

IT'S THE MAGIC OF A NAME



Claude Burrell stands beside his 1948 Rolls-Royce Silver Wraith.

IF YOU drive a Rolls you have to get used to being stared at," Claude Burrell, technical representative at Friar Gate, Derby, told Emgas.

He should know—because he's owned two.

And caused two accidents.

Once as he was driving through Derby a pedestrian stared at the car so long that he fell over a baby's pram! Another time, a van driver with mouth agape and eyes fixed on the Rolls motored smartly into a new Ford, the resultant clang doing nothing to improve the two-tone finish!

"It was the magic of a name that did it," Mr Burrell said. "I was nowhere near him at the time."

As a mechanically-minded youngster all of 10 years old he built himself a trolley using Meccano parts for the steering gear. Later, when he started as an apprentice gas fitter his chief concern was that the petrol wells would dry up before he could have his first motorcycle!

But they didn't. And as soon as he was 16 he bought his first machine for £5—a two-stroke Royal Enfield.

"My brother and I lugged it home and parked it in the living room," he told Emgas. "We sat up all night admiring it, and the next day, a Sunday, I learned to drive by sitting on the motor cycle with my brother pushing until the engine burst into life."

This started a long association with motor cycles which lasted until after World War II. He owned 14 machines altogether, including a Harley Davidson, an Ariel, a Model 18 Norton, a Rex Acme and two New Hudsons.

"The New Hudson would run quite well on paraffin," Mr Burrell

said. "I'd start on petrol or lighter fuel and switch over to paraffin which cost 5d a gallon against the 10d a gallon for the cheapest petrol then. It was legal in those days."

Speeds in the late 20s and 30s, despite inferior roads, were not much slower than those today.

"Sixty miles an hour was quite commonplace for motor cycles," Mr Burrell said. "And the road accident toll then was as high as it is today, although there was only a fraction of the number of vehicles on the roads."

So new traffic regulations and road safety campaigns have proved their worth.

In 1946, immediately after the war, he had four young children and no transport. So for £3 he bought a 1931 New Hudson combination.

Sidecar into handcart

"The sidecar was a sports job and quite unsuited for a big family," he said, "so I made it into a handcart and built myself a two-seater sidecar from gas piping and sheet steel. In those days you could buy gas piping from the stores for 3d a foot and steel for 6d a square foot."

But a motor cycle combination was not ideal transport for a family of six, including four growing boys. So Mr Burrell looked around for a car.

At that time anything mobile and on four wheels fetched the earth. He looked at a Jeep with no wheels offered for £50 and at the same place spotted a Ford V8 chassis which had been stripped of its body and was being prepared for hill climbing events.

"I paid £190 for it and built a four-seater body on it of gas piping

covered with duralumin," said Mr Burrell. "Later I built a more elegant shooting brake body."

He kept the car for four years and it was followed by a 1934 Rover 20, which suffered from body rot.

Then came his first Rolls-Royce.

It was a Rolls Replica built in 1938 on a 20 horsepower 1927 chassis. He paid £200 for it in 1954 and promptly ran out of petrol as soon as he had driven it on to the main road!

A week later he stripped down the engine and replaced the valves.

"I would always get 25–26 m.p.g. on a run, cruising at 50," said Mr Burrell, "but pottering around I reckoned 14–15 m.p.g. It took us on holidays—once to Penzance and back—without any trouble."

He kept this car for four years, but disposed of it because "the timber had got the death watch beetle."

It was seven years and three cars later that he bought his second (and present) Rolls-Royce. The cars in the interim comprised a 32 h.p. Ford V8 Mercury and two Jaguars—a Mark VII and a Mark IX Automatic.

"The Mark IX had a wonderful engine and disc brakes all round. It had only done 59,000 miles and petrol consumption was about the same as the Rolls Replica," Mr Burrell told us. "But it had rust in the body," he added sadly.

Then in July last year his eye alighted on a 1948 Rolls-Royce Silver Wraith saloon with bodywork by James Young.

"The market value of a '48 to '51 Rolls is about £850," he told us, "but I got it for the Mark IX plus £300. The Rolls first belonged to an Army General with an address

in Park Lane in London.

When he bought it the car had done 72,000 miles, but since then Mr Burrell has added another 16,000. The big beautiful finished 4½ litre engine gives it a top speed of over 100 m.p.h. On a tank it will do 24 m.p.g. on the cheapest petrol.

It has a sunshine roof with glass panel and electrically operated windows. The boot contains a superb tray of tools, although according to Mr Burrell, "you can do any job on the engine with half-a-dozen double-ended spanners."

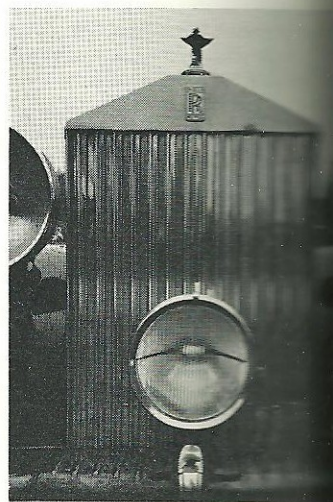
He claims it doesn't cost much more to run than any other car "provided you can look after yourself."

He admits that all the members of his family are 'car crazy'.

His eldest son, John, is in the motor business. Both his twin sons Arthur and David started with the Board. Arthur was an apprentice motor mechanic at Friar Gate and now works at Rolls-Royce. David served his time as a gas fitter apprentice and is now doing central heating on his own. The youngest, Peter, is training as an engineer with British Rail "but may come into the gas industry yet."

And what of the future? "I would imagine that a Rolls is the ultimate in road transport," Mr Burrell is always ready to say something different.

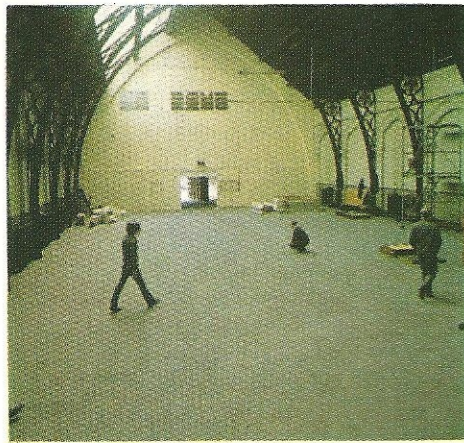
"Perhaps next time it will be an E-type," he says. "I'm just waiting for the prices to come down."



Syston sets up a show

□ GAS FOR leisure and pleasure provided the theme for this year's Lincoln Spring Show. The show was set up in four days, using twelve men and two articulated vehicles from the Area Display Centre at Syston, each of which had to make two trips. All the material is prefabricated in the workshops at Syston.

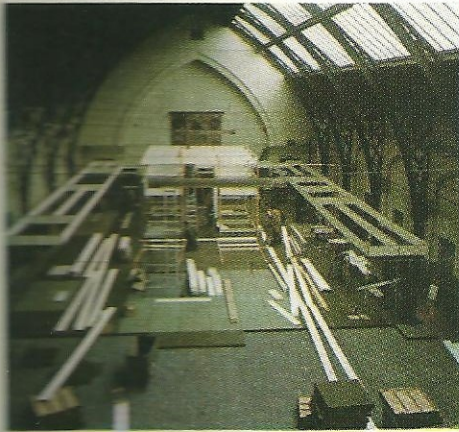
The stand for the HSAs was split into two parts, one depicting a patio and the other a picnic scene.



The display team move into the echoing emptiness of the Lincoln Drill Hall...



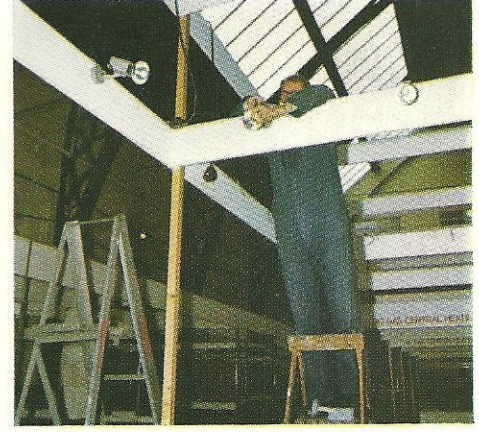
...display material arrives outside...



...and is moved inside where assembly begins...



...one of the prefabricated units is erected...



...the electrician looks to the lighting...



...the roof to one of the stands goes up...



...while flowers are arranged...



...and HSA's set out their picnic display...



...meantime the outside of the hall receives attention...



...and is transformed...



...as is the interior when the display is set up.

central heating representative from Derby, and James Moore, a showroom assistant from Barnsley.

Mr Manners began his career with the gas industry as a fitter in 1921. He was a keen motor cyclist in those days, and at one time had a Sunbeam 500 Lion longstroke built by John Marstons of Wolverhampton, which was considered the king of motor cycles. He and his friends used to see how fast they could get to Skegness, and Bill says he was usually there first, waiting for the rest.



In the early days the gasfitters trundled around with handcards. This picture was taken in St. Peter's Street, Derby, in 1928. Note the lack of traffic. Bill Manners is pushing the handcart at right.

Wombwell Parish Church and serves on the Executive Committee of the Rotherham and District Gas Branch of NALGO.

The Chairman congratulated both men and thanked them for their long years of service to the gas industry. He said he was quite sure that the Board's customers in Derby and Barnsley were grateful to Mr Manners and Mr Moore for all the help they had given them over the years, and it was men like these that helped to give the East Midlands Gas Board a good name.

Not a day too long – or was it?

□ THE FOLLOWING employees have qualified for their 40-year awards. They received them from the Deputy Chairman on May 21 at Headquarters.

GEORGE BENTLEY, maintenance man, Nottingham.

LEWIS BLACKBURN, assistant service officer, North Lincs.

HARRY BROWN, gasfitter, Leicester.

ERIC BULL, senior commercial representative, Nottingham.

ARTHUR COLTON, service officer, Nottingham.

BASIL CRADDOCK, administration officer (industrial), Headquarters.

PHILIP DAVIES, supervisor (distribution), Mansfield.

JOHN GEORGE, liaison clerk, Spalding.

JOHN HARRIS, maintenance superintendent, Leicester.

EDWARD HEAZEL, special collector, Loughborough.

KENNETH HUDSON, divisional industrial gas manager, Lincolnshire.

ROBERT KNIGHT, service depot attendant, Northampton.

LEONARD MANNING, central heating representative, Leicester.

ERIC SHARMAN, stationery storekeeper, Nottingham.

JOHN SMITH, mechanical engineer (design and construction), HQ.

CYRIL TUPMAN, priority clerk, Leicester.

EDWARD WALSH, showroom manager, Mansfield.

THOMAS WATTS, showroom manager, Doncaster.

JOHN WILLIAMSON, mechanical superintendent, Basford Works.

REGINALD WISE, assistant engineer (transmission), Headquarters.

The 40-year men are seen below with the Deputy Chairman.





7.10 a.m. Friday

The dawn convoy rolls along the A46 towards Lincoln. The vans have been loaded up the previous day to enable the team to get an early start.

To get our exhibitions set up in time

THEY ROLL AT DAWN



9.10 a.m. Friday

The convoy has arrived at Lincoln and here Jim Whitman, electrician's mate, and electrician Cyril Malin (obscured) unload electrical equipment. The outside display panels have already been erected, but work inside can only now begin. The display was held in the Drill Hall, one of the largest halls in the area available for exhibitions.

■ "O.K., George, let's go."

The driver drops his stub, grinds it out with his heel, and climbs stiffly into his cab.

Dawn is just lightening the eastern sky as starters whirr, lights snap on and the convoy of trucks move out of the Syston Display Centre and head for the open road.

Another display to promote High Speed Gas is rolling towards its destination.

But these 7 a.m. starts from Syston seem not so bad now the long days are here. Even so, an arduous day lies ahead. Then, when the display is over, loading will go on all day on a Sunday, perhaps until late in the evening, and the team will arrive back at Syston in the early hours of Monday morning.

Every display put on by the Board, large or small, entails a tremendous effort and often weeks of planning by the staff of the Area Display Centre.

Most of us live and spend the greater part of our time in one part of the Board's very large area, so perhaps we tend to see only the annual gas exhibition in our own town.

But every customer within this large area must be made aware of the advantages of gas as a fuel, and also of the wide range of appliances that are available.

This year, selling central heating is our most pressing aim. So most exhibitions will hammer home the fact that some amount of central heating is within the range of almost everyone.

Throughout the year, an exhibition is almost certainly being planned, built or under way.

The planning is done at Syston. First comes the thinking and the discussions. Then follows the mapping out of the hall or building where the exhibition is to be held, and preparation of the finished drawings. Finally, the humping and heaving begins.

The displays and stands are built at Syston in parts that can be assembled at the

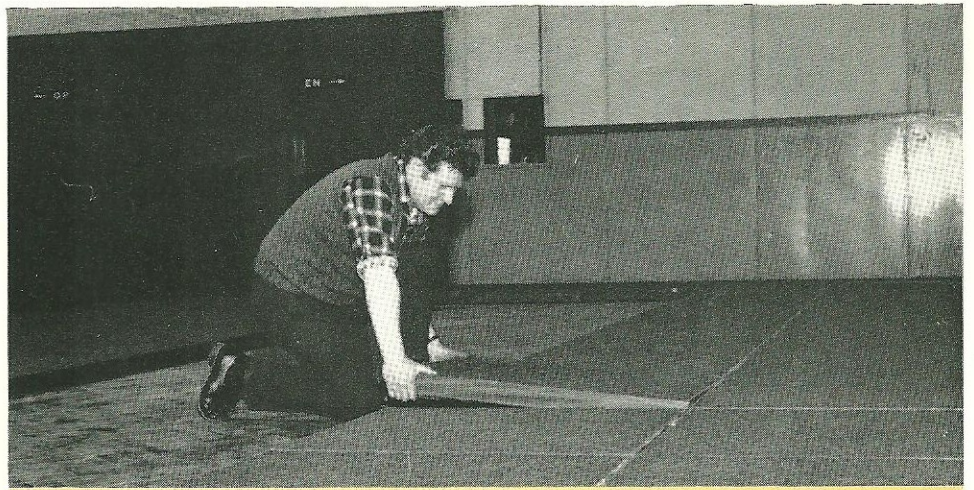
actual exhibition, perhaps a hundred miles away.

Several tons of equipment have to be moved. This includes false floors and false ceilings, poles and rods, and panels by the hundred. If the person responsible for planning the display makes a mistake in estimating the number of floor pieces or poles needed, then on arrival in some far-away place, such as Cleethorpes or Barnsley, a crisis can arise.

So lists of requirements are checked and re-checked to make quite sure that no mistake is made.

The day before the exhibition is to be assembled, the vans are loaded up. Early the next morning, they start on their journey.

(continued overleaf)



9.30 a.m. Friday

Carpenter Roger Davey lays the floor blocks, ready for the stands.



11.30 a.m. Friday

Carpenter Terry Leader positions the blocks that form the false roof. This work goes on throughout the day.



9.30 a.m. Saturday

Carpenters Alan Ryder and Norman Malin insert panels. After they have positioned these, they have to erect the shelves, bar counters and over-panels. Water heaters, sink and kitchen units, and other appliances also have to be fixed.

A large exhibition may take up to three days to erect, the men often working late into the night and over the weekend.

To build up this year's exhibition at Lincoln, which was followed through by our cameraman, 13 men were working for three days, including Saturday and Sunday, and the vans journeyed to Lincoln and back to Syston twice to carry all the material needed.

At the end of it all, another display has been born.

But to the men of Syston it represents just another job. And in another few days they will have to undo all their work . . . and

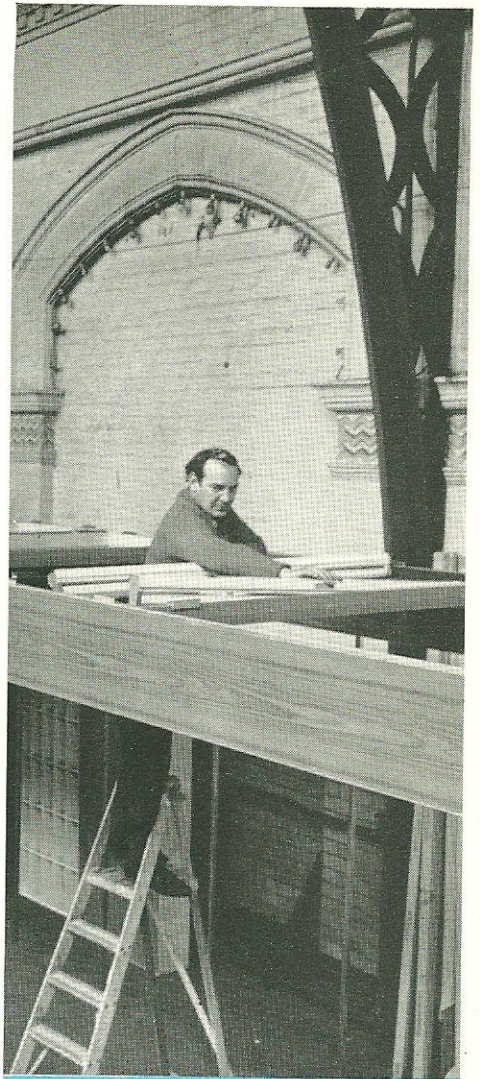
prepare for another show. At Lincoln, the exhibition closed at 10 p.m. on Saturday night. The electricians immediately started removing the special wiring and worked throughout the night so that the rest of the team could dismantle the exhibition on Sunday. At 10.30 p.m. the last truck had been loaded and it headed back for Syston to arrive in the early hours of Monday morning.

The exhibitions have proved their worth in stimulating sales. They bring in a great many firm orders, as well as making people more conscious of the part gas can play in bringing the good life into their homes.



10.15 a.m. Sunday

Carpenters Roy Herrick and Stuart King put in the graphic panels. They can now see an end to their work.



4.30 p.m. Saturday

Electrician Cyril Malin installs new wiring to ensure that the display lighting is just right.



12.10 p.m. Sunday

Final touches are now being applied. Here carpenters Alan Ryder and Norman Maleham put up curtains.



4.30 p.m. Sunday

A final inspection is made by John Vincent, production supervisor (left) and Richard White, exhibitions and display designer, to see that nothing has been missed.



9 a.m. Monday

All ready for the public. This colour shot shows the completed exhibition at Lincoln just before the doors opened.



A week later - 10.30 p.m. Sunday

After the exhibition closed at 10 p.m. on Saturday, the electricians moved in and worked all night to remove the wiring they had put up. This was necessary so that the rest of the team could start dismantling the exhibition early on Sunday morning. Now by late on Sunday evening

the last truck has been loaded and heads back for Syston. It will be in the small hours of Monday morning when it arrives and the team can go home, conscious that another exhibition has been born . . . and died. But the pay off is the upsurge such exhibitions give to sales, and to promoting gas as an all-purpose domestic fuel.

emgas



summer 1968



Unlike radio-telemetry, described in *The Vital Link*, maintaining communication by homing pigeons is hundreds, maybe thousands of years old. A keen pigeon fancier who races his pigeons profitably is Neville Rowley, a Lincoln gasfitter.

Pay off from the pigeons

■ LINCOLN gasfitter Neville Rowley has a hobby which has brought him £2000.

"How?" you may well ask - with thoughts of a new Mark X Jag.

Well, you race pigeons and collect the winnings.

And you might be in the money - if like Neville you've been doing it for 34 years.

"I bought my first racing pigeons when I started in the gas industry as an apprentice in 1934," he recalled. "Since then I have won all told £2000 - and £800 of that in the last three years. I have bought a car with my winnings - but not a Mark X." (It's a Morris Oxford).

One of his pigeons - Sooty - has won a total of £492. He won his last race in May flying from York against 250 other birds and this victory brought Neville another £6.

Perhaps Sooty feels twice the bird because he's got a name. Neville's other pigeons have to be content with a number.

When the war came, Neville joined the RAF - but it wasn't long before he was re-mustered as a 'pigeonaire'. He was stationed at Islay off the Scottish coast, and in Cornwall, and looked after about 200 RAF pigeons.

At that time, bombers carried homing pigeons in case of radio failure or other disaster preventing them from radio-ing for help.

One RAF pigeon - Winky - won the Dickens Medal, the animal's VC. A bomber ditched and the crew took to the dinghy - with Winky. But a dishevelled, oiled-up Winky. The crew cleaned the bird and



Neville shows a bird to Peter, his whippet. Peter is gentle with the pigeons, which sometimes perch on his back!

released it. Winky flew to Lossiemouth with a message containing the position of the ditched aircraft and the crew were saved. Aircraft had been searching fruitlessly for the bomber 400 to 500 miles from its true position.

Another pigeon, Arnhem Billy, brought news from the besieged troops at Arnhem when all other means of communication had ceased. French Resistance fighters also used pigeons.

Neville started racing as an apprentice gasfitter with ten pigeons - "the minimum for racing," he said.

"Even today, you can buy a pair of good racing pigeons for £10," he said. "You feed them on tick beans, maize, wheat, linseed and oilseed."

Pigeons live up to 20 years, but are at their best for racing between three and four.

Neville breeds his own pigeons and when they are 14 weeks old he starts training them. At four or five months he sends them to Goole to fly home from there. The young ones start racing at the beginning of August and go on to the end of September. The older birds have by then finished their racing season - they start in May and go on to mid-July.

He exercises his pigeons from the loft three times a day and sends them to York or

Selby twice a week to keep them in racing trim.

Speeds are calculated by yards a minute - and obviously vary with wind conditions. Sooty won the All Midlands race from Thurso - a distance of 381 miles - in six hours 25 minutes, an average of a mile a minute.

Sooty is now four, and racing pigeons usually retire at six - but if Sooty proves the Stanley Matthews of a bird he may go on longer.

TRICKS

There are, of course, the tricks of the trade, calculated to make a bird fly faster.

One is known as 'widowing'. The hen is taken away from the cock bird and then shortly before the race the hen is shown to the cock, who is then despatched to the point where the race starts. Anxious to resume marital relations it is believed that the cock will belt for home in record time.

Another applies to the hen when she is racing. The fancier removes an egg from her clutch, blows it and inserts a worm into the shell. He then replaces the egg with the others. The hen bird feels the worm wriggling about in the egg and naturally assumes that her chicks are about to be

hatched. She is then sent off to the race and she, too, belts back home as fast as she can to be in at the birth!

Neville keeps 12 pairs of racing pigeons and always has some promising young ones coming along.

The money from pigeon racing, like that from angling, comes from the 'pool' subscribed to by the competitors themselves. The prize money itself may be only nominal - one hen pigeon flew from Caen to win the South Road race, beating 14,000 other pigeons, and the owner collected a mere £12.

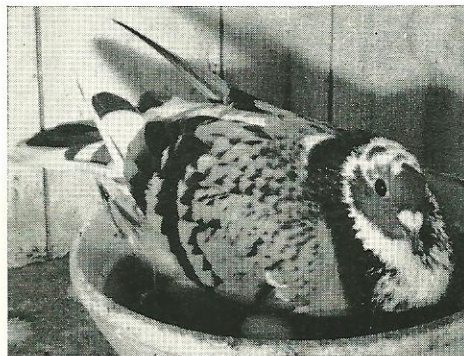
Neville belongs to the Lincoln Arrow Flying Club and this season has already won three of the club's five races against an average entry of 250 birds.

He is convinced that pigeons home on a beam. They can fly for 15 or 16 hours. They weigh about 1 lb, but during a long race will lose up to a third of this.

Although not an expensive sport, you can pay a high price for a successful pigeon. The record price was paid by a Japanese fancier who bought a British bird for £1250.



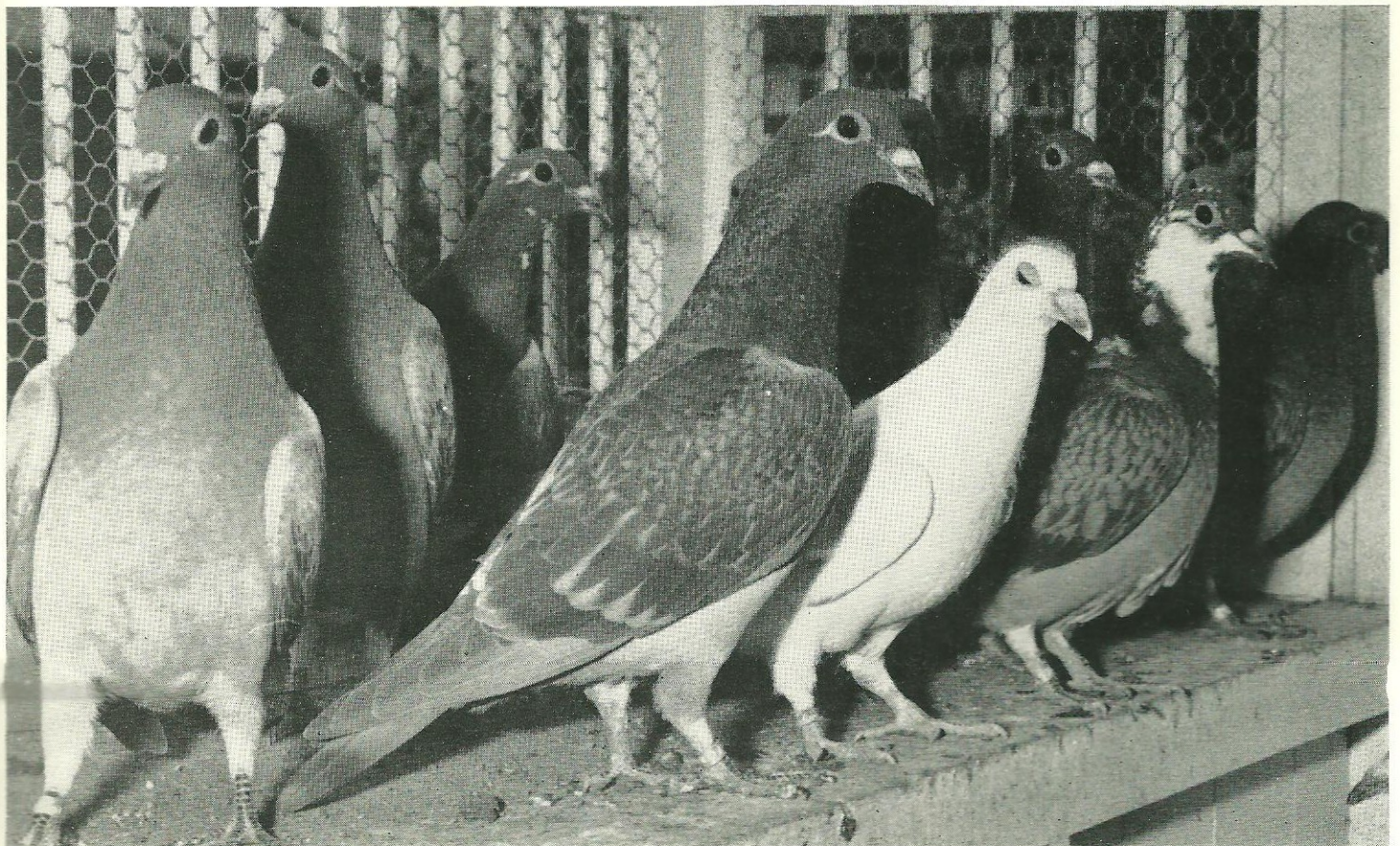
Above right. This is the identification number on the ring. One of the figures indicates the bird's year of birth - the others its club and number.



Right. This hen bird from successful stock - her parents and grandparents won many races - is kept for breeding.



Neville Rowley examines the wing of one of his pigeons to determine how it is 'flinging' its feathers. It has 10 primary feathers and should fling them one at a time, about every fortnight. Should they fling more the bird will prove unsuitable for racing. As the feathers moult they are, of course, replaced naturally.



"I'm different from you common chaps," the white pigeon seems to be saying smugly. These are young birds, about 10 weeks old.

THEIR FIRST – AND LAST – BOARD VISITS



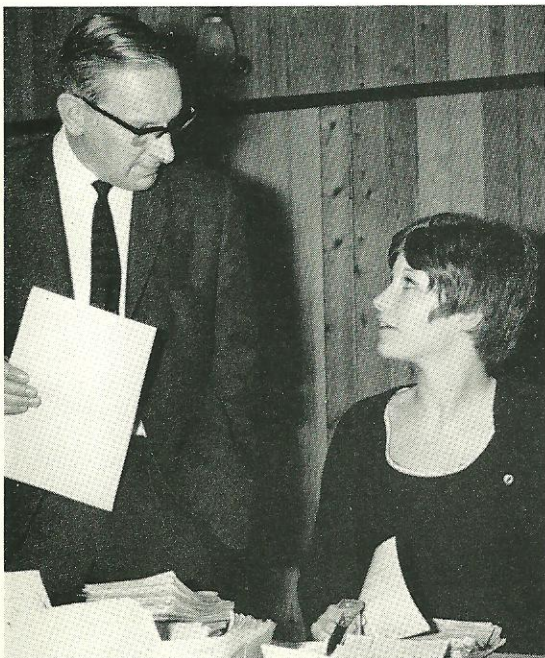
A case of the quartermaster's stores at Wellingborough. On his first Board visit as Secretary, Mr W. Burnstone (right) discusses the problem of storing sufficient gas appliances and parts for the conversion programme. With him, from left to right, are George Norburn, workshop superintendent, Bob Brown, conversions operations manager, Ron Smith, appliance workshops manager, and Mr R. H. Holland, area service manager.

■ A NUMBER of 'firsts' and 'lasts' characterised two recent Board visits, when the Board took the opportunity to discuss problems and policy with 'our men in the field'.

When the Board went to Wellingborough on April 23 to see the conversion unit, it was the last visit for Mr Buckley as our Chairman before he went to the Gas Council. But it was the first for Mr Burnstone as Secretary to the Board.

On their May 22 visit to showrooms in Notts and Lincolnshire, as well as to the Lincoln divisional office, it was the first visit for Mr Pearce as Chairman of the Board, for Mr Smith as Deputy Chairman, and also for Mr Anstey, the newly-appointed Board member. But it was the last for Mr Randall, Commercial Director, who retired a week later.

During this visit the Board saw showrooms at Mansfield, Newark, Lincoln and Grantham.



The Deputy Chairman asks Linda Watson, junior clerk, about her work.

Below, the Chairman ponders the problems of the telephone bureau while Reg. Lawson, printing clerk, describes his job.



The Chairman raises a point with assistant draughtsman Leo Fahey during the visit to Lincoln.

Below, swansong for Mr Randall (second from left), but debut for Mr Anstey (second from right) seen in discussion with Mr Davies (right) while Mr Turner looks on. This was Mr Randall's last Board visit before retiring and Mr Anstey's first since his appointment to the Board.





George Davies

APPRENTICESHIP

■ALAN BRADLEY has been appointed Training Officer (Apprentices, Technicians and Manual) at Sheffield.

He knows the area well, as he joined the gas industry at Rotherham as an apprentice gasfitter in 1951 and in 1961 became a gas-fitting foreman at Rotherham.

Mr Bradley went East in 1964 when he joined the Eastern Board at Watford in 1964 as an instructor. He says he is very pleased to be back with the East Midlands again.

In his spare time, Mr Bradley enjoys football, fishing and cricket.

JOINED AT PORTSMOUTH

THOMAS (JOHN) BULL has been appointed Control Office Development Officer.

Mr Bull joined us in 1966 as divisional control office manager, Leicester/Northants. He came from the Southern Gas Board where he had been customer service officer in charge of the Reading region since May 1965.

He joined the gas industry in 1951 as a district clerk in the fitting office at Portsmouth. Upon the formation of centralised customer service departments within the Southern Gas Board he was appointed as a section supervisor at the Southampton office. In 1964 he became assistant customer service officer.

Mr Bull is married and has one daughter. A keen supporter of Sales and Service Circles, he was secretary to the Southampton circle for two years while he was in that region. He later served on the committee at Bournemouth.

STAYING IN LINCOLN

GEORGE DAVIES has been appointed Divisional Commercial Manager, Lincoln.

He joined the gas industry as a trainee at Barnoldswick when he was 16, and after moving around the country from the Midlands to Scotland he went to Lincolnshire in 1943 as sales and service superintendent to the Grimsby group. He was appointed divisional sales and service manager at Lincoln in

1953, and then went to Sheffield as divisional sales and service manager in 1958, returning to Lincoln as divisional manager in 1965.

Mr Davies is married and has one daughter.

FROM MUSIC TO GAS

JOHN DEARDEN has been appointed Training Officer (Apprentices, Technicians and Manual) at HQ.

He joined the gas industry in 1962 as a sales and service pupil at Sheffield, and was later appointed technical assistant (Sales) at Rotherham.

For a short time after leaving school, Mr Dearden was a full-time musician, but is now more interested in cars and driving. He also hopes to breed dogs when he gets settled down in Leicester "Anything from Jack Russells to Labradors."

TO HEADQUARTERS

JOHN DEMONT has been appointed Assistant Area Sales Manager. He was the first graduate trainee to come to the Board, joining the industry in 1953 after taking an Honours degree at London University. His first appointment was as assistant to the district manager, Heanor, and from there he became local manager, first at Kettering, then at Loughborough, until his appointment to Northampton as district manager in 1960.

At the beginning of 1965 Mr Demont was appointed divisional sales manager, Notts and Derby, the post he now leaves.

He is married and has three daughters.

BACK TO LEICESTER

KEN EASTABROOK has been appointed Divisional Commercial Manager, Leicester and Northants.

He came to our Board in 1960 as district manager, Leicester, from Blackpool where he had held a similar post. Before that he was with the West Midlands as sales and service superintendent at Walsall, and prior to that with the Southern Board as district manager,

Waterlooville, Portsmouth.

In 1965 Mr Eastabrook was appointed Divisional Sales Manager Sheffield and Rotherham.

He is married and has two daughters.

HE CAME BACK

HARRY EMMONY has been appointed Assistant to the Area Sales Manager.

He joined the industry in 1939, but in 1942 went into the Royal Marines. After the war, he returned to the gas industry and held appointments at Lutterworth, Alfreton and Riddings until 1958, when he transferred to the Wales Gas Board. In 1961 he returned to the East Midlands as divisional technical sales engineer for Leicester and Northants and a year later became divisional sales officer.

In January 1965, Mr Emmony was appointed divisional sales manager, Leicester and Northants.

He is married and has four children.

ALL IN LEICESTER

MAURICE FISHER whose service with the industry has all been at Leicester has been appointed Assistant Divisional Commercial Manager, Leicester and Northants.

He joined the gas industry in 1929 in Leicester. After returning from war service Mr Fisher was appointed adviser to builder and architects in the Leicester district. In 1950 he became assistant sales and service manager, and in 1958 assistant divisional work study officer. Following this he was service superintendent, Leicester district, until taking up the appointment as divisional service officer in 1962. In 1965 Mr Fisher became divisional service manager, Leicester and Northants.

He is married and has four children.

OVER TO COMMERCIAL

FROM LITCHURCH WORKS where he had been works engineer since 1954, Len Jarrett has moved to the Commercial Department to



ning of the new showroom.

Private visit for Mayor and Sheriff

Seen on a private visit to Killingholme (below) are Alderman S. A. Campbell, Mayor of Lincoln (left) and Mr P. H. Newlove, Sheriff of Lincoln (second from left) accompanied by their wives.

They were entertained by Mr George Davies, divisional manager (fourth from left), Mrs Davies and John Dobby, technical sales superintendent (right). Here Peter Eva, process engineer, explains a point to the party.



THE BEST BITE — HIS DINNER!

■ THERE they were, 260 fishermen from the area, all spread out along the bank of the River Welland at Crowland on the rather dreary Saturday of September 23.

They all began the day's fishing with a will, but as time wore on, spirits began to droop. The fish wouldn't bite. Time after time all that was pulled from the water were tiny fish almost no bigger than the minnows we used to fish for with a net and a jam jar.

As one fisherman remarked, "It veers from the horrible to the diabolical." And another observed

gloomily that the best bite he'd had that day had been his dinner!

When the time for the weigh-in came, it had begun to rain quite steadily, and the anglers were glad to pack up and make their way back to the 'Crown' for a hot drink.

Excellent arrangements

Tom Davies had, as always, ensured that excellent arrangements were made as far as accommodation and a good river bank were concerned, but even he couldn't do anything about the missing fish.

The surprise of the day came



Ace angler Maurice Thacker of Lincoln receives the Area Angling Cup from the Deputy Chairman

Safe drivers are awarded more than £1100

■ NEARLY 700 safe Board drivers received over £1100 in awards at presentations made recently.

Top cash awards went to Ron Applewhite of Lincoln and Bill Needham of Sheffield, each of whom received £20 for 20 years safe driving. Awards of £15 for 15 years went to Dan Godfrey of Lincoln, Dennis Harby of Grantham, and Les Marshall of Sheffield.

But the top driver of all remains Arthur Southwell of Headquarters who has 22 years clean driving behind him. A number of other drivers, too, are on the stretch between 15 and 20 years safe driving.

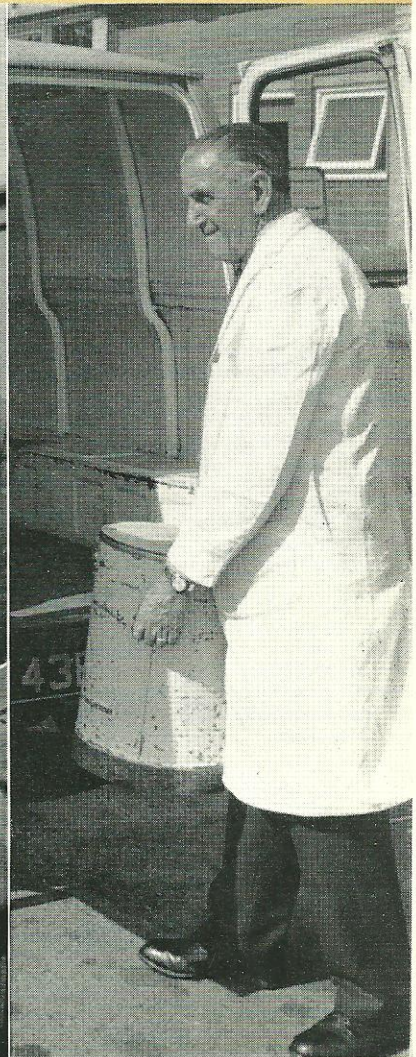
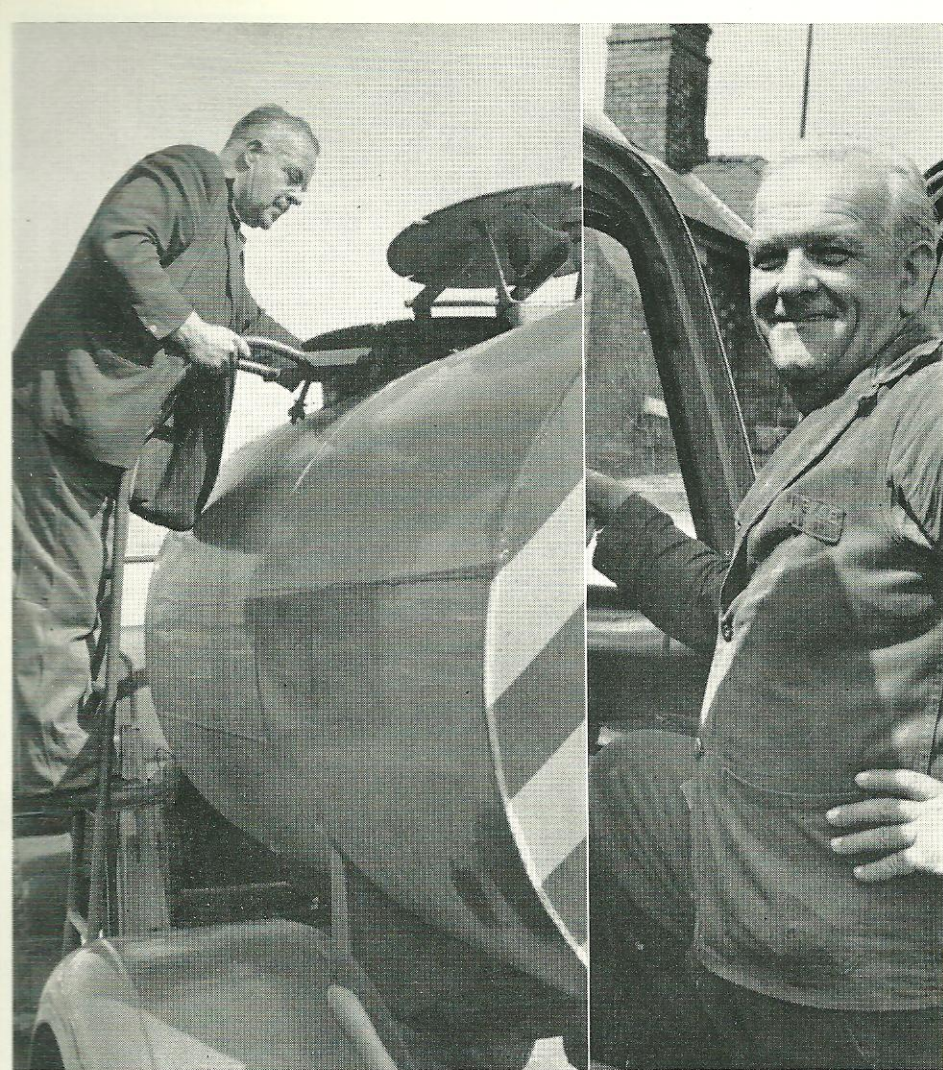
Awards of £5 and £10 are made when drivers qualify for their five or ten year medal respectively, and of £15 and £20 when they earn their 15 year or 20 year brooch. For each year's safe driving between they are awarded £1.

Bill Needham, a syphon tanker driver, said when he received his £20, "I've been a long time getting it, but it's taken me no time to get shut. In one hand and out of the other."

But Les Marshall, with £15, spent it on a week's holiday in Blackpool. Les, by the way, is also an enthusiastic first-aid-er and has belonged to the St John Ambulance Brigade for 30 years and drives an ambulance for them.

"I'd like more people in the Board to take up first-aid," he said. "You get a lot of satisfaction out of doing something for other people."

Top, Bill Needham and Ron Applewhite, £20 each. Lower, Dan Godfrey, Dennis Harby and Les Marshall—the £15 men.



Experience

*Some men break your heart in two,
Some men fawn and flatter,
Some men never look at you;
And that clears up the matter.*

Hold-ups

I HAVE been trying out the new self-supporting suspenderless stockings, and can thoroughly recommend them. They really do stay up, and are very comfortable to wear. The secret is an elasticated top band which doesn't cut into the flesh. In fact I found it didn't mark my legs at all.

To test them thoroughly, I wore them when driving a car, riding a bicycle, scrambling up the hills and climbing over the stone walls of Derbyshire, and polishing my kitchen floor. Not once did they wrinkle or slip, and the only fault I could find, if it can be called a fault, is that they do not dry overnight as ordinary nylons do, but take about two days to become quite wearable again.

Made by Pretty Polly, these stockings cost 8s. 11d., and are available in five skin shades: Persian Glow, Amber Bronze, Highlight, Pirate Gold, and a new very light shade, Honeypot.

Buy a pair to take with you on your holiday, you'll find them ideal, especially if it's hot when you'll be able to wear stockings without the trouble of a suspender belt.



Remember this picture? It appeared in *Emgas* when we changed the colour of our vans. And what about our model? Well, you can read about her below.

MISS ENGLAND WORKED FOR US

“My ambition really is to be a top model. At the moment I've got no thought of marrying. After all I'm only 20, so I have got lots of time ahead of me, before I need think of settling down.”

So says Miss England – real name Jenny Lewis of Glenfield, Leicester. Members of the Coke and By-Products Department, HQ, will remember Jenny when she worked for a time in their department as a shorthand-typist. “I liked it there, too,” she told me.

Jenny has gone far in a short time, for it was only last year that she entered her first beauty contest. Thinking it would help her career as a model, she entered the first heat of the Miss United Kingdom contest held in Leicester. She was chosen as Miss Leicester and went to Blackpool to compete for the title of Miss United Kingdom. “But,” she added ruefully, “although I was in the final 15 I was eliminated.”

However, nothing daunted, Jenny continued with part-time modelling, and when the preliminary heats came round again this year she entered the contest at

Nottingham. “This was because I had missed the contest when it was in Leicester,” said Jenny. Again she was lucky and was chosen to go forward as Miss Nottingham to the Lyceum Ballroom in London. There Jenny says to her delighted surprise she was chosen as Miss England. The next round is the competition to choose Miss Europe – and when I spoke to Jenny she was busily packing to go to Nice where the contest is to be held.

I asked her what benefits she got for being Miss England. “Mainly it will help my modelling career,” she said. “I also get £1,000, but not in actual cash. This sum covers my expenses and pocket money for my stay in Nice, and later when I go on to Miami to compete in the Miss Universe competition. I'll be there for three weeks and am looking forward to it very much.”

Has being chosen as Miss England changed her much? “No,” said Jenny, “I feel just the same. I don't have much time for boyfriends – my time is so full at the moment, and I'm always being asked to appear at functions and open fetes.”

To most women, hair that won't go right, or a spot that suddenly appears on an otherwise smooth cheek is just a nuisance. To a beauty queen, as Jenny admitted, it can be a small disaster – but on the whole it's an exciting life.

I asked her if there was a lot of cattiness among the competitors at these contests. She said, “When I entered the Miss United Kingdom contest for the first time last year, everything was a bit bewildering and strange, but my room was next door to Miss Ireland and Miss Belfast, and they were really friendly and very kind to me. And this year when I was chosen as Miss England, all the other girls were so nice and were wholehearted in their congratulations – there was no nastiness at all.”

Miss England uses just the normal make-up and she passes on this advice, “Don't use the same brand of make-up continually – your skin gets so used to it that it doesn't do much for you. Change your brands – and don't be afraid to use new ideas.”

Woman's World

by Joanna Hatfield

Christmas comes but once a year – and brings to most women the problem of what to eat and what to wear. The East Midlands Gas Board, ever ready to play the fairy godmother, has staged throughout the area demonstrations that should help harassed women not only to serve delicious food but to look equally lovely while coping with the cooking or making merry.

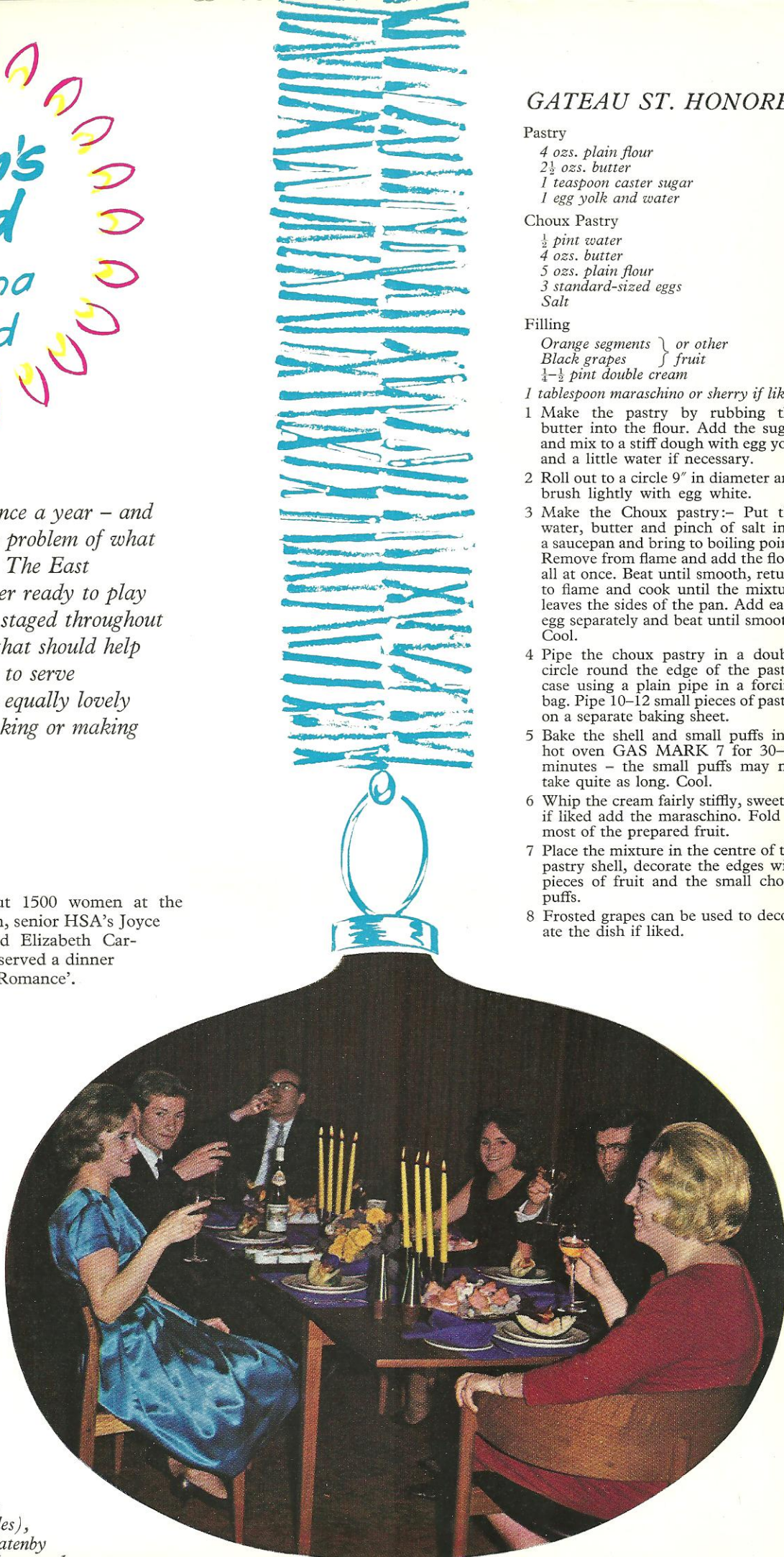
BEFORE an audience of about 1500 women at the Sherwood Rooms, Nottingham, senior HSA's Joyce Duffy, Barbara Berridge and Elizabeth Caruthers prepared, cooked and served a dinner called 'Dinner Party for Romance'.

The menu was:

*Chilled Honeydew Melon
Filletts of Sole with Prawns
Italian Chicken
Gateau St Honore
Cheese Ramakins
Coffee*

Although most people are traditionalists when it comes to Christmas dinner, the Gateau St Honore would make a fine centre piece for a party table. It is not cheap to make and warrants a special occasion, so I give the recipe, above at right.

Everything is ready now – so Joyce, Barbara and Elizabeth entertain Tony Mooney, technical assistant (sales), and commercial trainees John Gatenby and Alan Jacobs to a first-class meal.



GATEAU ST. HONORE

Pastry

4 ozs. plain flour
2½ ozs. butter
1 teaspoon caster sugar
1 egg yolk and water

Choux Pastry

½ pint water
4 ozs. butter
5 ozs. plain flour
3 standard-sized eggs
Salt

Filling

Orange segments } or other
Black grapes } fruit
¼–½ pint double cream

1 tablespoon maraschino or sherry if liked

- 1 Make the pastry by rubbing the butter into the flour. Add the sugar and mix to a stiff dough with egg yolk and a little water if necessary.
- 2 Roll out to a circle 9" in diameter and brush lightly with egg white.
- 3 Make the Choux pastry:– Put the water, butter and pinch of salt into a saucepan and bring to boiling point. Remove from flame and add the flour all at once. Beat until smooth, return to flame and cook until the mixture leaves the sides of the pan. Add each egg separately and beat until smooth. Cool.
- 4 Pipe the choux pastry in a double circle round the edge of the pastry case using a plain pipe in a forcing bag. Pipe 10–12 small pieces of pastry on a separate baking sheet.
- 5 Bake the shell and small puffs in a hot oven GAS MARK 7 for 30–35 minutes – the small puffs may not take quite as long. Cool.
- 6 Whip the cream fairly stiffly, sweeten if liked add the maraschino. Fold in most of the prepared fruit.
- 7 Place the mixture in the centre of the pastry shell, decorate the edges with pieces of fruit and the small choux puffs.
- 8 Frosted grapes can be used to decorate the dish if liked.

Papers Win Silver Medals

SILVER MEDALS have been awarded for two papers presented by Board employees. They go to Victor Sutherland, design engineer, for his paper on *Some Aspects of Distribution Engineering*, and to John Parry, assistant grid controller, for *The W. H. Bennett Travelling Scholarship—a Report*. It will be remembered that Mr Parry visited America on the scholarship.

Selections for Silver Medal awards were made from over 40 papers which had been presented to Junior Gas Associations throughout the country. The Society reported that the standard reached was 'extremely high'.

GAS COUNCIL RESEARCH STATION

THE GAS COUNCIL'S new Engineering Research Station—which Sir Kenneth Hutchison, Deputy Chairman of the Council, announced in November was to be set up in one of the Development Areas—is to be established at Killingworth near Newcastle-upon-Tyne.

The new station will study mechanical engineering problems associated with the distribution of gas, particularly natural gas. With the possibility of large quantities



District gasfitting foreman at Northampton, Mr Jim Allen shows his British Empire Medal to his wife and his two married daughters, Brenda and Thelma, after receiving it from the Minister of Power at Lancaster House recently.

Mr Allen started his career as a gasfitter's

apprentice in 1924 at Northampton and except for two years at Towcester has served there ever since. He has belonged to the Scout Movement since 1923 and has done much work for handicapped Scouts. He is a Group Scoutmaster and an Assistant County Commissioner.

of natural gas becoming available from the North Sea and being transmitted perhaps all over the country, these problems are likely to be among the most important the gas industry will have to tackle in the future.

SIR KENNETH ELECTED F.R.S.

THE Deputy Chairman of the Gas Council, Sir Kenneth Hutchison, has been elected a Fellow of the Royal Society. The official announcement of his election stated

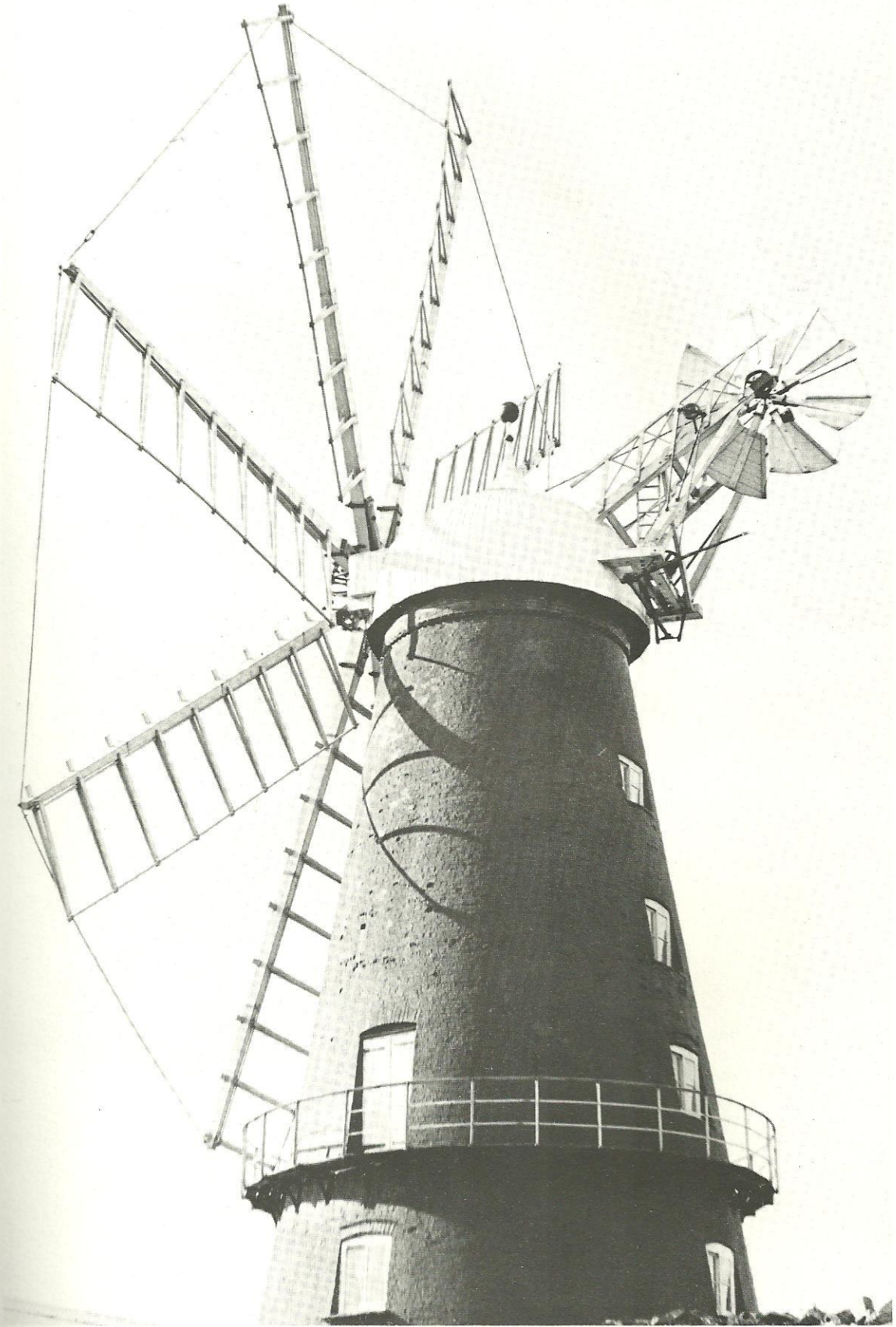
it was "for application of chemical and chemical engineering principles to the continuous production from oil of gas for domestic and industrial use."

On March 28, 79 apprentices from all over the area met at Nottingham University to receive their Deeds of Apprenticeship and Gasfitting Certificates from the Chairman, Mr A. F. Hetherington, who told them, "This is not the end but the beginning of your training with the Board. You must go on, not sit back, and prove to us and yourself that you are capable and willing to tackle jobs of high responsibility. I am sure a great many of you will."

They are seen below with the Chairman. Also on the photograph are Mr W. G. Jackson, Director of Education for Nottingham and Member of the Gas Industry Training Board (centre right), Mr R. Coates, Secretary, Trade Union Side of the East Midlands Area Joint Industrial Council for the Gas Industry (centre left), and Mr F. L. Foulkes, Personnel Manager. This was one of Mr Coates last duties before he retired.



Emgas Photo Competition



The consistent high standard, particularly with black and white prints, of Mr. C. H. Wall was this

year again apparent and he wins a £5 prize for "East Heckington Windmill."

Lincolnshire is 'not dead yet'

The Bernard Clarke Trophy will survive and will perpetuate 'Lincolnshire'.

This trophy was presented in 1955 by the then Lincolnshire Divisional General Manager for an annual golf competition open to all Emgas employees in Lincolnshire – and this competition has been played every year.

The future of this competition was recently put in the balance by the Marketing Department re-organisation in May, but it emerged triumphantly when the competition was firmly re-established on Wednesday June 19.

Fifteen players (male and female) teed off in the early evening at Blankney Golf Club. The match was followed by a buffet supper and the presentation of the trophy by Mr. Bernard Clarke. Also present were Mr. Colin Playle, Area Commercial Manager for Lincs prior to taking up his new appointment as Area Manager (Central) and Mr. Paul Mulholland, Area Manager (Southern)

Winners were:– (match played under Stableford rules)

1st	Pam Batchelor (*)	Nat. Gas Section District Office, S. Lincs.	37 points
2nd	Malcolm Tate	Distribution Planning S. Lincs.	34 points
3rd	Laurie Hutson	Sales – North Lincs.	34 points
4th	Harry Gilbert	Distribution Operations S. Lincs.	34 points
5th	Mick Hackney	Distribution Planning S. Lincs.	33 points

(*) *the first woman to win the Cup.*

Day in the life of . . .

The mainlaying men

The homes of brothers Bert and Peter Roberts are only feet apart and throughout their working day as members of one of the Lincoln mainlaying teams, they are even closer. Bert is a mainlayer craftsman and Peter, his right-hand man a mainlayer/service layer.

In their job teamwork is all important and they have three labourers working with them – Chris Spurr, Anthony Toulson and Cliff Milner. When our reporter went to see the five-man team at work, they had just begun laying a main on a new housing estate in Lincoln. Unaffected by the biting cold they had been busy since 7.30 that morning when they were driven to the site together with their equipment and lengths of 4" plastic pipes.

Trench

The first job on the site is to dig out a trench in the position specified which involves drilling and digging by hand. Once a sufficient length of ground has been prepared, the actual pipelaying begins. Each length of plastic pipe has a 'male' and 'female' end which is joined to the opposite end of the next pipe. The joining together of lengths is a vital part of the 'operation' during



A depth gauge tool is used to measure the socket for the joint.

which Bert and Peter have to ensure an absolutely tight seal.

The pipe is laid in a vice and gripped by clamps after which the edges of the two pipes to be joined are smoothed off using a special tool. A depth gauge tool is then placed on the pipe to measure

the exact depth which is to be inserted into the socket of the other pipe.

Meanwhile the small generator which heats an iron circular tool has been running for fifteen minutes. As soon as its running noise changes to a lower tone, Bert knows that the iron has reached about 475 degrees – the right temperature for starting a join. Bert puts the hot iron round the neck of the pipe and moves it around to spread the heat. After pushing a lever forward to insert the pipe into the socket and waiting for twenty seconds whilst the softened plastic of the two pipes fuses together, the joining process is complete.

Lifted off

The clamps are released and the pipe lifted off the vice, ready to be placed in the trench. The generator is left running to keep the iron hot for the next join. The process is continuous and the mainlayers normally keep two lengths of pipe which have been joined together above ground and as each join is



Peter firmly holds the hot iron tool as the pipes fuse together.



◀ The plastic pipe is light and easy to put into the trench.

Bert says, "It's my job when I receive an emergency call to round up the others and get there as quickly as possible. One Sunday I was called at 4.30, in the morning to go to a fire at Sleaford. I woke the other two and we were ready for action, but we didn't have to go because the gas problem had already been dealt with."

completed, they drop the furthest length into the trench. Occasionally though, some of the joints have to be made in the trench itself which is a more tricky business only necessary when a pipe has to go under a solid surface or when more than two pipes meet at a joint.

Whilst Bert and Peter are busy joining and laying pipes, the other three men can begin backfilling the trench, but leaving the joints uncovered for later testing purposes. Depending on the conditions of the land and weather the team are able to lay ten lengths of pipe each day. On the whole they prefer working with plastic rather than ductile iron pipes providing the conditions are good.

Easier

"You are of course limited to a maximum of 6" size," says Peter, "but they are easier and lighter to handle and

what's more, we've got to keep up with the times."

When the job is finished two tests are carried out. Firstly a pressure test using a compressor to force air pressure into the pipe at 15 p.s.i. which is higher than the normal working pressure and this is followed by an even more sensitive test.

Liaison

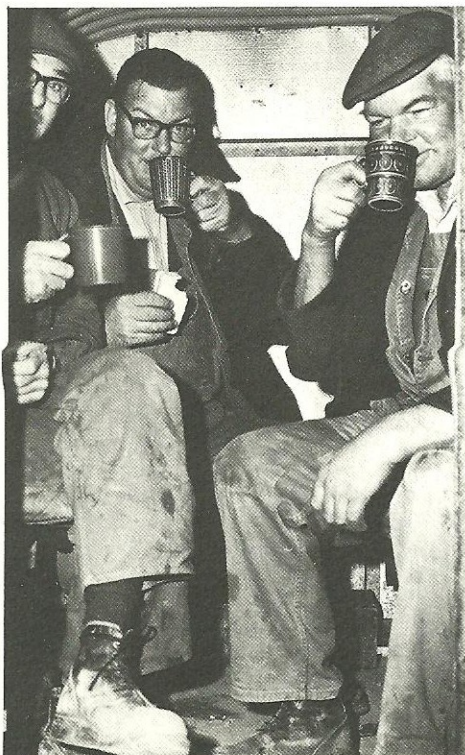
Working as a mainlayer not only means laying pipes efficiently and working as a team, but it also involves liaising with people from other organisations working on the site, such as the Water Board which often uses the same trenches as Emgas.

The team's day normally ends at 4.30, but one week in six the men are grouped into threes for standby emergency calls.

With Emgas

Bert has been with Emgas for 14 years and he began as a labourer followed by nine years as assistant mainlayer. He has been mainlayer craftsman for the past two years. Does he have any amusing stories? Judging by his beaming smile, he has, but not to be told during working hours. One of the labourers chipped in, "There's more in life than mainlaying!"

Bert and Peter share not only similar jobs, but they also have many of the same hobbies including dominoes, bingo and gardening. Asked about his feelings of brotherly love, Bert replied, "During the five years Peter and I have been working together, I don't think we've ever fallen out at work or at home." They seem an inseparable pair.



(Left) Time for a 'cuppa' and lunch, sheltered from the cold.



(Right) Mr. S. Mills, district supervisor, inspects one of the joints on the site.



Time-waster

'I would not say that television has too much influence on normal daily lives, except that to a certain extent viewing is a time-waster, in that it is very easy to relax and view, and push to the back of the mind those little jobs that are waiting to be done.

'Children may be influenced more, as they are of course apt to imitate different personalities, not always for good, but on the other hand, so many programmes are designed to teach, that lots of very useful knowledge is obtained by both young and old alike.

'I do think that seeing violence on television has contributed to the bad behaviour of some of the younger element, particularly in the sporting scene, but fortunately these are a small minority.

'The greatest influence television must have is on the house-bound, the disabled and people living alone, knowing how involved one can feel in some of the features, particularly the daily and twice weekly series, it must give endless pleasure to such people, and help to make life more interesting.

'On the whole I think television holds nothing more than a healthy influence on the population.'

Nancy Seaton, senior clerk, Control Office, Nottingham.



Propaganda

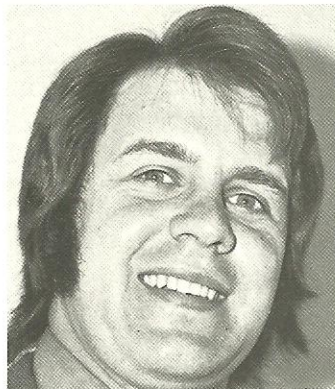
'Yes, TV does have too much influence on our everyday lives. By the gentle art of propaganda

skillfully applied, it has over the years invaded our very thinking, our way of life; it lulls an unsuspecting audience into accepting anything today, the standards produced have dropped over the years and now anything goes - O.K. - if it's on the telly it must be good - what utter rubbish, and what is the effect of all this upon young minds?

'It has killed conversation and pastimes in the home, family interests must be pushed into the background because "this or that" is on telly and so commands attention - why? Cannot one decide as to the quality or benefit of selective viewing and must it be compulsory because one's colleagues watch that programme? Extremes appearing on the box giving their "know all" biased opinions, with no chance for fair-minded reply from Mr. Average viewer, whose opinions do not count in any case - they know what is best for the viewer!

'No doubt the box has a comfort value for the lonely and house-bound, the visual aid helping them, but there is a grave danger in misuse of the box. 1984 is only ten years away, but we are well on our way to attaining that effect now in 1974'.

Olive Watkins, Verification Section, North Lincs. Control Office.



Take it or leave it

'I feel television plays a very important part in the lives of many members of our community. Not everyone has the ability or opportunity to go out and find their own *entertainment*, and television is an excellent media for bringing the *exhilaration of sport*, the *suspense of a good thriller*, or the first class entertainment of variety and comedy shows into our homes.

'As for watching television, personally I can take it or leave it, but I for one would not have witnessed the splendour of the Olympic Games or the breath-taking events of the men on the moon, or even touched Elizabeth Taylor, had it not been for television, but I wouldn't stay in and

watch T.V. in favour of going out for the evening, and I don't arrange my social life around the timetables of TV and Radio Times.

'The degree of influence that television has on our everyday lives depends I suppose on the individual, some people are completely hooked, they can't get enough and even watch the white spot, whilst others rarely watch it at all.

'I don't agree with reports that increased violence on television is responsible for the increased violence in our society, one could draw the same conclusion about any activities shared by a majority of the community. Imagine your reaction to someone saying that the increased usage of natural gas in this country is responsible for the increasing incidence of streakers in our towns! I don't draw about you, but I for one couldn't "bare" it!

Jeffrey Cartwright, Service Officer, Kettering/Corby Northants.



Therapeutic?

'The television has fast become our most popular leisure pursuit and, according to how we make use of it, it can be destructive to the mind and body, rather than therapeutic. As a means of therapy it can be very beneficial to the community as a whole.

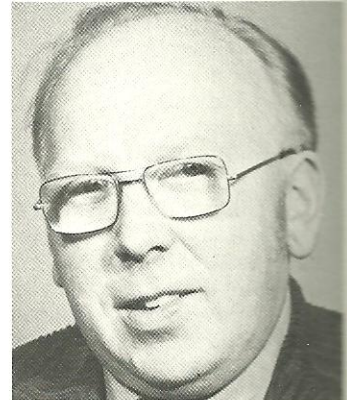
'To children living in busy, overcrowded cities, the legendary seaside and countryside become more of a reality and in comparison, those lucky enough to be surrounded by animal life and beautiful scenery appreciate them much more when they see the squalor that is often portrayed through the media of television. Many elderly people would have an extremely lonely and isolated existence if they didn't have the "goggle box" for companionship, pleasure and a means of contact with the changing world about them. Sickness and infirmity have often been temporarily relieved by the media of television which has also had a soothing influence on the mentally disturbed.

'Many mothers with small children have a few precious moments to unwind with a "cuppa" while the "goggle box" entertains her unpredictable offspring; and how many of us find great pleasure, after a hard day's work in putting our feet up and watching television.

'On the other hand, if television viewing is carried to the extreme it can stop communication amongst the family which can result in parent/child relationships depreciating. It can also deprive children of fresh air and exercise which are vital to their development and growth, and then watching television becomes a "bad habit".

'In conclusion, I think it is entirely in the power of each individual to decide how much influence TV should have on their life, and to operate the on/off button accordingly.'

Liz Dodson, senior clerk, Terminal Control, Leicester Stores.



Not to blame

'"A picture is worth a thousand words", and looking at television today, how true that statement is. Violence, sport, films, documentaries, all the latest news and weather forecasts.

'In my opinion "the box" is not to blame for the increasing violence and all that goes with it. We have had violence since man began. The fact is, a vivid blatant picture is there, in your home for young and old to share, instead of the "family piano" or grandad's old 'cello'.

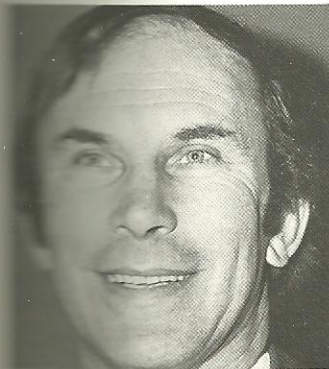
'Television can be a bore, but it is so easy to climb from your easy chair, bed or couch and just switch off, the fault being rectified. The "sacred box" has more impact upon today's masses than any other media and as a propaganda machine it would be unique in the hands of friend or foe.

'Opinions vary considerably: I believe it is a good thing to have a television set and much better if colour. There are disadvantages however -

1. Too many quiz programmes – excepting "Sale of the Century".
2. Too many mystery movies, the mystery being "Have I seen it before or how many times?"
3. Advertisements. Like a well humpered Turk, they repeat all too often.
4. Not enough documentaries or novelettes.
5. Very little educational interest or choice of channel.

To conclude, I like "Tomorrow's World", "The Onedin Line", "This Week", sporting features, novelettes, a first class western and sometimes a one minute filler with Gary Glitter, but for real music forget the box and tune into good old steam radio, or stereo for the added dimension in sound. Be selective – not collective.

Derek Blackwell, district display supervisor, South Lincs.



Instant

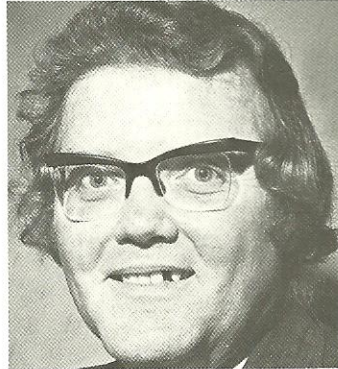
Most firms and businesses, and companies no exception, agree that an improvement in communication becomes an annual priority. What gives the general public the improvement in communication, it also provides instant information – often unwanted.

It is my opinion that the whole word of 'instant' information does affect everyone's daily life. Instead of waiting for a particular newspaper to report an event the following morning, the television news reporters and interviewers wait to bounce whenever a controversial subject is being discussed. Instead of being overwhelmed by the barrage of microphones and lights awaiting a group of people leaving a meeting, those very people are able to give a pat ready answer, which suggests that the decision of the meeting could have been influenced by the knowledge that some relentless interviewer will be ready to ask questions that could have waited. I'm quite sure that many of these newshawks ask such stupid questions just to satisfy themselves; as if one station was competing with another just for kicks.

It has become increasingly obvious that industrial disputes are exaggerated out of all proportion to their interest and importance, which merely widens the differences between the interested parties. If they weren't featured in such prominent ways, but merely reported in simple terms, I'm sure many disputes would soon be

settled. Most hotheads love to hear themselves speak – and it's even better if they can see themselves as well. I have always thought that the television should be nothing but an entertainment medium where the cares and problems and dramas of everyday life could be forgotten and replaced by a few hours of, if necessary, pure make-believe.

Tony Martin, Industrial sales engineer, Nottingham.



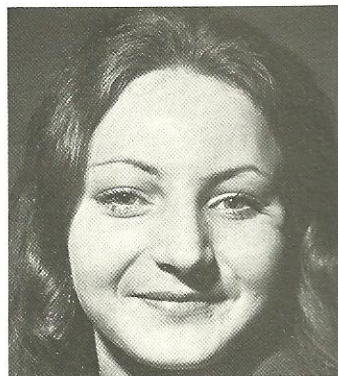
Magic box

"Television is something different to all men. To the very old and housebound, it can be their window on life. To the young mother, it is the magic box that keeps her children occupied for an hour or so. To the discerning viewer it can provide a topic of conversation, conversely to the less discerning it provides an alternative to conversation."

"The viewer that rouses my ire is the one that says, it was a terrible programme, too much sex, too much violence and too much effort to turn it off. My viewing? Well I like the news, sport, occasional comedy show and most educational and informative programmes."

"I do not like television in public bars, killing off the art of conversation and ruining an atmosphere that has probably taken years to build up. Provided one remembers it is the slave and not the master, it should be possible for you both to live happily ever after."

Brian Hopkins, cashier, Sheffield



Communication

"I feel that the worst way in which tv influences our lives is that it has broken down the one thing for which it was invented, communication. How many of us gaze at the

'goggle box' whatever is on, silent and oblivious of everything, but the "evil eye"?"

"Certainly news and documentary programmes are a great source of education and information, allowing us up-to-the-minute details of world happenings and letting us see countries and peoples of which the majority of us would otherwise be ignorant. In my opinion, these are the only programmes that are a good influence on our lives."

'However, to the serious side of

tv influence. As a fully paid-up member of the "Square Eyed Club" and of the generation that wonders what people did B.T. (before telly), I will now admit to a certain reluctance at midnight or thereabouts to reach out and turn off the diminishing white dot. Well its been "nice to see you, to see you nice," and I hope that as far as tv is concerned it is not a case of "This is your life", "Till death us do part" and finally, "It's goodbye from me and goodnight from him". Sharon Clarke, verification department, Sheffield.

Monday at Control

I wend my way to Belle Vue House, Quiet and stealthy as a mouse. The starting time is eight-two-four though several have arrived before. They're not disposed to make a start until discussion close to heart, of football games and such which seems to interest them very much, Also of conquests duly made not over man, but some poor maid. Then the stragglers arrive looking more dead than alive. Remarks of "ever so late" evokes many looks of hate. I sit at desk and gaze askance, my breath comes in short pants. The reams of paper on my desk betokens very little rest. Then an ever rising crescendo din heralds work must begin. "How many job sheets have you got?" "I told you 24 you clot". What about that promised job? It just about makes me sob. Fitter E's and meter vans the subject of various plans. Pre-assembled cookers flow an endless stream, where do they go? I hear the cry of 'S.I.N.' clear and loud thro' the din "How about those defect labels". It's a miniature Tower of Babel, there's a cry of "watch those lights" which nearly precipitates a fight. The 'telly' bureau very tense threatens reprisals shortly hence. From the back of the hall I hear the radio's plaintive call.

"Come in, Come in Lucy one to this emergency you must run. The couriers clatter in and out to a 'very good evening' shout. The click of typewriter only subsides when over paper erasure glides. In the corner the section head, his face is getting very red. Denizens of the Gold Fish Bowl over complex problems toil. Service manager with wintry smile only tarrys for a while. Soon hurrah the clock shows 12 people in their pockets delve for pintas at the Pyewyke Inn to have a couple is not a sin. The afternoon proceeds apace, there is no slacking in this place. The jobs are planned the slots are manned and certain dispositions made to enhance the radio's aid. At long last the clock shows 5 people seem to come alive. A dash for hats and coats a clearing of hoarse throats Cheerio and goodbyes a smattering of white lies. I like your hat, I like your coat, remarks across the office float. At length a hush descends as people to their houses wend. I hurry down Carline Hill Things seem very peaceful, still – But tomorrow will be the same, 'Cos Emgas is the name of the game. W. Cameron, appliance parts, District Office, Lincoln.

Bill says 'Bye !

Bill Field, Chief Personnel Officer has retired after serving the gas industry for 30 years.

He joined Emgas after nationalisation when he was appointed personnel officer and buyer and in 1957 he became divisional personnel officer for Sheffield/Rotherham. He moved to Headquarters in 1965 as senior personnel officer (commercial). He has two children and two grandchildren and his hobbies include woodwork and gardening.

Mr. Field is pictured (right) receiving some of his leaving presents with left to right, Mr. F. L. Ffoulkes, Personnel Director, Mr. W. R. Probert, Marketing Director and Mr. S. J. Kilbourn, Personnel Manager.



Footnote

George Ling is alive and well and . . .

is still district service manager at Leicester. In our last issue, Ian Priestley appeared on the 'People' page as district service manager, Leicester, instead of Derby. Our apologies to both and to . . .

Bob Fensom, stores superintendent, Leicester, who was incorrectly featured on the 'retirements' page and who did in fact receive a 25 years long service award.

AS A YOUNGSTER Bill Tams was crazy about football and other sports. He hadn't a care in the world.

Then at 19 came a shock. He learnt that he had a diseased kidney which had to be removed. After the operation he was advised to get an outside job and to take regular exercise. So he joined the gas industry in Leicester as a meter reader. That was in 1940 and Bill did this job for 14 years, until the amount of walking he was doing began to take its toll. So he went into the Leicester showroom as an assistant.

He helped to run the first telephone bureau at Market Street with Michael Finn and Colin Webster, and finally was appointed deputy chief cashier. He enjoyed his work and meeting the public.

"I looked forward to Monday mornings," he said. "I really enjoyed serving the customers, and the social life of the Board was wonderful."

Bill was a leading light in the Leicester Sports and Social Club, and the children's parties he organised at Market Street are still talked about.

But when all seemed rosy, Bill began to have pains. He went for a check-up and the bombshell fell. His other kidney was dis-

eased, and there was no question of him ever working again.

The bottom really had fallen out of his world and he was in despair.

also on the 'phone and enjoys a chat.

It's certainly worthwhile going along just to persuade him to show off his paintings. It's not surprising that he has a queue of buyers waiting for each one as soon as it is finished.



Board meet Lincoln's mayor

Following a Board meeting in Lincoln on September 13, the Board invited some of the town's prominent citizens to lunch. Here, the Chairman and Deputy Chairman talk to the Mayor of Lincoln, Alderman Fred Blackburn. George Davies, divisional commercial manager for Lincolnshire, stands on the right of the picture.

ANGLING RESULTS

Individual

	lb.	oz.	dr.
1. Maurice Thacker, Lincoln	8	13	12
2. Mick Lowe, Nottingham	5	8	8
3. Dave Carter, Northern Conversion	4	11	4
4. Michael Risley, HQ	3	7	12
5. Chris Horne, Northampton	3	3	0
6. Derek Wright, Nottingham	3	1	0

Teams

1. Nottingham 'A'	12	10	8
2. Lincoln 'A'	8	14	12
3. Northern Conversion	7	8	4

Under-21

Chris Horne, Northampton	3	3	0
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Personnel Manager John Kilbourn presents the Individual Angling Trophy to Maurice Thacker from Lincoln. This is the third time Maurice has won the individual title.

Certainly, sections of the river seemed only inches deep and the luck of the draw played a big part in success or failure. Or did it?

For Maurice Thacker, the individual winner, caught 30 fish, all roach. And it was no fluke. Maurice has won the match now three times and been second twice. He also competes successfully in the big leagues. He has finished 14th and 21st in the National Angling Championship – the 'All England' – which attracts up to 1,500 of Britain's top anglers and can net the winner £3,000 if he's in the sweepstake.

"Experience counts," he said after the match. "Today the normal cast wouldn't catch anything. You needed the right float, shotted correctly."

We asked him if he had any other secrets of success.

"Know your river, know how to tackle up, and the correct ground baiting," he said. "You can't buy success – you can buy a kit for £25 or £30 which is good enough to win matches if you know how to use it."

Retiring after 40+ years

TOM BENNETT, Sheffield gasfitter. He's a keen motorist and has had a licence since he was 17 – he attempts to change his car every year.

JOHN BROWN, chief clerk from Litchurch Works. A wizard with statistics, but will now be able to devote more time to his garden.

DON KINNAIRD, housing development officer, Derby. He's an expert on billiards and snooker and has played for Derby. He also helped the Gas Board to win the Billiards Cup on five occasions. A one-time member of the *Gasolights*, the gas industry's concert party in the 1930's.

WILFRED LINTON, distribution supervisor, Leicester District. He's a keen gardener with a particular interest in greenhouse cultivated plants.

ALF LOCK, Mansfield gasfitter. Another gardener who prefers growing flowers to vegetables.

JOHN PALMER, surveyor, Southern Conversion Unit. A keen committee man he has been a local councillor in Kettering, his home town, and still serves on several committees there. Until his retirement he represented the staff side on the Area Joint Council for gas staffs.

TED WHITE, Leicester gasfitter. When he first joined he decided to give the gas industry a three months' trial, decided he liked



Getting into the groove, JOANNA HATFIELD meets a former gasfitter who's now a 'Blues' singer

A nice lad. That's the general opinion of everyone who knows him from his mum down.

We went to see her at work. She was busy behind the counter of a snack bar serving coffee and sandwiches to Sheffield's hungry workers.

When we asked her if it would be all right to go and see Joe at home, the answer came straight away. "Of course, love, you go and see him - he had a show last night, so he may still be in bed. If he is, bang on the window until his Aunty comes - she'll get him up for you."

Well, we didn't want to get him out of bed, so we said we'd wait until later.

But Mrs Cocker would have none of that "He'll be ever so pleased to see you - and he's always good tempered, so you needn't worry about that."

So up to Crookes we went, banged on the window, and Aunty got Joe up.

Clad in bright green velvet trousers and a pink flowered nylon shirt, Joe appeared.

His first words were, "Have you really come all the way from Leicester to see me? Why, that's great."

He then proceeded in true Yorkshire fashion to make us a cup of tea.

While we drank it, he had his breakfast, and chatted away about his life as a pop singer.

According to Joe, to reach the top of the pops you need plenty of luck. If your record happens to be played a lot on BBC's Radio 1, and people like it and buy it, well you are on the way.

Joe had finished his breakfast by now, and was prowling around the room like a caged tiger.

"You get like this in this game," he said. "It's difficult to relax - especially when you're giving shows every night."

After the more ordered life of a gasfitter, the peculiar hours and high peaks of excitement followed by the depressions that catch up with all people living in the rather brittle atmosphere of the pop music world are rather difficult to get accustomed to.

But Joe says you can get used to anything - and he thinks he's acclimatised now.

"I enjoyed being a gasfitter though," he mused, "And they're a great crowd at Commercial Street. They were very good to me, and turned a blind eye to my long hair - although I was suspended once for not doing the job properly. It was because I was trying to break into the pop world then and used to be out until very late at night singing with a group in local pubs - and then I'd be too tired to do the job properly. The Board was quite right and I'll never forget how they used to help me out as much as possible. I had some good mates."

He often makes reference to his days as a gasfitter during his shows, and when he's appearing in Sheffield his old workmates flock along to cheer him on.

While we were talking, Joe's girl friend Eileen turned up. She really is the girl next

JOE COCKER

from gasfitter to top of the pops

■ BEFORE MEETING Joe Cocker - gasfitter turned pop singer - I cheerfully admit I'd never heard him sing. Although his recording of the Beatle song, "With a little help from my friends" reached the top of the pops, a great achievement this in the pop world, I'd never listened to it.

But I hadn't met the lad then. I have now, so you can count me among the Joe Cocker fans.

And bringing the record right up to date, in the *New Musical Express*, published earlier

this month, Joe Cocker is second only to Mary Hopkin in the pop poll for the best new singer.

A Sheffield boy, there are few people working at Commercial Street who don't know Joe.

Herbert Robinson, assistant district service manager there, remembers him well. "He was a polite, well-mannered boy who would always admit when he was wrong, and I'm sure his hair wasn't as long then," he said.



Three o'clock in the afternoon and Joe's breakfast time. After a late night show he sleeps until about two o'clock and then listens to records of other singers or talks to friends until it's time for him to appear again.

door and has known Joe since childhood. Soon afterwards a friend who plays with a Sheffield group appeared.

Another pot of tea was made and some biscuits produced.

"I should have thought you could have run to chocolate biscuits now," said his friend.

"I don't fling my money about," retorted Joe.

Again he showed his true Yorkshire upbringing. He knows the value of a bit of brass.

He lives on the proceeds he gets from one night stands, and saves all the royalties

from his records. He doesn't run a flashy sports car nor has he moved into a penthouse flat or set his parents up in a new house.

"You never know how long this will last," says Joe wisely, "and my mum and dad are happy here. It's been good enough for me all my life, so why change now."

Joe's brother Vic, an economics graduate, works for the West Midlands Board doing market research. His family are all great, according to Joe, and Vic and his wife are no exceptions.

The family, in the old days, put up with the group practising in the front room of the house in Taskers Road. Not only his family put up with it, but so, too, did the neighbours. Now they're all proud of Joe and think the noise was worth it.

It was Lonnie Donegan who first gave him the idea of becoming a singer. "I thought his recording of the 'Rock Island Line' was really great - I nearly wore it through with playing it. My favourite vocalist now is Aretha Franklin, the American blues singer.

"Before hearing Lonnie Donegan, I hadn't thought of singing since I went to Sunday school. I enjoyed the singing there."

But Joe has travelled a long way since he sang in Sunday school. He recently went over to Los Angeles to record there, and talks of returning to America for a short spell. "It's a plastic world over there," he said, "but you can earn a lot of money in a very short time. The English groups are drawing the crowds just now."

Accolade of Success - this cartoon appeared in The Daily Mirror



He loves listening to 'With A Little Help From My Friends'... he's a Joe Cocker Spaniel!

Another project he has on at the moment apart from getting an LP together is trying to find a suitable song to record for the film 'The Staircase' which will star Richard Burton and Rex Harrison. The song will be played as the credits are shown.

Joe has not only made the grade in Britain, but is well up in the charts in many other countries - including Japan. He finds this funny. "You'd wonder why the Japanese would want to listen to me singing in English, wouldn't you?"

Which just shows how truly international is the world of pop.

She handed over the message

□AFTER receiving a request for service to a cooker, Eric Whittaker, senior rep. at Leicester, visited the customer to see what was the matter.

He found both the customer and his wife were blind, deaf and dumb, so had no means of establishing communication.

He returned to Market Street and saw Peter Mackenzie, domestic sales officer, who got in touch with the Blind Association, asking for help.

Later, the customer turned up at the showroom with a piece of paper asking to see Mr Mackenzie. Although he tried to help, Mr Mackenzie was unable to establish contact with a person who was unable to see, hear or speak, so he appealed to members of the staff to see if anyone had any ideas for communicating with the man.

Part-time assistant Mrs Enid Ross came forward and said she would try 'hand' writing. This means spelling out letters on the palm of a hand.



Senior HSA Mary Cramp has a lesson in 'hand' writing from Mrs Enid Ross.

To everyone's satisfaction this worked, and Mrs Ross was able to make an appointment. So together with a senior rep. and an HSA she went out to the house and found out what was the matter.

Mr Mackenzie then got in touch with the Leicester Charities Organisation who said they would buy a new cooker for the couple. So a G.C.I. (a cooker for handicapped

people) was fitted and HSA Mary Cramp was taught by Mrs Ross to do 'hand' writing. She now visits the house at regular intervals to see that all is well.

One interesting point was that when at the house, Mrs Ross noticed a picture of the customer being introduced to Princess Alexandra by the 'hand' writing method. **So Mrs Ross is in good company!**



Boston skip George Tether receives the Bowls Cup from the Deputy Chairman, while the rest of the team looks on.

Boston excel with the woods

□THE AREA Bowls Final was fought out on Markeaton St Green, Derby, on July 27. The semi-finalists were Sheffield, Wellingborough, Boston and Mansfield.

Wellingborough knocked out Sheffield 27 to 20 ends, and Boston beat Mansfield 29 to 27 ends.

Boston had no difficulty in clinching the final, defeating Wellingborough 33 to 15 ends.

Boston team: George Tether (skip), Edward Hancock, Len French, Maurice Nicholson, Geoff Haresign and Tom Barton.

To Mexico

□Janet, daughter of Steve Stokes, assistant divisional commercial manager, Lincs, is visiting Mexico - with a purpose. Janet, until recently a scientist with the Imperial Cancer Research Fund, has gone to see her husband, Bruce, compete in the Olympic Games.

Bruce, who has recently been awarded his Ph.D. at London University, rows in the University crew which won the Grand Challenge Cup at Henley in July and is representing Great Britain.

After the Games, Janet and her husband are flying to Madison University where they are to take up a joint appointment.



Competitors in the Lincolnshire golf tournament photographed outside the clubhouse.

Lincs golf

□LINCOLNSHIRE division's 'hole-in-one' golfer, Steve Stokes has pulled it off again. Playing in the Divisional Golf Tournament he has won the Bernard Clarke Trophy, the premier award.

The match was played in perfect weather at the Newark Golf Club on August 3.

The Ladies Trophy was won by Mrs J. I. Harris. Other prize-winners were Ron Probert, Jack Sharp and Mrs Lucienne Morley.

HSG among the fields, the fens and the fish

SOUTH LINCOLNSHIRE is by far the biggest district geographically in the Emgas area, yet it serves the least number of customers! This offers unique difficulties in servicing such a scattered, mainly agricultural district.

North Lincolnshire is the second biggest district geographically, and though much smaller in area than South Lincs has 90,000 customers, 20,000 more than its southern neighbour. North Lincs has more industry, with the development of Humberston, the steelworks at Scunthorpe and the docks and freezing works at Grimsby.

Together these two districts cover more than a third of the Emgas area. The historic centre is, of course, the ancient city of Lincoln with its fine cathedral, which this year celebrates its ninth centenary, marked by the Lincoln Cathedral Festival which began in April and goes on to October. Lincoln Cathedral was founded in 1072 on the order of William the Conqueror of 1066 and all that.

Gas manufacture in Lincoln city started at Newland Works in 1830. Wages for the first year of operation amounted to £436, but even so the company managed to make a loss!

The first private customer was one Cornelius Maples, a butcher, who had to sign an agreement in which, among other things, he undertook that "I will not wilfully wastefully consume gas and as far as I can I will not suffer the flame to exceed the height of 3½ inches and I will not commence burning until sunset at any time and will extinguish such light within a quarter of an hour from the time hereby agreed upon."

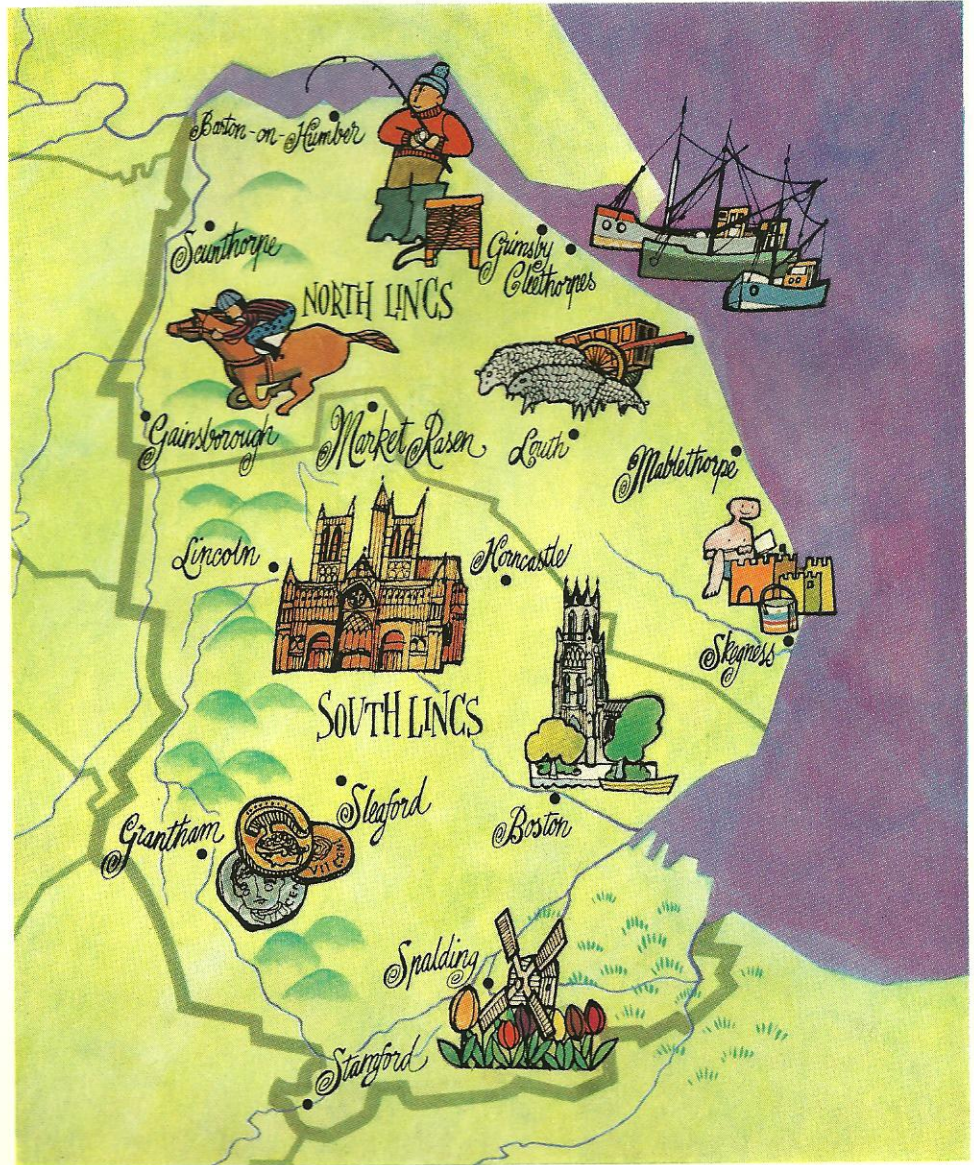
Evidently as a result of the loss on the first year's working, one irate shareholder wrote:

"The dilemma in which the Gas Company is placed and the difficulties into which it is fast sinking, call for every exertion to be made in designing measures in order to extricate ourselves from positive ruin. There was a lopping off of the branches at our last meeting, but the root of the evil yet remains unassailed. It is obvious that the beneficial existence of a Gas Light Establishment depends mainly on the proper manner of carbonising the coal, and in Lincoln Works this important process is done at random.

"I am prepared to prove that there has been a most lavish consumption of coal in generating the gas, and this is the great evil to be got rid of."

Now, nearly 150 years later, his worries about the consumption of coal would have ended, as Lincoln is supplied by Killingholme. The entire North Lincs district has already been converted to natural gas, and conversion in South Lincs is going on apace. Boston is currently being converted, and Spalding, Stamford and Grantham are scheduled for later in the year.

In this feature, Emgas meets some of the people who help keep the HSG flag flying in our most widespread community.



His invitation led to a wife . . .

NEIL MORLEY, senior housing development representative at Lincoln, is the great-great-grandson of Lincoln's first private gas consumer, the same Cornelius Maples who had to sign the famous agreement when he had his shop lighted by gas in 1830. Neil is married to Lucienne, the divisional administrative assistant.

He started as an apprentice in Lincoln in 1937 and then did his war service in the RAF, serving in Europe and India. While serving in Brussels a friend who had been offered hospitality by a Belgian family asked Neil to go along with him. It was there that he met Lucienne, but all they did at that time was engage in "spasmodic conversation". They exchanged a few postcards, met again in 1947, became engaged in 1948 and were married in 1949.

After returning from World War II, Neil worked as a fitter "for about a month" until moving into the distribution office. He stayed there until 1952 when he went to

Long Eaton on one of the first district representatives' courses.

He plays golf and goes fishing. He finds the most satisfactory part of his job "the feeling that I am improving the lot of our customers."

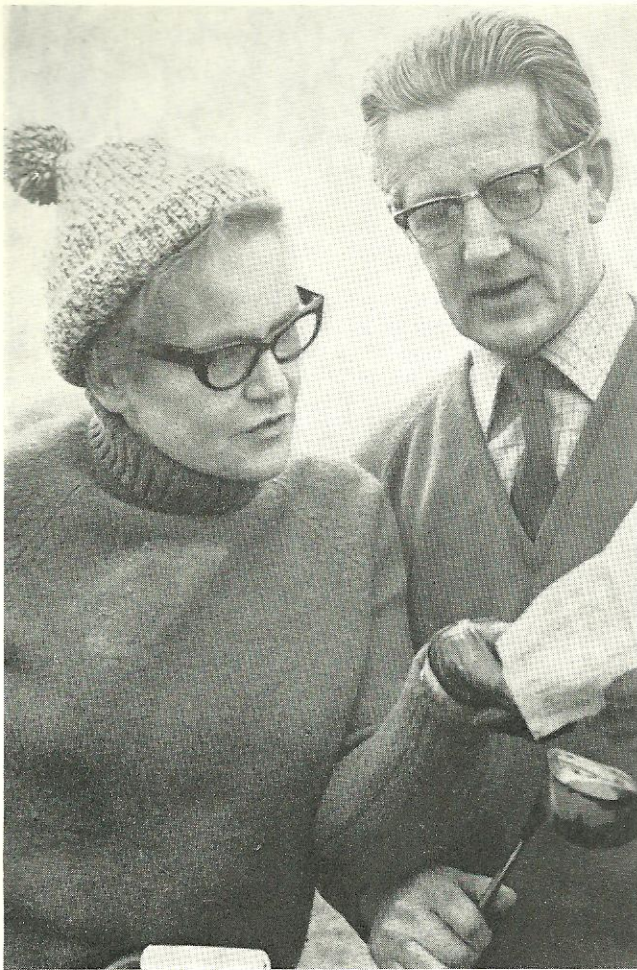
. . . all the way from Brussels

LUCIENNE MORLEY says she is "the only woman divisional administrative assistant in the Board." She is the daughter of a former chief inspector of police in Brussels and grew up as "a detestable highbrow sort of girl - or at least I thought I was". She started work as a shorthand-typist in a Belgian bank, but after marrying and moving to Lincoln took a job on the export side of Ruston and Hornsby. "I had to take down shorthand in both English and French - but managed to get along." She came to Emgas in 1951 as confidential secretary to Mr Bernard Clarke, then divisional general

(continued on page 6)



Lincoln staff photographed outside Belle Vue House, headquarters of the Lincolnshire Division. Standing in the centre front is Mr Colin Playle, newly appointed divisional commercial manager, and he is flanked by Mr Steve Stokes, assistant divisional commercial manager, and Mrs Lucienne Morley, administrative assistant.



The Morleys . . . from Brussels with love.



Les girls - HSA's Janice Buckthorpe, Susan Fisher and Jenny Day.

manager. When he retired in 1965 she worked for his successor, Mr George Davies, until she was made divisional administrative assistant in 1967.

Every year she goes to see her parents and they in turn come over to stay with her for a couple of months.

She was invited to join the Soroptimists in 1969 and is this year's president of the Lincoln Soroptimists' Club. This will involve chairing 35 business meetings and attending 21 dinners (she has already attended the President's Dinner of the Leicester Soroptimists' Club to celebrate the termination of Miss Pat Dodd's year as president. Miss Dodd is, of course, our Area Home Service Adviser).

Lucienne, who also plays golf, enjoys cookery, and is secretary of the Lincoln Sports and Social Club.

No time

JENNY DAY is our senior Home Service Adviser in South Lincs and joined us six years ago straight from college. She is married to Ken Day, who is now a representative for Glow-worm, but she met him when he was technical rep (new housing) at Lincoln.

Jenny says her spare-time activities are confined to dressmaking and reading, for "an HSA has no time for any hobbies".

A Lincoln lass - not a Venetian

Home service adviser, JANICE BUCKTHORPE, has been with Emgas for two-and-a-half years now and has worked in Lincoln for that time.

She is a local girl and after leaving college

worked for a while in hotels. "I much preferred cooking by gas, so when a vacancy occurred with the Board in my home town I jumped at it," she said.

She always says she's a Lincolnshire lass, but she was born in Venice when her father was serving with the army in Italy. But as she came to Lincoln when she was two, she doesn't think her short time in Italy counts.

Janice loves driving because she says it's still a novelty to her. She also enjoys dress-

making, and with the other Lincoln HSA's makes her own uniforms for special occasions and exhibitions. They made their hot pants which they wore at the last Lincoln Spring Show, and for the opening of the new Lincoln showroom they not only made their outfits, but designed them too.

Not quite what she thought

BERT ASKEW is sub-district sales officer for Boston/Spalding with a staff of 26 and



George Tenker and Bert Askew . . . Boston originals.



Maurice Thacker – casting to win.



Sid Galvin – remembers the hard times.



Flash back! Sid Galvin (second from left, middle row) produced this group photograph taken at Barnsley shortly after World War II. The group includes Norman White, John Crabtree, Walter Pettitt, the late Frank Wilkinson, Harry Hobson, William Jauques and Eric Evers among others.

26,000 customers. His territory stretches from Boston to Stamford, a distance of 35 miles.

He started as an apprentice under his father at Kirton, near Boston, 34 years ago. "I'd get to the works at 7.30 a.m. to help stoke the retorts, change at about 9.30 a.m. to do some meter emptying and then be back again in old clothes at 3 p.m. to help with the stoking until 5 p.m.," he recalls.

He remembers canvassing for gas when he was 16 or 17, offering customers a free cooker if they put in three gaslights, a wash-boiler point and a gas iron point.

"On one occasion a customer had constantly complained about her cooker. She wanted a new one. So we took the old one away, repainted it, threw the burner bars into the retorts to clean them and replaced the drip tray with another one bearing a different name. Then we took it back to the customer. She was delighted and wanted to know why she couldn't have had one like it before!"

He became the gasfitter at Kirton and then moved to Spalding until in 1951 he was appointed local manager at Bourne, where he was also responsible for manufacturing until the gasworks there closed down. In 1954 he was made group distribution superintendent at Spalding and then group sales and service officer until his appointment as local manager at Boston in 1961.

He recalls winning the first prize of £5 for the best paper presented to his Sales and Service Circle, and "Mr Randall, who presented me with the cheque, assured me it was the first one to come off the computer," he says.

Mr Askew lives in the former Boston gas manager's house and works from an office situated in the grounds of his garden, which has its advantages and disadvantages. He is married and has an 18-year-old daughter who works in a bank, and a son, aged 12. He spends his free time in his greenhouse and garden. He's also interested in the history of the industry and has old documents and records of board meetings of the Boston Gas Company going back to the early 1800s.

Never had it so good

GEORGE TETTER, central heating/new housing rep at Boston, started there as an apprentice 42 years ago. He said he "did everything" – painting gas cookers and street lamps, stoking, relief street lighting, collector/meter reader, and cashier/salesman among other jobs with the old Boston Gaslight Company.

He served in the Royal Artillery (HAC) for six years and then in 1950 left Emgas for three years. He returned to us as a representative.

He is secretary of the Boston Sports and Social Club, enjoys old time dancing, and plays bowls. He was skip of the Boston team which won the Area finals twice. He is married with two sons and a daughter, two of them married, and has two grandchildren.

He says people working in the industry "have never had it so good – apart from the paper work".

A wizard with the rod

MAURICE THACKER, service officer (designate) at Lincoln, is our most famous fisherman. Not for him threading a worm on a hook, casting it into the river and hoping for the best. Maurice has reduced fishing to a science. "You must know your river, use the right float, shotted correctly, know how to tackle up and use the right ground baiting," he says. Then he adds, "You can't buy success – you can buy a kit for £25 or £30 which is good enough to win matches if you know how to use it."

Certainly his precepts have paid off. Three times he has won the individual trophy in the Area Angling Competition and has been runner-up twice. In last year's match he caught 30 fish, when most of the other anglers were complaining of the poor conditions. One said, "It was that shallow, when you threw your maggots in they crawled out again."

Maurice also competes successfully in the big leagues. He has finished 14th and 21st in the National Angling Championship – the 'All England' – which attracts up to 1,500 of Britain's top anglers and can net the winner £3,000 if he's in the sweepstake.

During one of these matches, Maurice thought he was winning. After two hours he had caught fish weighing 20 lb 5½ oz. But that was his lot. For the rest of the match – another three hours – he didn't get another bite. He has also won the Championship of all Lincoln Clubs.

He comes from Boston and started there as an apprentice gasfitter in 1943.

"Watch it!" the boss told him

SID GALVIN, distribution superintendent for Spalding, Stamford and Boston, is the only man in Emgas left with this title. He started work as an apprentice bricklayer in Barnsley in 1926, but soon the General Strike broke out and he was laid off "because the firm couldn't afford to pay me my 10s. a week". Later that year he got a job as an apprentice gasfitter with the Barnsley Gas Company, again at 10s. a week with the promise of a half-crown rise every birthday.

"You had to apply for the rise," Mr Galvin recalls, "so on my birthday I went into the office and said, 'It's my birthday.' The boss looked up and said, 'Many happy returns. Now get out and get back to work.'"

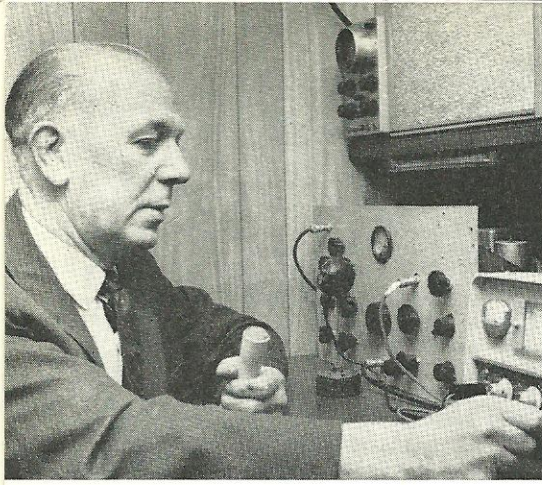
But Sid got his rise. On another occasion he was painting a holder when the boss came along and noticed some paint on Sid's overalls. "What's that you've got on your overalls?" he wanted to know. "It's paint from the holder," replied Sid. "Then watch it," cautioned his boss. "Look at the bloody paint you're wasting."

In 1933 when he was 20 and earning 27s. 6d. a week Sid, and Jack Cook, Joe Trundell, Alf Shucksmith and Harold Hobson were called into the office.

"Cook, Trundell and Shucksmith were given their cards. Hobson was told he would have a fortnight's work but if no more came along he would get his cards, too. I was told I could become a distribution service layer or take my cards."

In the event, Jack Cook eventually returned and Hobson was kept on. Trundell went to electricity and Alf Shucksmith was later killed in the London 'blitz'.

In 1935, the Barnsley company was taken over by the Sheffield and District Gas



Fred Chester . . . takes to the air.

G2DXB goes on the air

IF YOU'RE a radio 'ham' – though they don't like the term – you could call up Fred Chester on G2DXB.

For Fred, holder station attendant at Grimsby, has held a radio amateur's GPO licence since 1946 and first started building crystal sets and one-valve sets in 1929.

"It can be an expensive hobby," he says. "A normal sideband transceiver – for both receiving and transmitting messages – costs about £200."

But Charlie made his own transmitter. It contains over 20 valves and can transmit to most places in the world, depending on conditions.

Radio amateurs send each other post-cards containing their call signs and reporting receiving conditions from the station they are tuned in to. Fred has sent and received numerous such cards. He has them from Russia, the Bahamas, Italy, Cyprus, Greenland, the USA, Bahrain, Trieste, Venezuela, Iceland, Canada, Czechoslovakia, Macao, Portugal and Hungary among others.

"Radio amateurs throughout the world speak English," he says. "Even a German amateur speaking, say, to a Greek will use English. It's the international language."

Under the terms of the GPO licence, radio amateurs are not allowed to listen to broadcasts from the police, ambulance service or aircraft.

To qualify for a licence, which costs £3 a year, the radio amateur must take a technical test and a Morse test, though Morse is seldom used these days.

Fred has ten children – five sons and five daughters – ranging in age from 31 down to 9. One son is skipper of a trawler, another is in the fish business and a third works for an oil refinery. This son, Brian, is also a keen radio amateur – his call sign is G8DFO, and father and son get in touch with each other most days.

When one of his daughters was living in Northern Ireland where her husband was serving as a soldier, Fred often spoke to a radio amateur living in the same town.

"I couldn't speak to my daughter or son-in-law direct," he says. "Under the terms of the licence, you can only speak to another licence holder."

Fred estimates that there are about 15,000 radio amateurs in the country. He knows a number of schoolboys in Grimsby who hold licences.

He's been with the Board for 21 years and before taking his present job about nine years ago he did a number of jobs on the works.



Alf Gardiner . . . done the lot.

And before he came to us? You've guessed it. He was working in radio and tv.

He's knocked about a bit

Alf Gardiner is the distribution supervisor at Grantham. He joined the gas industry back in 1924 and during his 48 years' service has travelled almost all over the country.

He began his career as an apprentice gas-fitter at Bolington near Macclesfield, then moved to Beighton as a fitter with the South Yorkshire and Derbyshire Gas Company in 1931 but was only there for a year before he was appointed district superintendent with the Royston and Brods-worth Gas Company. In 1941 he became assistant chief engineer with the General Gas and Electricity Company at Kington in Herefordshire. While he was travelling around the south of England in the course of his duties Mr Gardiner recalls seeing all the tanks and guns being taken south ready for 'D' Day. Once while he was sitting in his car he watched an air battle. "Planes were blowing up and bursting into flames, and men were parachuting out all over the sky. I've never seen anything like it," he said.

He moved back north to Skelmersdale as engineer and manager for the Gas and Water Department, he was there for a short time before moving to Sleaford in 1946 as deputy engineer and manager which on nationalisation was re-designated local superintendent. He moved to Grantham in 1956.

"I knocked about such a lot to gain experience," said Mr Gardiner. "When you were on a small gasworks you were expected to do everything, even unload the coal at times. During the war we never got much sleep, we always had to be ready to be called out at any time."

Basil Williams . . . frogman under Nazi H.Q.



Now he's looking forward to his retirement later this year which will give him time for motoring, cine-photography and growing tomatoes.

Mr Gardiner's son served his apprenticeship with the gas industry but now works in an engineering firm.

Bas lived in a cellar

A Nottinghamshire man by birth you'll now find Bas Williams on the gate at Killingholme Works.

Before joining the gas industry he had a varied career and can tell many a tale.

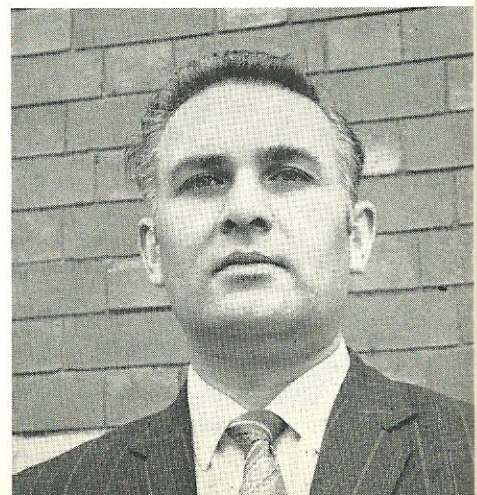
Bas joined the Territorial Army in 1932 and from there went into the Cavalry. He likes horses but says when they were on the way to Tobruk the horses had to be left at Base Camp, so they ended up as infantry, that is until they captured some German guns and were then gunners. After Tobruk they also got some German tanks so they ended up as a proper tank regiment. Towards the end of the desert campaign Bas was wounded. He was sent to a desert hospital and had to stay there for seven months. When he came out he found that his regiment had been sent home to prepare for 'D' Day, so he was drafted to a camp to lecture to newcomers about desert warfare and life out there.

One day an officer from his old regiment turned up and told Bas he'd got a job for him. This meant going to Greece to help to train saboteurs on how to blow up German boats, trains and anything that would disrupt the movement of German troops. After a while he was recalled to England to continue his training as a saboteur with the Inter-Services Research Bureau. His main job was as a frogman, and he went to Denmark and Norway to blow up enemy shipping.

While in Copenhagen, the British frogmen actually lived in the cellars of the King George Hotel which was the German Headquarters. "Well," said Bas, "that was the safest place, they never thought to search their own Headquarters. The Danes looked after us and kept our presence a secret. They were very good people."

His wartime pursuits are not the only stories Bas can tell. He's been a whipper-in of hounds and an ambulance man as well as a frogman. Now he's content to lead a quiet life with his wife and two daughters upon Humberside. He's had enough excitement already to last a lifetime and as he says "Enough is enough for anybody."

Don Ombler . . . cricketing memories.



Emgas leads with Showroom Guide that spells it all out

ONE of the most sales-orientated Boards in the industry, Emgas has just published the first comprehensive guide for showroom management and staff.

"We feel the Guide meets a real need to set out in one document the sales and customer service activities which are embraced within the total operations of a modern gas showroom," said Colin Playle, who, as market development officer, produced the Guide in conjunction with area sales manager Bob Holland and public relations and publicity manager John Knott.

The Guide, printed by the Board's own reprographic section, is designed to improve further the already high standard of presentation in Emgas showrooms.

It sets out in detail the whole gamut of showroom operation from spelling out the routine of daily, weekly and monthly checks, through showroom layout and presentation, to the compilation of profit and loss accounts. It deals with 'on-the-job' training of showroom staff, appliance display strategy, cash handling and security, repairs and maintenance, sales literature and notices, manufacturers' displays, bargain sections, campaigns - in fact no aspect of showroom management, even down to details of spare parts service, fire precautions and incentive schemes, is overlooked.

"The effective display of appliances plays a vital part in selling," said Mr Playle. "So an important section in the Guide deals with standard display activities, suggested showroom and appliance layouts, and the facilities which can be called upon from the Board's Area Display Centre. It also contains light-hearted cartoons to help get the message over, as well as detailed working

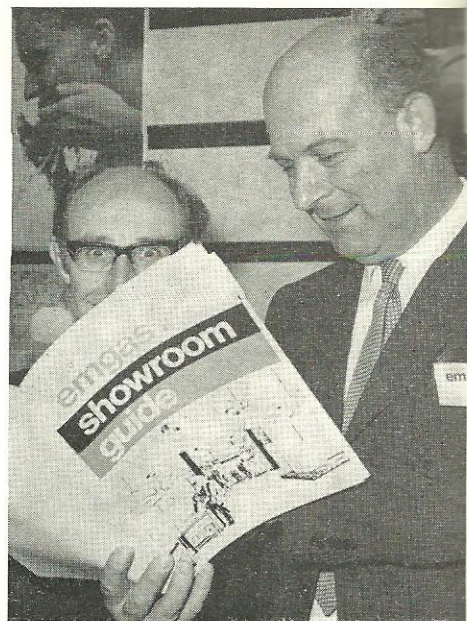
drawings of layouts and display material." In conjunction with the Guide, the Emgas Area Training Centre has mounted a special course for showroom managers, assistant showroom managers and other showroom staff. The first 2½-day course catered for the showroom managers of the 12 leading showrooms, which together account for about 70 per cent of the Emgas showroom sales.

"It is the first time these 12 showroom managers have been brought together to talk about showroom management," said Graham Leich, Emgas head of training. "And although it's the sixth in our series of sales development courses, it's the only one confined to showroom staff and is unique in that the members visit each other's showrooms and are encouraged to offer constructive criticism."

The 12 showroom managers were split up into parties of four and on four afternoons, during showroom closing, visited in turn each other's showrooms. The three visiting managers then examined the showroom and under the guidance of an instructor completed a series of questionnaires designed to enable them to assess how the showroom was following the precepts in the Guide.

The visiting managers were encouraged to take their coats off and move appliances about, if they thought that by so doing they could improve the display. The manager of the showroom being visited was supported by his domestic sales officer and district display supervisor, who in the subsequent discussion could explain the philosophy behind their own particular layout.

The course started with a half-day session at the Emgas Area Training Centre and continued during the evening at a local hotel.



Area sales manager Bob Holland (right) and divisional commercial manager Colin Playle examine a copy of the new Emgas Showroom Guide at the opening of the new Lincoln Showrooms. Before he took up his new post at Lincoln, Mr Playle was responsible for producing the guide in conjunction with Mr Holland and public relations and publicity manager John Knott.

"This enabled the managers to get together informally over a pint and discuss their own particular problems," said one of the managers, Cyril Laban of the Main Centre, Derby. "This I regarded as one of the most valuable parts of the course. The visits to our respective showrooms certainly allowed ideas to be tossed around, but I think for most of us they confirmed, too, the already high standard our showrooms have reached."

Completes trilogy

Graham Leich pointed out that the new Showroom Guide completes a trilogy of sales manuals, following the publication previously by Emgas of Sales and Marketing Guides. The Showroom Guide is designed to form a basis for continuous use at district level and at the Area Training Centre.

"In particular, it will form a base for all future showroom training," he said.

The intention is clearly to upgrade total operations to ensure a high sales and service return and the Guide will fill a gap which previously existed when no comprehensive manual to all showroom activities was available.

Already the associated course has produced a number of new ideas from the showroom managers during their visits. Another important advantage lies in the reaction of the other managers to such ideas.

"From the point of view of the Training Centre, this course helps us to measure the effectiveness of our training," said Mr Leich. "It's an exercise in practical participation and aims primarily at familiarising showroom staff with the Guide. But if at the end we get a number of suggestions which are subsequently acted upon, we have proof that the course has paid off."

Future courses will involve the assistant showroom managers of the largest showrooms, other showroom managers and finally other showroom staff.



"I think you've got a point there." District display supervisor John Knighton discusses assessments with showroom managers Cyril Laban, Leslie Littlewood, Bill Kirkland and Clive Ellis. Norman Whitmore and instructor Roger Flint look on.



The Chairman welcomes the Mayor and Mayoress of Lincoln, Alderman and Mrs Fred Blackbourn to the new Lincoln showroom. The City Sheriff, Mr E. Hunt, looks on.

New Lincoln showroom 'enhances city'

A BIGGER, brighter gas showroom opened in Lincoln on April 12. It stands on the corner of High Street and Silver Street, near the Stonebow. The new two-storey showroom provides more than four times the floor space of its predecessor on Silver Street, which has served our Lincoln customers for more than 20 years.

The showroom was opened by the Mayor of Lincoln, Alderman Fred Blackbourn, who criticised the 'knockers' who he said deposited a coffin at the door of new development.

"My contention is that there is room for old and new. The life of a city is dependent on its centre being the meeting place for commerce, service industries and people," he said.

The Mayor considered the new showrooms were a welcomed amenity. They catered for the many people who relied on gas. "When I look at these showrooms I do not see any offensive building," he added. "In fact, it even enhances the historic architecture."

In his speech, Alderman Blackbourn praised Emgas. Recalling his period as chairman of the Corporation's Housing Committee, he paid tribute to the work of local officials.

"It was through their competitiveness that many council properties with central heating have lower rents," he said. He also praised the industry as a whole for its growth record.

The Mayor was welcomed by the Chairman, Mr K. L. Pearce, who said it was hoped that conversion to natural gas would be completed by 1974.

The showrooms are managed by Vic Hage, who has headed the Lincoln showroom team for five years. Prior to that he was manager of the Grantham showrooms.



HSA Janice Buckthorpe shows Mrs Smith some of the good eats Home Service laid on for the occasion.

* * *

When the wife came into the bedroom one night, she found her husband in bed with his golf clubs. As she stared at him, he said: "Well, when we had that argument over my playing golf, you said I had to make a choice. Well, I made it."

It's not all knocks

WE'RE USED to critical letters appearing in the press about conversion, but rarely do we hear about the satisfied customers. Most – and they form the vast majority of our customers – remain silent, but a few take the trouble to write and say how pleased they have been with the operation.

We get a good number of these letters and it's impossible to publish them all – in any case, we might seem too self-satisfied and smug (we know things sometimes go wrong – in what human endeavour do they not?).

But just to keep the record straight it's as well to know that we do get these letters and a heartening example recently came from Mr and Mrs Frank Field of 16 Glover Road, Old Brumby, Scunthorpe.

Mrs Field wrote:

My husband and I would like to say a big 'thank you' for the conversion of our appliances to Natural Gas, and for the smoothness of the change-over.

Being elderly we had anticipated the upheaval with some trepidation, but how wrong we were.

On the 21st February a pleasant young man presented himself, explained what had to be done and carried out the adaptation meticulously. He shared a cup of tea with us and spoke of his family and three children, and we talked of our grandchildren.

Over the four days of the conversion this young man was considerate and courteous, and when he left we felt a sense of loss. Later we wished we had asked his name, and then remembered we heard a colleague address him as Arthur.

We are delighted with Natural Gas and whenever possible will tell of our experience to those whose homes have not yet been converted. So often nowadays complaints seem to be uppermost and I feel it only fair to write and say how smoothly our change-over took place and how much we appreciated the friendliness and courtesy of our young man – and someday we hope we may meet him again.

More checks to be made before gas is cut off

EMGAS HAS decided to strengthen the system of checking on old people who have their gas supplies cut off.

In a letter to the East Midlands Gas Consultative Council the Board's secretary, Mr Wilfred Burnstone, said under the new system, the district customer accountant will notify the appropriate welfare officers each Friday quoting the addresses where cut-off action is intended during the week commencing 10 days later.

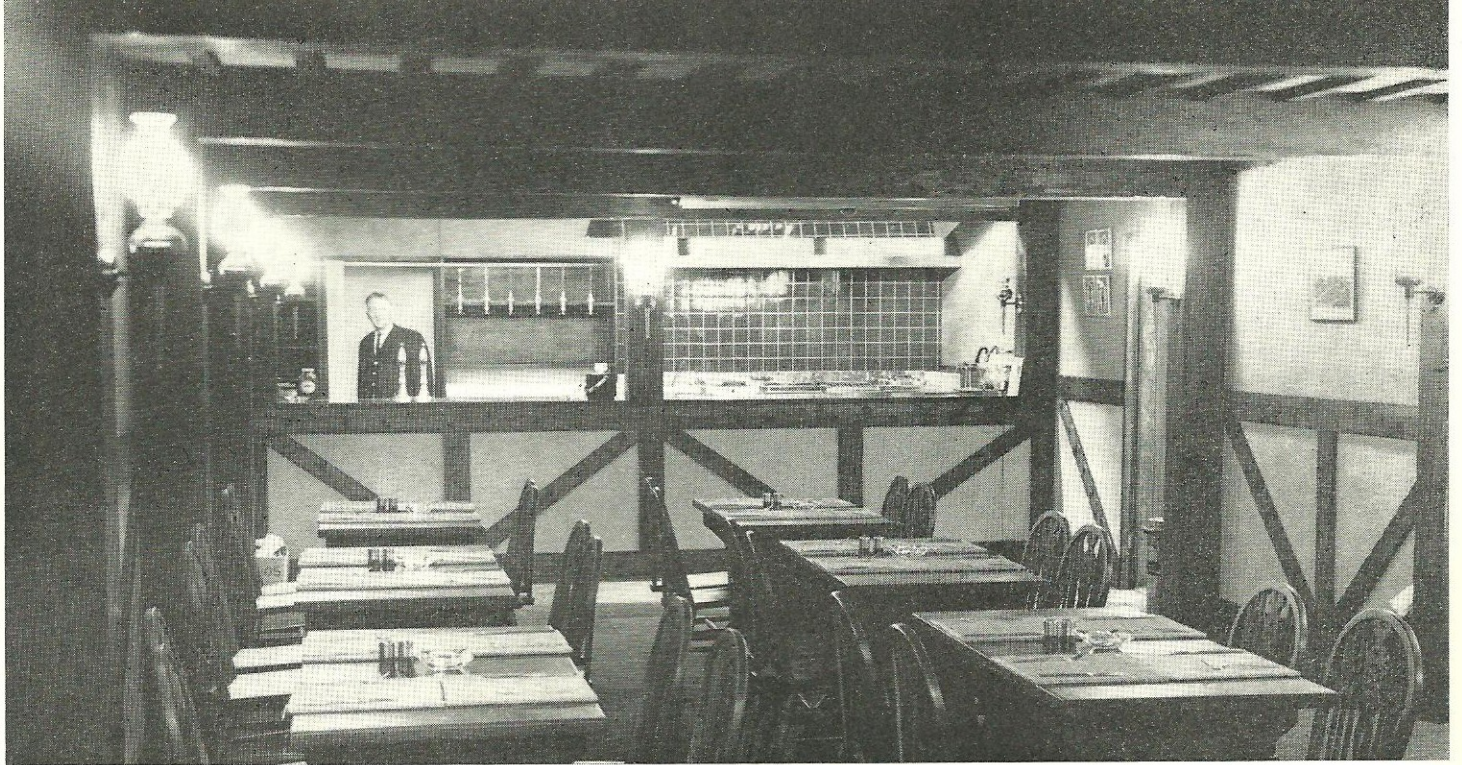
The cases apply mainly to homes where there is undue hardship or an inability to understand the Board's intention and the customer is unaware that assistance may be available from Welfare sources.

Emgas ends coke oven contract

AFTER MORE than 30 years, Emgas has ended its contract to take up to 24 million cubic feet of gas daily from the Stanton steelworks coke ovens. Supplies, enough to meet the average daily needs of a large town, ceased on April 25. The phasing out of

town gas with the advent of natural gas is the reason.

In a £250,000 development, Stanton will use the gas themselves for a variety of applications within their own works, including the underfiring of the coke ovens.



Not the "Old Bull and Bush" as this . . .



It flashes the message

Beeston showroom put on this model of a North Sea rig, complete with flashing lamp, to tie in with the forthcoming conversion to natural gas in the area and publicise the 'sell-out'.

Showroom manager Jack White designed and built the model with the help of his staff - Mrs Brenda Welbury, showroom assistant (right) and Mrs Edna Britton, who keeps the showroom spick and span.

Jack, who's been showroom manager at Beeston for 10 years, won £20 for a Christmas display two years ago. It depicted a cooker on a sleigh and was animated by an old sewing machine motor.

PUB GOES ON TOUR

THIS IS not The Old Bull and Bush or The Smugglers' Arms, but a facsimile of an old English pub made by the Area Display Centre at Syston. Realistic to the smoked oak beams, the pub can be dismantled and assembled at key points in the area.

The object is to demonstrate to landlords the advantages that gas can give them in providing hot snacks for their customers - and boosting their profits. Top chefs choose gas for its quality and speed. The pub is now touring the Area and invited guests are given hospitality and an appetising meal served in this attractive setting by Home Service Advisers.

A full report on this unique and imaginative promotion with pictures will appear in the Autumn issue of *Emgas*.

When day is done

□ ARE YOU in the dark about lights? Do you know all the rules and regulations about parking at night?

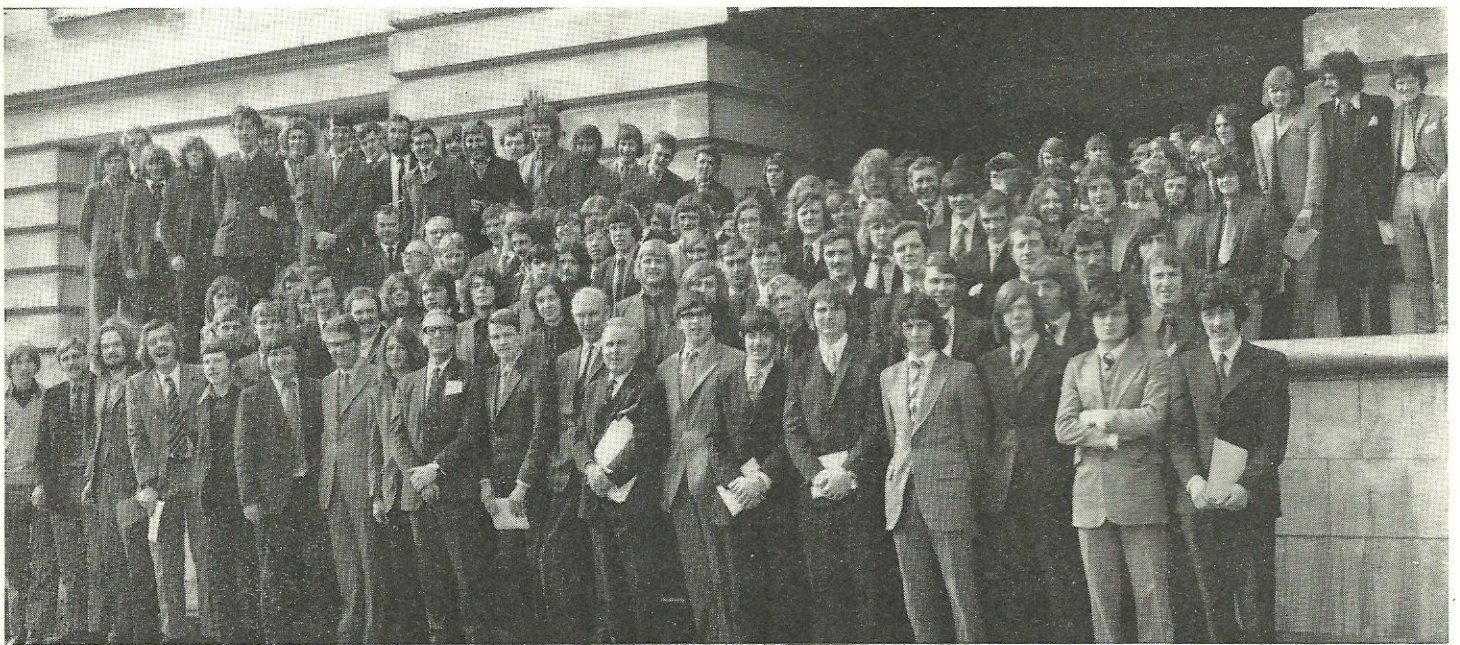
If your answer is "NO", take heart, for life is about to become much simpler for you in future.

Until now different rules have applied in different places. But, from Sunday, April 30, everything was changed. One standard set of rules now applies throughout Britain.

Cars, motorcycles and goods vehicles under 30cwt. unladen weight may now park without lights provided that

- the road is subject to a speed limit of 30 mph or less;
- no part of the vehicle is within 15 yards of a road junction;
- the vehicle is parked as close as may be and parallel to the kerb and, except in one-way streets, with its nearside to the kerb.

Gasfitters receive documents



At a presentation at Nottingham University on April 5, 145 gasfitters received their certificates from the Deputy Chairman, Mr J. H. Smith. Most also received their completed apprenticeship indentures. In addition, three men following other trades received their completed indentures. Also in the photograph with Mr Smith and the young men are the Commercial Director, Mr J. S. Fox-Andrews; the Personnel Director, Mr F. L. Ffoulkes; Chairman of the East Midlands Area JIC, Mr C. A. Unwin; and district service managers.

Church converted twice in one year

ST BOTOLPH'S, Boston, is claimed to be the largest parish church in England. It certainly not only dominates the town and the landscape for miles around but can be seen by ships out at sea. Known affectionately as Boston Stump, this 14th century church is beautiful, but cold like so many old buildings. How to warm it has always been a problem. Numb fingers and toes were a normal part of our forefathers' lives but are not acceptable today.

So, in 1968, the parochial church council decided that something must be done. Em-gas, along with other fuel suppliers, were asked to prepare a case for central heating and Tony Davison, our commercial rep. at Boston, set to work and submitted a general plan. The church folk were still undecided so asked the county architect Mr John Bunker, and the heating engineer Mr Bob Watkinson for their advice. "Go gas," they said.

REAL WORK BEGAN

Now the real hard work began. Tony Davison, helped by John Spencer and Roy Howitt from the Belgrave Gate Technical Services section, prepared a full feasibility study, design and quotation. This meant many visits to Boston to attend meetings and to examine the church - even going out on to the roof in a howling gale!

Brian Skerrett, the area commercial sales officer, helped the team with his own observations and advice. John Dobby, district commercial sales officer (Lincs) was also involved, so it was a real combined effort.

When the plans were completed, George Pace, the architect for the church, took over. He accepted the plans as they were and the work went ahead.

The church hadn't unlimited money to spend on heating so the old coke boilers were removed and two Beeston R9G2B boilers were installed to heat the main church using the old radiators. Their output is 675,000 btu's an hour, and a Beeston boiler, model R3G2B, is being used to heat the Cotton Chapel. The output of this smaller boiler amounts to 240,000 btu's an hour.

SMALL PRICE TO PAY

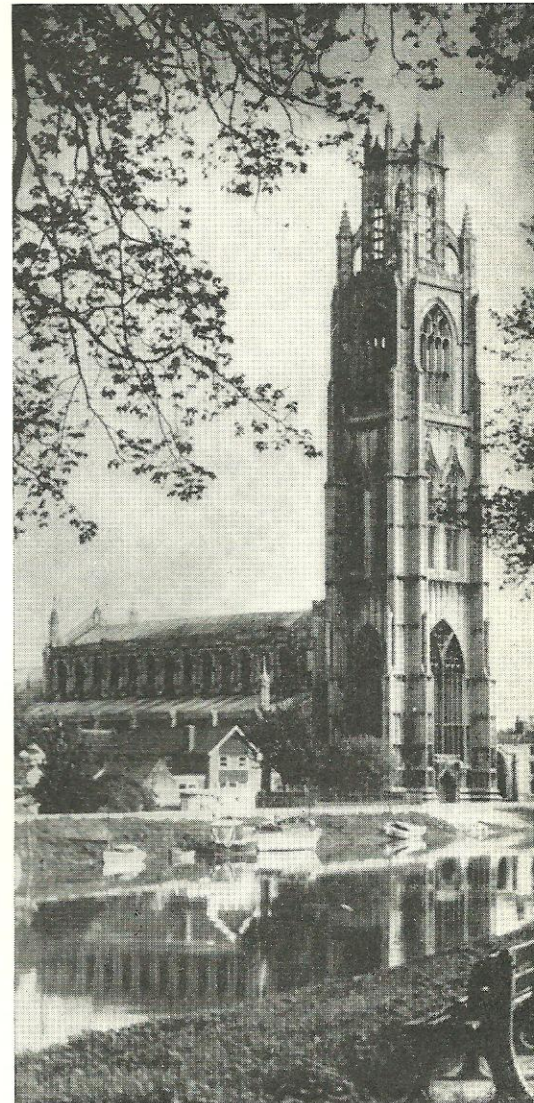
Operating costs have been estimated at £800 a year, but the congregation no doubt feel that this is a small price to pay for warmth.

The Reverend David Scott and his church committee express themselves as highly pleased with the performance so far. The verger finds the place so much cleaner and is delighted with the flexibility and performance of the heating system.

So, in January of this year, the church was converted from solid fuel to gas. And now it is in the process of being converted once again - this time to natural gas.

Tony Davison foresees no difficulties, but as he says, it's part of his job to keep an eye on the church and to make sure that it remains one more of our satisfied customers.

★ ★ ★
Hick Town: Place where, if you see a girl dining out with a man old enough to be her father, he is.



Photograph by Lincolnshire Standard, Boston.

She plays the piano too!



Emgas cover girl - 21 years ago!

Still a pin-up though she was Miss Emgas 1951

Yes, we really do mean 1951. That was a good year for pretty girls and few came premier than Jean Scoot of Boston - or Jean Coy as she was then.

When it was decided to run a Miss Emgas competition, readers of *Emgas* were asked to send in their choice for the title and altogether 189 photographs were received. After eliminating rounds, the finalists were featured in the magazine and all Board employees were invited to vote for the girl they thought should win.

It was a hard-fought fight but Jean came through and by popular demand became the Board's Miss Emgas. This title has never been challenged. There have been two Miss Leicester Emgas since and maybe other districts have had their own pin-ups but none have represented the whole area - so Jean, who works at Boston as a typist, still holds the title.

Jean laughs when she talks about the competition. "I never even knew my picture had been entered," she said. "A boyfriend sent it in without me knowing about it." But Jean obviously forgave the young man, for she later married him.

Jean, as she is now - still a pin-up for the men at Boston who say that she's even better looking now than she was in 1951.

Growth keeps pace with target

THE GAS INDUSTRY increased its output by a massive 30 per cent during the year 1971-72, reports the Gas Council.

In the year, Britain's natural gas industry raised its output to a record 8,674 million therms. This is right on target with the Gas Council's aim to increase gas sales four-fold - from 1,000 million cubic feet a day to 4,000 million cubic feet a day - in the 10-year period to 1975.



MAUREEN COOPER came to *Emgas* as a temporary shorthand-typist in early 1971, decided she liked it so got herself a permanent job here. She is now secretary to Mr Norman Turner, the deputy secretary, at Headquarters.

She is an accomplished pianist and spends most of her spare time giving piano lessons - mostly to children but she does have one or two adult pupils.

Maureen spent the summer of 1969 in Southern Italy working in a boutique and she's going back there for her summer holiday this year to see a friend who is working at the British Consulate there.



On March 28, 79 apprentices from all over the area met at Nottingham University to receive their Deeds of Apprenticeship and Gasfitting Certificates from the Chairman, Mr A. F. Hetherington, who told them, "This is not the end but the beginning of your training with the Board. You must go on, not sit back, and prove to us and yourself that you are capable and willing to tackle jobs of high responsibility. I am sure a great many of you will."

They are seen below with the Chairman. Also on the photograph are Mr W. G. Jackson, Director of Education for Nottingham and Member of the Gas Industry Training Board (centre right), Mr R. Coates, Secretary, Trade Union Side of the East Midlands Area Joint Industrial Council for the Gas Industry (centre left), and Mr F. L. Ffoulkes, Personnel Manager. This was one of Mr Coates last duties before he retired.



They put zest into the job



□ YOU CAN say one thing about the sales staff of the Board. They do enter into the spirit of things.

Take for instance the British and Continental Fortnights that have been going on since July in seven of the major showrooms.

Exciting advertising, the Area Display Centre and the manufacturers all helped to make the showrooms arresting. But as area sales manager Mr Bob Holland pointed out at the beginning of the campaign – only the sales staff can secure the order.

“Don’t forget,” he said, “the basic formula for increasing sales: pleasantness, persistence, PLUS first-class selling and demonstrating techniques.”

The staff responded to a man – or woman – and the service given to the public reached the highest standards.

THE SHOWROOMS became, almost overnight, French cafes, English pubs, Continental coffee shops, or bingo halls.

There were cookery demonstrations in both British and Continental cookery, and for one-and-sixpence you could buy a set of most attractive and colourful recipe cards.

The HSA’s and the showroom staff dressed themselves in what they considered to be the right gear.

Red, white and blue formed the predominant colours. Some girls wore bell-bottomed trousers, others mini skirts. The men took to straw boaters and other fancy hats.

At Derby, the HSA’s had even made their own French sailors’ hats to wear. Such was the interest shown by the girls. And of course along came the personalities.

Norman Vaughan tosses a pancake . . .

. . . then Grimsby HSA’s Ellen Cooper, Diana Sleight, Pam Mablethorpe, Jan Wybrow and Liz Shearman toss Norman Vaughan.



the big names, to draw the crowds. At Grimsby, Norman Vaughan tossed a pancake with expertise. At Nottingham and Northampton, Tony Stoppani, surely the most charming of all chefs, gave cookery demonstrations. Kathie Webber and Late Night Extra disc jockey Bob Holness appeared at Leicester showroom – but a strong counter-attraction there was provided by a genuine fortune teller who read palms or looked into the future with the aid of a crystal ball. She proved a great draw, and had a continuous queue of women all anxious to know if that tall, dark stranger really was just around the corner. Another magician of greater fame, David Nixon, appeared at Sheffield.

But with all these attractions to draw the crowds, once the people entered the showrooms it was then up to the sales staff to sell. And the staff, although treating the dressing-up and the decorating part in a light-hearted manner, became serious and dedicated when they switched to the real job of selling appliances.

SELLING THROUGH DEMS

THE HSA's were right at the heart of things, and their demonstrations were well-planned, slick and full of interest.

What the public doesn't always realise, is that a cookery demonstration given by any gas board demonstrator is as much a selling exercise as a salesman showing off a cooker on the showroom floor.

The girls must give a clear picture of the advantages of gas as a fuel, especially for cooking.

The audience must be made aware of the controllability on the top of the cooker, and the convenience of being able to position foods in various places in a gas oven so that every dish is cooked to perfection.

The success of any demonstration must be judged by the number of women who go away convinced that they need a new gas cooker.

When it comes to selling, the staff are all

(continued overleaf)



"What is this I see before me – can it be a melon?" Tony Stoppani amuses HSA's Linda Robertshaw and Liz Marshall before his cookery demonstration at Nottingham.



A good day's takings! Mrs Connie Collis, Reg Palin and John Spalding of Friar Gate seem well pleased with results.



Preparing for their Continental Fortnight at Friar Gate, Derby, are Mrs Joan Smith and Miss Christine Bayley.

ALL ABOARD!

Next stop the potting shed

□“YOU CAN tell I used to be a gasfitter just by looking at my pipework.” Ron Nash, general enquiry representative at Lincoln, laughed when he said this, but you could see he had a point.

He was showing us his large scale working models of steam engines, which he keeps in a special shed at the bottom of his garden.

Ron has been interested in model building since he was a boy. “I caught the bug from my father,” he said. “With him it was mostly yachts though, and I can remember the hours we spent building and sailing them.”

Steam engines, and especially railway engines, are Ron’s interest, and he builds



Ron Nash drives his 5 in. gauge scale model ‘Maid of Kent’ at Boutham Park, Lincoln, to the obvious interest of other enthusiasts. This model is worth between £400 and £500.

exact models of the old engines that used to steam so majestically up and down the country.

“Since steam engines have been overtaken

by diesels and electric trains, the interest in steam has grown to tremendous proportions,” Ron told us. “There are few towns now that haven’t got a branch of the Model Engineering Society and a track.”

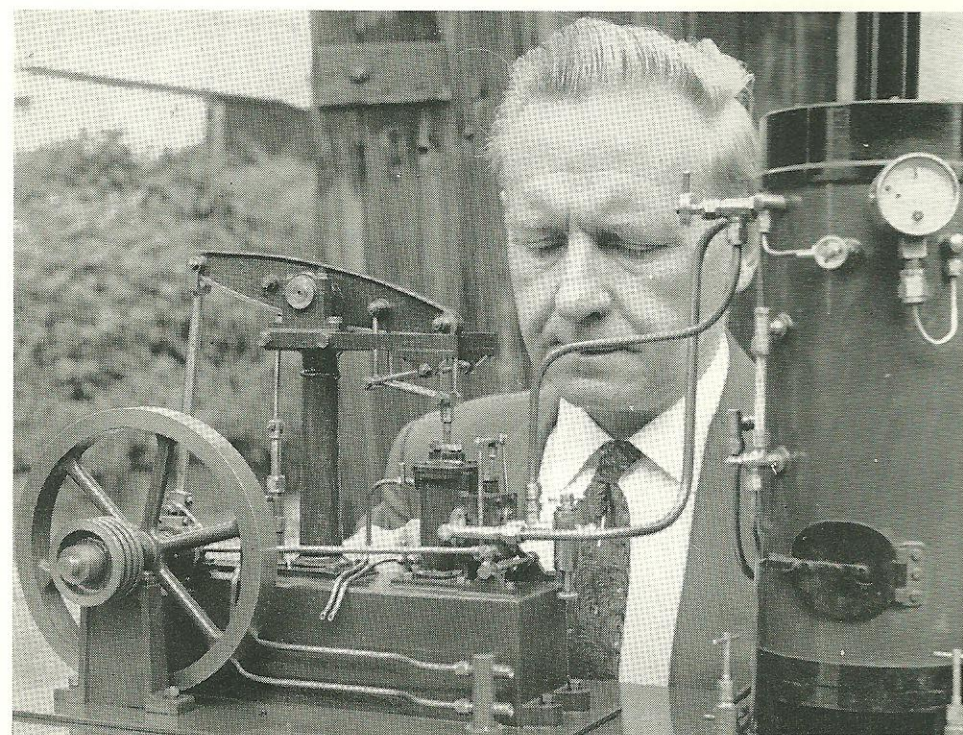
Lincoln has a track in Boutham Park, which was one of the first to be opened after the war. Ron helped to build this track and many of his engines have chugged up and down it.

Mary, Ron’s wife, is also keenly interested in the engines and builds her own small models from kits. She is also an expert photographer and can show pictures of most of the private lines now running in this country. The Nash’s have even got a film taken at Boutham Park which shows the steam enthusiasts at play. We were assured that they are enjoying themselves, but the faces of the men – for the boys don’t get much of a look in – are full of grim determination and dedication.

IN PERSPECTIVE

Ron laughs at this. “You’ve got to keep your hobby in perspective,” he says. “Some of the men you meet are so keen that they think of nothing else but steam engines. We have a chap comes to see us and he talks of nothing else.”

Mary breaks in to say, “Yes, we try and try to steer the conversation to other subjects, but you can be sure it always comes back to steam engines. When we see him into his car after the evening is over, he’s



Ron also made this stationary beam engine, which he himself designed. It is made from parts supplied by Stuart Turner, the pump and boat engine people, and has a vertical boiler fired by coal.



The P. V. Baker, a 0-6-0 tank engine, has a gauge of $3\frac{1}{2}$ in. and runs on coal at a working pressure of 80 lb. sq. in. It can pull four men.

still talking about some engine or other.”

One engine, ‘The Maid of Kent’ which Ron built would be worth around £400 to £500 now.

These engines are now becoming valuable collector’s pieces. You can tell they’re now being sought after because for the past year Christie’s have been auctioning them in their London showrooms. There was one sold last year in Nottingham that fetched £2000.

Ron’s special engine at the moment is the P. V. Baker. This is a piston valve engine, with the boiler made of copper, and the tanks and running boards of brass. It has Baker valve gear and runs on coal. Its working pressure is 80 lbs to the sq.in. Capacity of water is three pints, it weighs 62 lbs, is $3\frac{1}{2}$ in. gauge and is scaled $\frac{3}{4}$ in. to a foot. The P.V. Baker will pull four men.

As well as railway engines, Ron builds stationary steam engines. One has been

designed by him. It is a vertical boiler Stuart Beam Engine and runs on coal. Everything is beautifully polished and shining.

The parts for the engines can be bought from special agents, the most famous being Stuart Turner Ltd, of Henley-on-Thames, and A. J. Reeves & Co of Birmingham. Ron buys some of his parts and makes others. He has his own lathe and tools for making parts to the precise measurement required.

TRACK THROUGH THE HALL

On some days Ron decides to try out his engines and lays out his track along the garden, through the hall and along to the front gate.

Mary doesn’t mind, she says she just has to look both ways before crossing the hall in case she gets mown down by an engine.

It’s pleasant to know that although the

great and much-loved steam engines have now gone from our railways their memory is being kept alive by men like Ron. Diesel and electric trains may be more efficient, but they will never take the place of the old steam trains as they thundered, pistons flashing, over the countryside. Their passing doesn’t seem so hard when you know that in gardens and parks up and down the land, men are building and running exact models of the old engines. There they run – The Maid of Kent, The Flying Scotsman, Mallard and The City of Truro – famous names for famous locomotives and still being loved and cared for as the originals were loved by the old railwaymen.

George Stephenson, Sir Nigel Gresley and Sir William Stanier and the other great railway engineers can rest easy. Men may go to the moon – but the steam engine will always have a very special place in the hearts of the railway enthusiasts.

*Board
Members
visit
Mansfield
and
Lincoln
Districts*



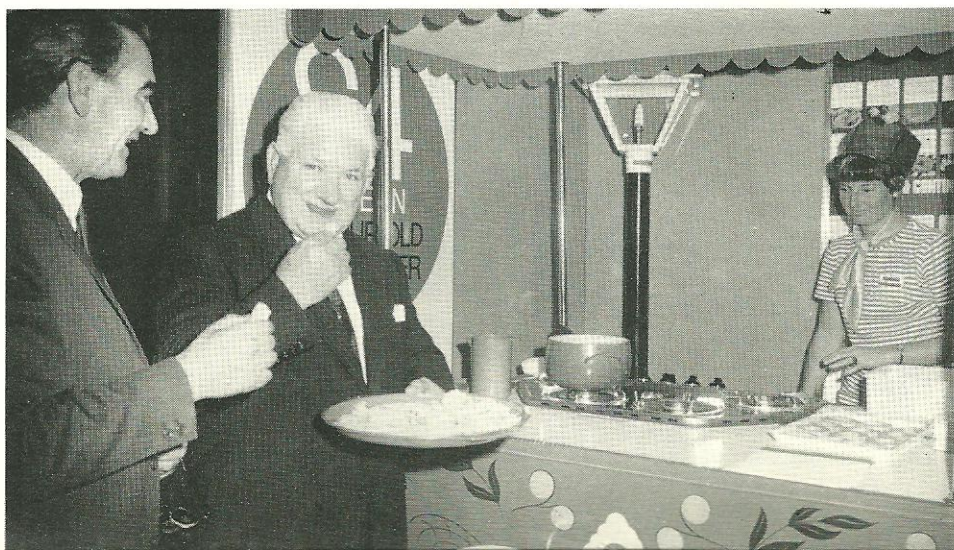
In the Control Office at Mansfield, the Chairman, Sir Mark Henig (third from left) and Mr G. A. Pratt, Director of Engineering, talk to Granville Downing. Maurice Draycott, control office manager, stands next to the Chairman and Harold Keywood, district engineer (operations) is seen at rear left, and Ron Shaw, district engineer (planning) at rear right.



At Lincoln, on September 16, Lord Carron (right) and Mr F. L. Foulkes, Personnel Manager, discuss a point with Herbert Ashton, a technical clerk in the Industrial Department at Belle Vue House.



The Deputy Chairman, Mr J. H. Smith, talks to meter readers Alfred Betts, Ray Morris, Frank Bond, James Tyler and Reg Woodward, all from Mansfield.



*Chairman
tastes
the
goodies*

A short break for the Chairman. After Mr K. L. Pearce had taken a look at the Emgas stand at the Home Life Exhibition, held at Granby Halls, Leicester, HSA Mary Cramp passed over the filling she was making for the pastry cases, so that he and Mr John Knott, the Public Relations and Publicity Manager, could taste them.



She plays for a crack team

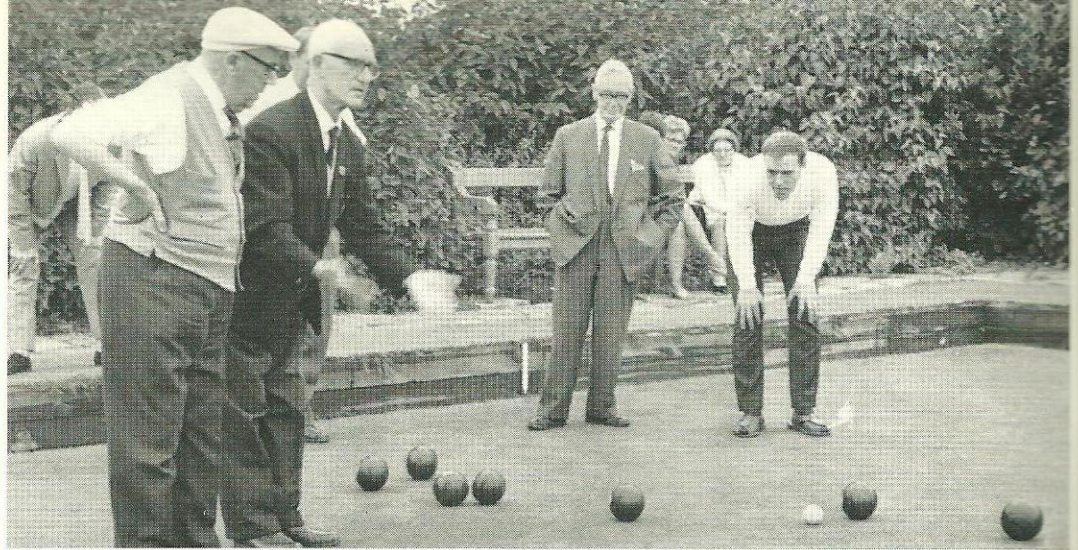
□NO, SHE'S not one of the Emgals. But when June Foulke, secretary to the Divisional Commercial Manager at Lenton Lane, has put the cover on her typewriter on Friday evenings she prepares to don her second 'hat' as a member of the Foden's Motor Works crack ladies team based at Sandbach, Cheshire. In the summer, with the long evenings, she will even travel to Sandbach for practice during the week!

June first became interested in football ten years ago when she joined a local Nottinghamshire team. Some time later she was spotted and asked to join the Foden team.

Although it means a certain amount of travelling for practices, June considers it well worth while. "This is one of the leading ladies teams in the country," she said, "We came third in the International Ladies Team games played at Deal. There were 48 teams competing from all over the world."

Charities are always keen to get the Foden's team to play matches for their organisations. Last year, the team toured Ireland playing either mens' or womens' teams and raised £1000 for the mentally handicapped.

At one charity match, they played the showbiz team captained by Kenny Lynch. That was



Boston repeat the dose

□THE BOSTON bowls team scored a convincing victory in the Area Bowls Competition fought out on the British Railways bowling green at Lincoln.

But it didn't look that way at first. Playing Mansfield, the Boston team were well down at the half-way stage. Then Boston skip George Tetther changed his tactics and his team ran out the winners, 22 ends to 16.

This is the second year in succession Boston have won the competition, which itself has only been running for three years. Wellingborough were the first winners.

Presenting the trophies, the Deputy Chairman, Mr J. H. Smith, congratulated both teams. He expressed his thanks to the British Railways Staff Association for permission to use their green and also to the organisers of the competition.

Afterwards the teams were entertained to tea at the Eastgate Hotel.

Boston: George Tetther (skip), Ted Hancock, Colin Gardner, Martin Nicholson.

Mansfield: Charlie Orwin (skip), Alf Scarborough, Tom Foxon, Arthur Sellars.



THE WINNERS. George Tetther holds the Area Bowls Cup after receiving it from the Deputy Chairman (centre). Team mates look pleased.

Eric in winning form



ROBBED ON THE HOME RUN! The runners-up look determined to win next time as surrounding the Deputy Chairman, they hold their trophies.

□THE LINCOLNSHIRE Divisional Angling competition, fished on the Witham at Kirkstead on August 9, was won by Boston, with a total catch of over 23½ lb. Boston's Eric Cross, who was later to win the Area Angling Competition, showed his winning form by carrying off the individual prize with 12¼ lb. Team mate Ivan Charlton was runner-up with 6½ lb.

Lincoln 'A' came second in the team contest with 12 lb. and Lincoln 'B' third with 8 lb. That ace Lincoln angler Maurice Thacker contributed over 5½ lb. to put him third in the individual placings.

The 39 competitors caught between them 64½ lb. of fish. The trophy and prizes were presented by Mrs George Davies, wife of the divisional commercial manager.

evidently hilarious, and most of the girl players were convulsed with laughter, but everyone, including the crowd who watched, thoroughly enjoyed the game.

June plays right-half, and the team wear the West Ham colours of maroon and blue.

FOOTNOTE: On September 22, June's team won the English Final of the Women's International Football knock-out competition. The other finalists were Southampton

Ladies and Foden's beat them 5-1. Now June and her colleagues will meet the winners of the Scottish Final - a team from Glasgow.

Lincoln golfers compete for Trophy

□THE LINCOLN Divisional golf tournament took place at the Newark Golf Club on July 19. A Stapleford competition, it was open to all employees.

The Bernard Clarke Trophy was

won by J. Sharp with 36 points, closely followed by J. B. Cooper who had 35 points and D. Altoft with 34. Mrs Stokes, wife of the assistant divisional commercial manager, presented the trophy.

At the Area Staff Conference, youth took the stand and put forward its recommendations.



PLANNING FOR THE FUTURE

□ THE THEME of this year's Staff Conference, held at PERA on October 24, was 'Planning for the Future.'

In his introductory address, the Chairman said that this year it was decided to invite a team of young men from the Board's staff "to study the future of the industry as they saw it and to place the results of their deliberations before the Conference as a comprehensive plan for the future."

Before calling on the panel, the Chairman reviewed the past year's results. He said that the action taken by the Board in increasing gas prices, tightening control over capital and revenue expenditure, and increasing gas sales by intensified sales efforts had succeeded in putting us on a sounder economic footing.

"I think we are justified in saying that we are pulling our weight," said the Chairman.

He pointed out that although the average price per therm increased by 1.35d the prime cost of gas made and bought fell by .97d yielding an improved gross profit per therm of 2.32d.

This, taken in conjunction with the fact that the direct cost of distribution remained steady, was "a heartening sign."

Posing the question: 'Could we have done better?' the Chairman pointed out that appliance sales showed a loss of £500,000 against a profit of £14,000 in the previous year. Credit restrictions had taken their toll of turnover, but even so our margins had reduced more rapidly than the average. He asked if we were giving away more than we could afford in our promotional activities. The cost of rendering and collecting accounts had also risen and was high compared with the industry average.

"I know that great efforts are being made to improve our costs but, as you can see, we have yet some way to go," said the Chairman.

He then discussed our financial objectives and pointed out that although we marginally bettered our financial target during 1968/9, we would have fallen short by £700,000 of the new financial target set for the five years ending March 31, 1974.

"It may well be that in the next five years we shall find it harder to achieve our financial objectives," the Chairman said. "So far as larger profits are concerned, our hopes must rest on selling more gas at prices which show a reasonable margin of profit. I say more gas which includes more manufactured gas as well as natural gas. We have the capacity to supply both in increasing quantities."

The success achieved by the sales staff during the past year showed that they were alive to the potential markets open to us. Against the 160 million therms of natural gas supplied direct to customers by the industry, the East Midland's share amounted to nearly 55 million. This meant we were the leading Board in the supply of natural gas direct to customers.

Good management in all departments must prove that not only will we continue to supply the cheapest gas in the country, but also provide a service second to none.

INTRODUCING the papers, Mike Simpson, technical planning manager, said that we could now see an end to the transitional town gas/natural gas phase and the beginning of the natural gas era proper.

He said that the policy proposals and organisational changes the panel would present were both feasible and necessary if the Board was to take full advantage of North Sea gas.

The planning objective of the industry was to maximise its net revenue, taking into account our statutory obligations, North Sea gas, the high cost of capital, and the financial objectives of the industry.

In Emgas we had two other considerations. Coke oven gas would become available in competition with natural gas when our contracts ended, and surplus refinery gas and other petroleum products would also be sold in competition. The industry is planning to take 4000 million cubic feet of natural gas a day by the mid-1970s and to meet our proportion of this we must double sales by then.

Factors influencing the achievement of this target include marketing policies, tariff

levels, conversion strategy and the efficient use of resources. The plans and policies of the panel had the next five years in mind, but also considered the following five years up to about 1980.



PRESENTING his paper, 'Marketing in the Seventies,' Colin Playle, market development officer, produced figures which showed that we were more than halfway to reaching our 1975 target for domestic and commercial sales, but just over a third of the

way towards our industrial target. Public administration, though at present only one percent of our load, is programmed to increase eight times.

To achieve our domestic target we must dominate the central heating market. This meant obtaining 72 percent of central heating in local authority housing.

We faced competition from electricians and low-cost immersion heaters, and on district heating schemes we had coal as a competitor with its 'wickedly' low price of 7d a therm.

Yet district heating, according to *The Financial Times* was "unquestionably the heating of the foreseeable future."

So far we had not obtained one district heating scheme. It was essential that we do so. Our main hope of competing with coal was on an interruptible basis. In any case, we must try to obtain at least one district heating scheme as a sales platform for future schemes, even if this means 'buying' ourselves into one moderately-sized scheme.

He recommended that 'total energy' schemes be mooted to local authorities. He also suggested that the central heating boiler replace warm air units to exclude the use of electric immersion heaters for hot water. But prices must be pruned.

Promotional costs should be channelled more towards central heating, although currently we are spending six times more per therm on promoting gas cookers. We

High speed garage serves High

ANTON LANE's new super garage is now providing high-speed service with the most modern equipment for over 200 Board members from minivans to 5 ton trucks.

The garage, managed by district transport officer Don Cochrane, can handle all vehicle services except for painting. The nine mechanics work on an incentive bonus scheme. The seven-bay service section incorporates a pit complex to accommodate two

vehicles, high-pressure greasing system, a one-ton overhead crane, and an exhaust-extractor system to channel exhaust gases to the outside air when engines are running. A separate car wash and a fuel island complete the services. Electrically-operated doors provide access to the pit area and the car wash.

Re-filling of sumps is done by a hose conveying oil from the fuel island.



Garage
Mich

Left
time
over

Dr Peter Simpson, Area Industrial Gas Manager, discusses the reorganisation of the Industrial Gas Department

Two 'streams' will penetrate markets of the future

□ THE CHALLENGE to build up rapidly the sales of industrial gas is a demanding one, and it is allied to the need to provide technical support to the sales engineer and a service to industry.

This has called for the reorganisation of the Boards' Industrial Gas Department into separate sales and service streams. The department now comprises a small specialised Headquarters staff, four operational Divisional departments under the industrial gas managers, and the Industrial Development Department at Derby.

The concept of specialised streams within the department was introduced three years ago with the appointment of senior industrial conversion engineers, responsible directly to their divisional industrial gas managers. The effectiveness of this organisation has been fully proved by the smoothness and success of the industrial conversion within the Board so far.

This organisation will now be applied to the sales teams and service engineers within the divisions and districts. Senior industrial engineers with designated responsibility for sales or for service have been appointed and, with the senior industrial conversion engineers, make up a hard core of specialised engineers within the Board.

The gas industry is facing the task of doubling gas sales by the early 1970s and doubling them again by the mid-1970s. In the short term this expansion must be met by increased sales in the industrial market. These new sales will be made in industries and processes where previously manufactured gas was not competitive. It is here that we must have specialised staff competent to discuss and negotiate special contracts for the supply of natural gas. Much of this work will be done by the divisional and district sales engineers from initial customer enquiry to completed contract. The larger loads and supplies of interruptible natural gas will be handled by HQ.

For the Notts and Derby Division are Douglas Brown, senior industrial sales engineer, Ron Millward, senior industrial service engineer, and Dick Lawrence, divisional industrial gas manager.

Backing up sales activities we need to strengthen our service function. This includes technical support for the sales engineers, installation and changeover work for the new loads, and providing the technical and consultancy service expected by existing customers. Again most of this work will fall on the service staff in divisions, but they will have support from HQ and the Development Department at Derby.

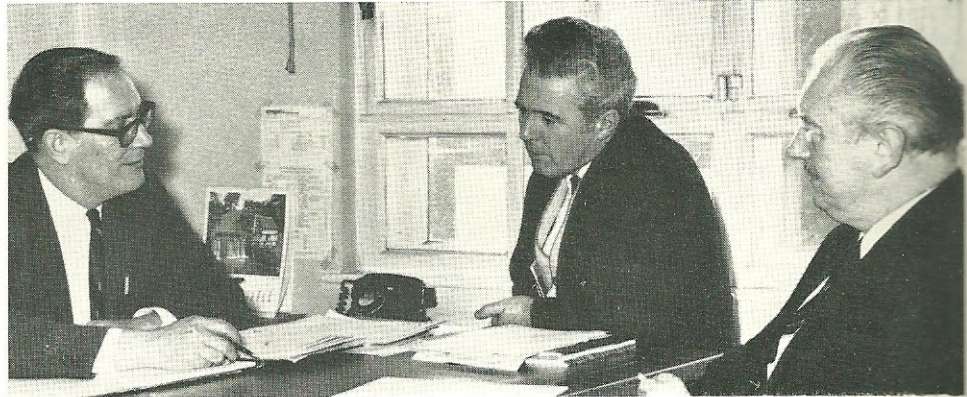
The key to sales expansion in industry remains the smooth conversion of industrial gas users. This opens the door to other converted and adjacent firms. The sales force will penetrate and exploit markets for natural gas in converted areas, backed up by technical/service support for feasibility studies, on-site trials, and the new engineering knowledge and developments we can now offer.

I am confident that the new organisation will enable us to meet our targets, and that the engineers in the Industrial Department, wherever they may be, will benefit and progress through their specialisation. This



Dr Peter Simpson, area industrial gas manager, and Charles Port, area industrial sales manager (right).

operation takes another step forward towards the complete integration of industrial gas into the overall plans and strategies of the Commercial Department and the Board.



Over in Lincolnshire we have Ken Hudson, divisional industrial gas manager, Jim Mulroy, industrial gas officer (North Lincs), and Alan Brown, industrial gas officer (South Lincs).

Some members of the Derby Industrial Development Department: David Goodchild, project engineer, Stan Shelley, project engineer, Joe Johnson, manager, Industrial Gas Research and Development Department, Darrell Swinden, project engineer, and Hector Smith, senior project engineer.



His other hat!

□BERT ALCOCK, our man at Woodhall Spa wears another hat besides his gas one. He is also well known to local people as Sub-officer H. Alcock of the Fire Brigade. But after 38 years continuous service with the Brigade, Bert has attended his last fire drill.

Lindsay's chief fire officer, Mr A. A. Spouge, said "This is a record length of service for this county and must surely be so for the country. Mr Alcock has done a wonderful job and we all wish him the best of health."

Bert recalls that when he joined the fire service in 1931, the appliance comprised a steam engine hauled by a Model T Ford. When a fire was reported maroons were



Bert wears his other hat.

-Photo by E. M. Skelton

fired, and the fire lit under the steam boiler. As they proceeded to the scene one of the firemen would work a blower fan to raise steam quickly in the copper-tubed boiler.

During his years as a fireman, Mr Alcock estimates that he must have attended over 1,000 incidents. One well-remembered fire was at a farm which took a week to put out! The Woodhall Spa 'blitz' and wartime aircraft fires are also among the exciting and sometimes dangerous events that Bert remembers.

Room at the top

This 12-storey apartment building comprising 48 flats is being built for Rotherham Corporation, facing the Borough Clifton Park. Heating will be from a roof-top boiler house containing two Allied Ironfounders S 500 gas-fired boilers (total output one million Btu's/hr). Each flat will be heated by steel panel radiators and have a 25 gallon indirect cylinder to meet domestic hot water requirements. Gas cookers will be provided and Southall gas incinerators will be fitted on alternate floors.



dwelling. The use of gas for heating will release valuable rateable land for housing which otherwise would be earmarked for fuel storage.

Clean Air Act requirements will be met in their entirety as there will be no smoke, smuts and virtually no sulphur from the boiler chimneys which will be shorter than those necessary with less refined fuels.

Leicester Corporation's choice of natural gas for heating the estate is unique as it is not only one of the first gas-fired district heating schemes in the country but one of only a few in Europe.

Stars foretell food for you —

☐ ZODIAC Personality Girl Judy Munroe (tasting a dish) was featured at the Lincoln Spring Fair held in May. Here HSAs Sue Fisher, Janice Wall and Elizabeth Minnitt are seen with Judy at a demonstration. Sue talked about the appliance while Janice and Elizabeth prepared the meal.

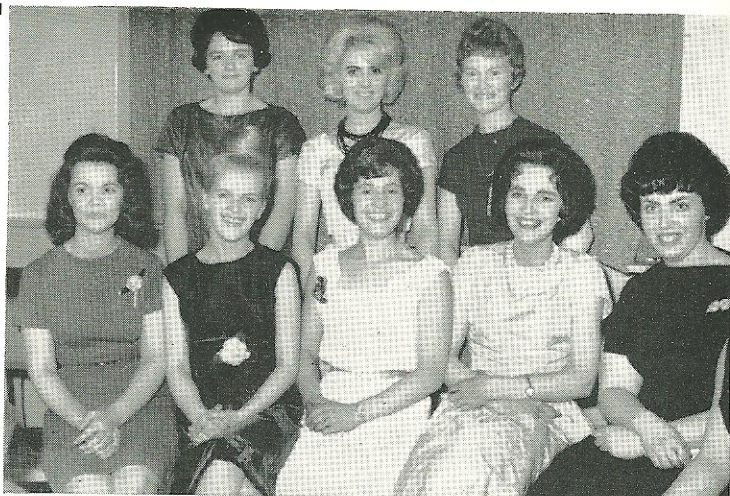
During the Spring Fair, local personalities were asked to specify their favourite meal and give the sign of the Zodiac under which they were born. The meal was then prepared for them under their sign.

Tony was there too

☐ THAT POPULAR TV cook Tony Stoppani also gave demonstrations during the campaign at various centres and was featured during the re-opening of the Knifsmith Gate showroom at Chesterfield. There he was assisted by HSAs Pam Easter, Janice Turner, Jenny Taylor, Linda George and Christine Armstrong.

FREE 'N' EASY

DON'T RUSH, most of these girls at right are married. This line up of lovelies includes Mrs. Alice Bedford, Mrs. Marjorie England, Miss Glenys Childs, Mrs. Margaret Lawton and Mrs. Rita Jagger.



AFTER THE LOVELIES, a line up of lads. We'll let them sort themselves out! **Raymond Boddy, Brian Holland, Alan Smith, Walter Petty, Frank Lawton, Mark Jagger, Albert Crowson, Peter Farley, and Anthony Hirst.**

OLD friends, new friends—all enjoyed the free 'n' easy spirit of Barnsley's dinner and dance on December 7. An excellent roast turkey meal produced a well satisfied glow over the members before dancing began.

The entertainment laid on was Barnsley's own special brand and was well up to the high standard they set themselves in previous years.

The committee of the Barnsley sports and social club always put on a good show, no doubt encouraged by the knowledge that they will be well supported by the enthusiastic members.



JUST A FEW of those who preferred a quiet chat to the 'twist' (at left). They comprise Mrs. Batty and Mrs. Linstead, Mrs. Mann and Ronald Linstead, Eric Evers, Jim Batty, Mrs. Evers and Mr. Mann.



BARNSELY OLD MILLS WORKS was the scene of a presentation recently when Jack Morley (seated second from left) received his 40 year award from Mr. C. E. Mills, Chief Engineer and Production Controller (back row). Also in the picture is Jack's daughter, together with Mr. E. L. Faulkner (northern production engineer), Mr. J. Wilkinson (works engineer) and colleagues.

SECRETS IN THE DRAWER PERHAPS? Mr. John Corrigan (centre) and Mr. E. B. Field watch Mr. H. B. Taylor making a close inspection of the antique chest of drawers which colleagues presented to Mr. Corrigan on his retirement.

The presentation was made by Mr. Taylor in the packed Market St. canteen on January 11 when Mr. Corrigan, divisional sales and service manager, left us after more than 52 years in the industry.

"One of the most outstanding features of his career," said Mr. Taylor, "and one which I doubt has been equalled is his holding of three presidencies of three professional associations."

Mr. Corrigan, who intends to live in the country, does not look his years and recently managed to hire a car in Ireland—by pruning his age to 58!

AWARD FOR MOLLY

ON NOVEMBER 23, Mrs. Molly Peach, filing clerk at Chesterfield, was presented with her 25 years' service award by Mr. J. Sharp, district manager. Mr. Sharp spoke of her service in the various departments during the time she had been in the offices and of the alterations that had taken place during this time.

WELCOME BACK — AND GET WELL

HEANOR welcome back Keith Benniston, fitter, after a long absence through illness. Another fitter, Ted Coope, has been away from work for 11 weeks awaiting a hernia operation, but colleagues hope to see him back soon.

Lamp attendant Jack Grancy collapsed at work in Ripley on January 4. He was taken to Ripley Hospital with a collapsed lung, but is reported to be slowly improving. Colleagues hope the improvement will continue and that Jack will soon recover completely.

* * *

SPALDING welcome back Geoff Haresign to the fittings staff after 2½ years National Service in the RAF, much of it in Berlin.





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SECRETS IN THE DRAWER PERHAPS? Mr. John Corrigan

AWARD FOR MOLLY

BOSTON (HIT THE MIDDLE) STUMP!



ALL PRESENT and correct!
Above, members pose for a
group picture.



BOSTON sports and social club staged a most successful dinner and dance in the Princess Margaret Room of the Co-op on December 21. Seventy-two people attended, including six pensioners, and the principal guest was Mr. B. Clarke, the DGM. Miss Ann Swain, the sports club secretary, and the committee, had laid on a full programme of dancing and games (including Bingo!) which soon had everyone having the Dickens of a time in true Christmas spirit.

EYES DOWN, and a full house
at Boston party!

FINE EFFORT

MEADOW HALL'S FOUR PENSIONERS, Fred Whittaker, George Aldrich, Tom Harrison (all seated) and Cliff Wilkinson (standing next to Mr. Wilkinson, works engineer), at Christmas each received a £5 note, half a bottle of spirits, a box of chocolates, tea, sugar, butter and a tin of salmon. The gifts were the result of some hard work by Jim Fletcher, George Wilson and Les Hammond, and the generosity of everyone at Meadow Hall.





BOSTON GET 'WITH IT'



A **BOUQUET** for Mrs. Clarke from Boston. The DGM and Mrs. Clarke were the guests of honour at the Boston dinner.



HAPPY FACES and having a swinging time at Boston.

Santa Claus visits Rotherham

ROTHERHAM district held their children's party in St. Stephens Church Hall on December 18. Some 100 children attended with 50 adults to look after them. Entertainment was provided by Colin Scott and Sandra Plane. Barry Phillips donned robe and beard to stand in for Father Christmas, who had had a minor mishap with Telstar. Special thanks go out to Mesdames Ross, Cook, White, Jolly, Winstanley and Foster who prepared and served the tea. Thanks are due, too, to the home service advisers and the sports and social club committee.



IN THE NEWS

PEOPLE
PLACES
SPORT



A UNIQUE PRESENTATION took place at Bracebridge Works, Lincoln, recently when both the works engineer and the assistant works engineer received their 40 year awards on the same day. The recipients were Mr. A. E. Peel, works engineer (second from right), and Mr. A. R. Warren, assistant works engineer (second from left).

Mr. Peel started his career as an apprentice gas engineer at Stockton-on-Tees in 1923 and first came to our Board as deputy engineer and manager at Chesterfield in 1940. He subsequently served as works engineer at Chesterfield and Burton, before moving to Lincoln in 1962.

He is married and has two children. His hobbies are gardening, photography, golf, and for relaxation he likes reading and listening to orchestral music.

All at Lincoln

MR. WARREN HAS spent the whole of his career at Lincoln and started there as a craftsman at Newland Works in 1923. He has had longer service at Lincoln than any other employee on the works and was awarded the BEM in the New Year's Honours List in 1956. He served in France as a rifleman in the KRRC in World War 1 and was taken prisoner in 1917.

He is married and his only son, Dr. Warren, is a lecturer at Leicester University. He has two grandsons and his main hobby is horticulture. He has since retired.

Also in the group are Mr. Clarke, Mrs. Warren, Mr. Bateman, Mrs. Peel, Mr. Mills and Mr. Ault.

BOSTON AWARD. Herbert Dunmore, coke lorry driver (centre) pictured below with colleagues after receiving his 25 year award from Mr. D. W. Ault, Eastern region production engineer (centre right) in the Boston Sports and Social clubroom. The works engineer, Mr. A. H. Dyer, is seen at centre left.



To One Pheasant—£8!

IT WOULD appear that some senior officers at Leicester are doing a bit of poaching on the side.

You may remember that Mr. Keating, stores manager at HQ, bagged a pheasant in his car radiator just a year ago. The surprised bird survived the journey from Quorn to Derby—to face an equally surprised stores manager and his wife on arrival home.

Now the divisional industrial gas engineer, Leicester and Northants, has had a go. Mr. Lawrence 'caught' his bird a few weeks ago when travelling from Northampton to Leicester at 60-plus m.p.h. along the A50. His car struck the pheasant in flight and the force of the impact damaged his radiator to the tune of £8. Mr. Lawrence, however, was not a happy poacher, as, with dark thoughts of the effect on his No Claim Bonus, he gave the dead pheasant its last 'flight' over a nearby fence. I wonder what his wife said about THAT!

Who's next? —EGB

TO PUSH THE PORKERS!

JOYCE KENDALL, Home Service Adviser at Wellingborough, leaves us to join the Pig Industry Development Authority as assistant home economist.

Miss Kendall joined the Gas Board in August 1962. Recently she was presented with a cheque for two guineas by Mr. H. Emmony, chairman of the Sales and Service Circle, at a luncheon when the circle visited the Ideal Homes Exhibition. This was for the best paperette submitted during last year on "Never a dull moment in the life of a Home Service Adviser".

We wish her every success in her new venture.

MOVING OVER

WORKMATES assembled at the Harlaxton Road gas holder station, Grantham, recently, to bid farewell to the acting distribution foreman, 36-years-old Lionel Gash, who has been promoted to distribution foreman at Lincoln.

Mr. Gash, who has lived in

Grantham all his life, was given a cheque from fellow workers at a presentation made by the distribution superintendent, Mr. A. Gardiner. The district manager, Mr. F. L. Harrison, was also present.

With his wife Joyce, and his two children, Julian (7) and Clive (18 months), Lionel is looking forward to his new life in Lincoln, but assured his colleagues in Grantham

he will keep in touch with them.

After leaving school at 14, he was an apprentice for five years with Collards, Watergate, then spent two years with the R.A.F., and on his return worked for four years with the late Mr. A. J. Mattless in Cambridge Street.

He joined us as a second-class fitter 11 years ago, and has worked in Grantham since then.

Lionel Gash receives his colleagues parting gift from the distribution superintendent, Mr. A. Gardiner.



A NIGHT OUT FOR LINCOLN!



CHAMPAGNE, cigar and a cosy conversation with friends for gasfitter 'Ginger' Ray at right above.



A WELL-LADEN table for this group from accounts. Mary Kitchen, at right, seems to need a lot to quench her thirst!

THE CHAIRMAN and Mrs. Johnson were the principal guests at Lincoln Sports and Social Club's annual dinner and dance held at Moor Lodge, Branston, on February 29.

Welcoming the Chairman and the other guests, Mr. B. Clarke, DGM, who is retiring this year, spoke of making his 'swan song'.

Replying, the Chairman touched on the search for natural gas and said that maybe we would find it off the Lincolnshire coast. Natural gas can make a tremendous difference; it has revolutionised Italy. But even if it wasn't found, other new processes made the prospect for the industry bright indeed.

SPORTS and social club secretary Walter Evitts at right sits one out with the ladies (but included are his wife and daughter!)



WHO SAYS departments don't mix. The picture at right shows staff from division, sales and service, E and P, and the showroom!



emgAS

SUMMER 1967



BURTON
DAILY MAIL

START ON
BURTON'S
NATURAL
GAS
SCHEME



No April fool!

Although DON OMBLER, service officer at Grimsby, joined the gas industry at Scunthorpe on April 1, 1951, he says he was no April Fool. Anyway he has never regretted his decision to become a gasfitting apprentice.

He worked as a fitter until he was called up for National Service in 1956. He returned to Scunthorpe in 1958, and a year later was appointed foreman gasfitter. Then he moved to Grimsby in 1968 as assistant service officer, becoming service officer two years later.

He was involved in the closing down of Brigg Gasworks in 1955 and remembers starting work at 5 p.m. on Friday evening and apart from short rest periods working non-stop until noon the following Monday. This had to be done as part of an experiment to find out if the retort linings could be removed quickly and the bricks preserved for re-use. Even television cameras turned up to film the men at work.

Don recalls the days when he played cricket for the Scunthorpe Gas team and they often had a game against the Barton-on-Humber team captained by area sales manager Bob Holland, who was then local manager at Barton. "Bill Hunter from Barton showroom played in the team as well, and we always finished off with a grand evening at the White Swan," Don recalls.

Now with two sons, he finds he has to fall in with their hobbies. In the winter it's football, but when the fishing season starts they all go off to the river bank to try their luck.



Tom Clayton . . . new bungalow.

He helped blow up a Jap cruiser

CHARLIE REED, senior maintenance technician, has been at Killingholme for eight years. He came to us from the UKAEA at Aldermaston.

On leaving school, he started work as an apprentice ship's smith and fitter at Grimsby, but shortly after completing his apprenticeship he joined the Navy as an engine room artificer. That was in 1938.

He served on the China station in the cruiser *Cornwall* until the outbreak of war and was still serving in her in 1942 when she was sunk in the Indian Ocean by Japanese dive bombers. He spent 48 hours in the water before being picked up and taken to Durban.

By then a petty officer he was sent home and volunteered for submarines. He spent a year training, during which he was depth-charged off Norway – "everybody was scared" – and then volunteered for special service submarines.

"This turned out to be for midget subs –



Charlie Reed . . . helped sink Jap cruiser.

Japanese cruiser in Singapore. This meant creeping into the harbour submerged, positioning the sub beneath the target, and then sending the diver out to attach limpet mines to the hull of the cruiser. In addition, the submarine could lay depth charges under the cruiser.

The operation proved successful and the Japanese cruiser *Takao* was sunk. For his part in the operation, Charlie was awarded the Conspicuous Gallantry Medal.

After the war he decided to stay in the Navy and remained in 'X'-craft until 1955. He then went into conventional submarines and served in Malta for two years. He came out of the Navy in 1958 as a chief petty officer. He then took a job in the naval dockyard at Portsmouth and found himself doing submarine refitting! He loved the life in submarines – "much friendlier than in a big ship" – but finally severed all connexion with them when he took a job at Aldermaston, and so to Killingholme and back to his home ground.

