables Ltd., a company which has many associations with ATE. He was Chairman of Telephone and General Trusts Ltd. until 1960.

Sir Alexander was born in 1878 in Aberdeen and came to London at eighteen. He was knighted in 1916 for his services to the Ministry of Munitions. In 1940 he headed a Ministry of Supply mission to India and his success brought him the K.C.I.E. He was responsible for bringing the telephone to many parts of the world including Portugal, Venezuela and the British West Indies.

He played a leading part in encouraging the British Post Office to adopt the Strowger System, and in particular the Director System, when the type of system to be adopted was being considered. At that time he was Chairman of the Company, a position he had accepted in 1920/21 in succession to Mr. Dane Sinclair.

Many employees will always remember Sir



*Sir Alexander Roger*

Alexander for his enthusiasm and the example he set. At an age when many men would be enjoying leisure after half a century of work he was still at his desk. In latter years, although his position was by then honorary, he was still keenly interested in the company. During the week before his death at eighty-three he visited Strowger House meeting people and discussing problems.

Sir Alexander leaves a widow and three sons to whom we extend our deepest sympathy.





Published by Automatic Telephone & Electric Co Ltd  
Strowger Works Liverpool 7  
Printed by C Tinling & Co Ltd Liverpool London & Prescot