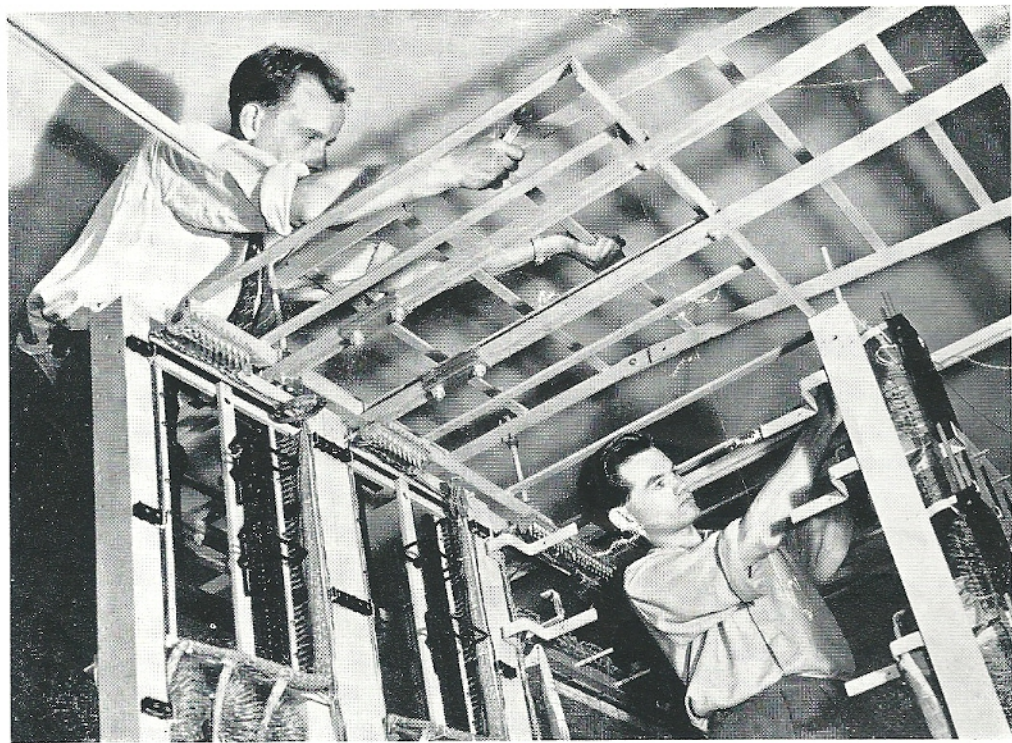


TONE



AUTUMN 1957 · 3d

The Magazine of **AUTOMATIC TELEPHONE & ELECTRIC CO LTD**



*Assembling overhead ironwork at Bristol.
In two years' time, this will be the most
modern in Britain*

B R I S T O L

ISSUE NUMBER EIGHT · AUTUMN 1957 · 3d.

TONE

THE QUARTERLY MAGAZINE OF
AUTOMATIC TELEPHONE & ELECTRIC CO LTD



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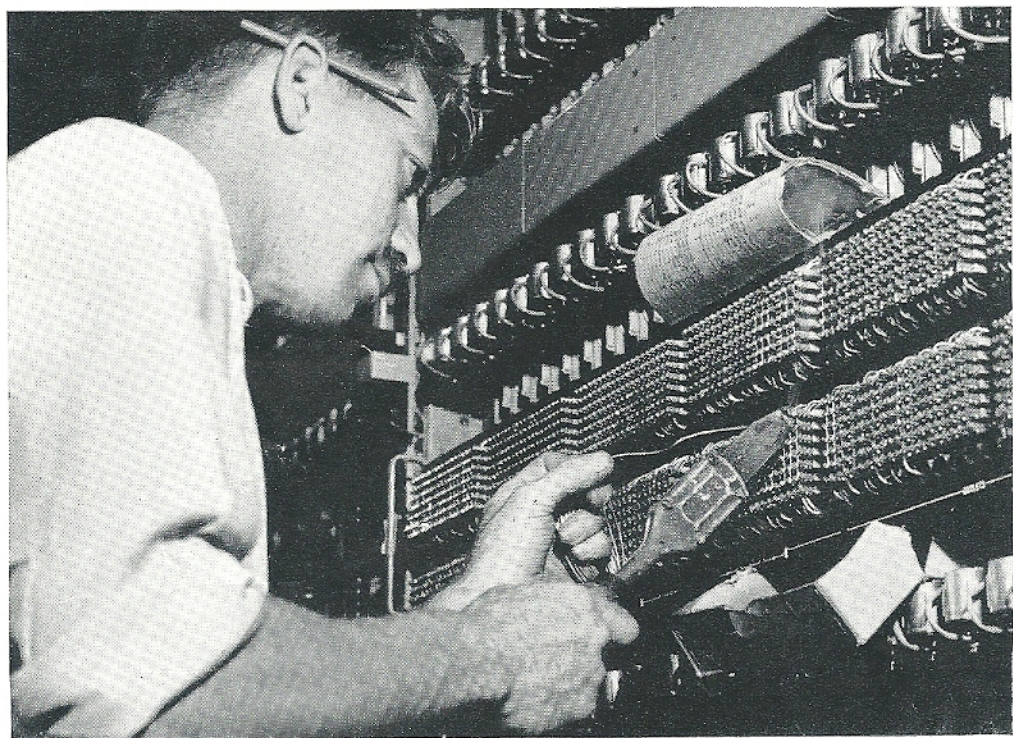
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Sixty engineers of Automatic Telephone & Electric Company are spending the next two years ensuring that the city of Bristol will have the most modern telephone exchange in Britain. Bristol is going to be the first place in the country where subscribers will be able to pick up their telephones and dial their own trunk calls without the help of a switch-board operator. The equipment controlling the setting up and routing of calls will be one hundred per cent electronic, another major step forward in the history of telecommunications.

Installation of the exchange equipment in the new, six-storey building in Telephone Avenue, off Baldwin Street, is already well advanced. Our men are busy weaving a web of cabling that would cover a distance of one and a half thousand miles. They will solder more than ten million connections.

When the work is finished, in March, 1959, our installation experts will hand over to the Post



F A S H I O N

Wiring connections. Installers from A.T. & E. will solder more than ten million connections for the trunk dialling scheme

Office, who will thereafter, undertake their own maintenance work at Bristol.

The Post Office, for whom the exchange is being installed, have ensured that rooms in the new building are really proof against the dust-laden city air and special steps are being taken to ensure this.

A 450 horse-power diesel engine generator is also being installed as a stand-by should normal power supplies ever fail. Outside the exchange, workmen have sunk a 120-ft. well to provide fresh water to cool the engine.

When the subscriber trunk dialling system goes into operation, it will at first cater only for people in the central area of the city. They will be able to dial direct to people on about 400 other exchanges and about 70 per cent of the calls will be completed without the services of any operator. Two or three

years will elapse before the system spreads to other parts of Bristol and other city centres.

Trunk dialling means that lettered dials will have to be fitted to subscribers' telephones as in director areas, and, in July of next year, the operator assistance number will be changed from 0 to 100, the zero becoming the code for automatic trunks.

Due to the elimination of operators, subscribers will be unable to ring back and find out the cost and duration of their calls. It is planned, therefore, to offer duplicate meters, for installation close to instruments, which will enable callers from hotels, clubs (and, indeed, from private houses, if so desired), to tell at a glance exactly how much the call has cost.

Another novel aspect of the Bristol scheme will be the installation of "disputed accounts observation equipment." This apparatus will keep a



CABLING CONFERENCE. Mr. Tom Evans (left) and Mr. Jack Martin (right) discuss cabling arrangements with Mr. K. L. Wilde, Dept. 651. Below: work in progress on part of the 1,500 miles of cabling

printed record of calls and their duration for people who may query their telephone bills. The equipment can be connected to any given line as required.

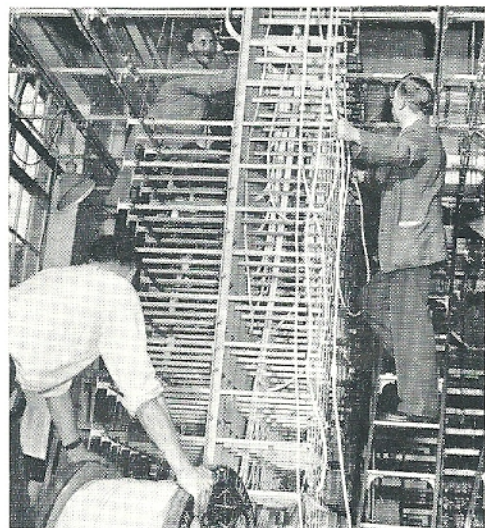
Far from automation bringing redundancy, the Post Office believes the development of the automatic trunk service will cause no unemployment

problems. At the moment, Bristol needs 100 telephonists every year to replace girls who leave. In future, replacements will be cut down as the need for a large staff dwindles.

As a preliminary to complete automatic working, Bristol is starting "trunk mechanisation" next September. This means that operators at Bristol exchange can dial direct the number the local caller requires. This system of trunks—already in operation in London, Chester and Swansea—will cut calls going through Bristol exchange by some 15,000 a day. By 1958, it is estimated that 41,000 calls a day will be made to and from Bristol and, the following year, the total will be even higher.

Due to the importance of this exchange and its complex nature, special meetings are being held every month between G.P.O. experts and A.T.E. personnel.

A number of Strowger Works departments are contributing to the scheme, but those most intimately concerned are Departments 662 (Circuit Design), 679 (Rack Design), 668 (Apparatus Design), 651 (Drawing Office: Equipment) and 672 (Auto Engineering and the co-ordinating group). Many factory departments are, of course, playing equally vital parts in this important project.



Edge Lane enthusiasts build their own boats

IT'S GREAT FUN AFLOAT

When you live in a spot that overlooks the salty sweep of the River Mersey, you can't help but be interested in the sea—particularly if you're an adventurous schoolboy with an equally adventurous elder brother.

The Tierney boys made their first boat from tea chests. But they were ambitious and soon built a dinghy to their own design, using wood salvaged from a scrapped Wallasey tramcar. Both of them were still at school when they acquired their first man-sized craft—a 24-ft. converted lifeboat. Then the fun really began.

Alex and Alf kept the *Alondra* at Egremont near their home and worked long and lovingly on her, preparing for those exciting week-end and holiday trips to Hilbre Island, the Welsh coast and the Menai Straits. Alf was only sixteen when he tackled his first voyage through the Straits, navigating dozens of whirlpools and razor-edged rocks. The *Alondra* may have been old and sometimes pernicky, but she was the brothers' pride and joy and no other craft gave them so much pleasure and so many thrills.

Alf is a development engineer in Department



IT'S UNBEATABLE. *There's nothing to compare with sailing the yachtsmen claim. Strouger Works enthusiasts are building their own craft in their leisure time at Wallasey Docks. Long but rewarding tasks!*

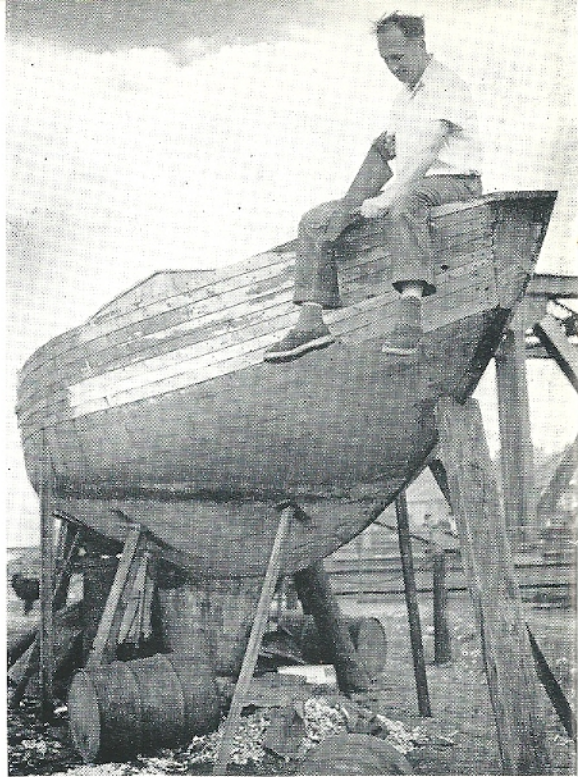


CANAL CRUISING is the favourite holiday and relaxation of Alf Tierney, his wife and children

665A (Circuit Laboratory) at Strowger Works and he has owned many boats since 1932, the year Alex and he bought *Alondra*. Most week-ends and occasional evenings you'll find him in deck shoes, dungarees and T-shirt busy on one of his craft in Wallasey Dock, Birkenhead. Often to be seen helping Alf on board a 45-ft., ten-ton racing yacht *Marguerite* is his father, Mr. John Tierney. Alf has had this yacht three years and the alterations which he is planning will take him two years to complete. He misses the help of Alex, but his brother died five years ago in a car crash.

A second craft which Alf is preparing at Wallasey is a smart, rather rakish, metal-bodied lifeboat of the type which the Royal Air Force used to drop by parachute. She is 32-ft. long and equipped with a special 13 horse-power, two-stroke engine. Alf hasn't made up his mind whether to sell this sleek boat or keep her for family use (he has a wife and two children) when they go exploring Britain's delightful inland waterways.

Canal cruising and river touring is the Tierneys' favourite holiday and relaxation. Alf owns a third boat, *Teaky*, a twin-screw cabin cruiser which he



BOAT BUILDING. Alf at work on his ten-ton racing yacht in Wallasey Dock. The craft is 45 ft. in length

keeps at Frodsham during the summer months, handy for sampling the delights of the River Weaver and neighbouring stretches of canal.

But ditch-crawling (as canal cruising is often called) is pretty tame stuff to a fellow whose heart is always turning to the open sea and cracking sails. Alf pines for those carefree days when he and his brother, and other kindred souls, would race yachts to the Isle of Man, water-ski on the Mersey or fish in the dark in the teeth of howling gales.

Just before the war, the brothers owned a 38-ft. fishing smack, *The Roses*. At four o'clock one dark and windy morn, they were creeping along the Liverpool Channel towards their fishing grounds when the bows of an Irish Mail liner loomed out of the gloom ahead of them. Alex slammed the tiller and the smack swung quickly out of line—but not quickly enough to escape a collision. The steel plates of the big Irish boat sliced off part of *The Roses'* stern and a huge bow wave poured straight into their cabin. The Tierneys and crew inspected the damage, baled out unwanted water and went on to their fishing ground . . . to pull off one of the best catches that season!

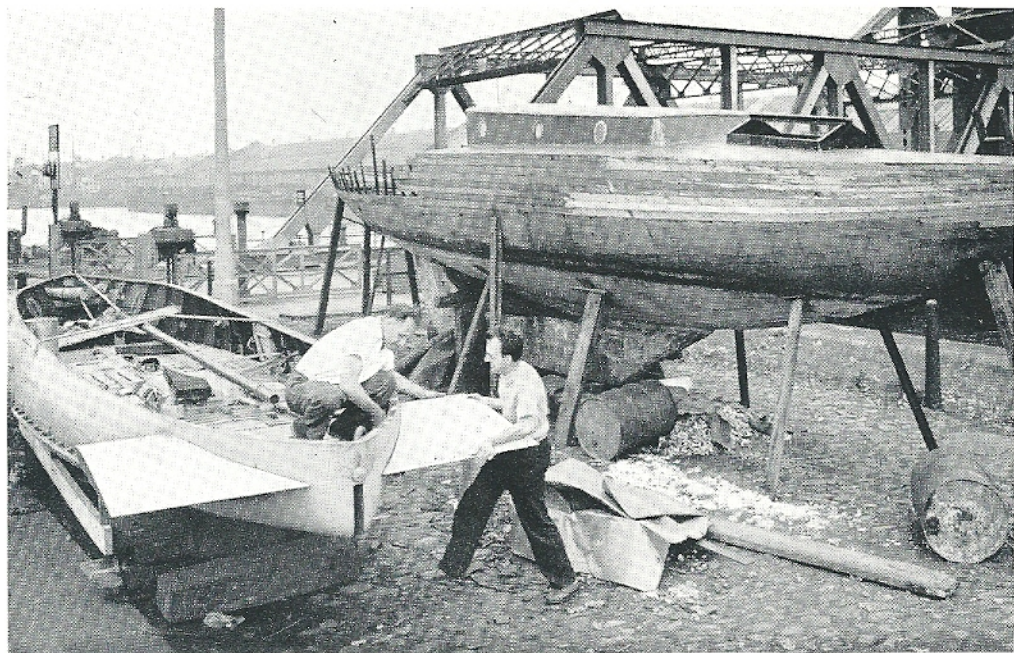
And what was their *most* frightening experience? Alf has no hesitation about that. It was the time they went fishing in a gale which beached a pilot boat. *The Roses* was ten miles out when the full fury of the storm was encountered. Fishing nets were torn away and a vast amount of water was shipped. One anchor was lost and the other started to drag. A screaming wind and giant waves picked up the fishing smack and tossed her clean over the tip of the Burbo Bank. No one aboard expected to survive—but the sea changed and allowed them to limp home—exhausted and unnoticed. The brothers promptly went out again and reclaimed their nets from the sandbank!

A few yards from the spot where Alf Tierney is usually to be found working in Wallasey Dock are two other sailing enthusiasts from A.T. & E.'s Strowger Works.

They are apprentice toolmakers Alan Hughes and Warren Ogley, who have recently rebuilt a twenty-year-old sailing gig, which started out in life as part of the equipment of an ocean-going liner. Together with a friend, the apprentices have spent more than twelve months working on the boat, *Barracuda*.

When Alan (Department 01) and a pal went across to Hoylake one week-end, intending to sail *Barracuda* from her moorings to Birkenhead, they decided to spend the night aboard and tied up about 150 yards offshore. A squall arose and the small craft began to dance alarmingly—or so it appeared from the shore. Their cabin light was spotted, a megaphone inquiry made, and a lifeboat was sent to pick them up. Alan and friend spent the remainder of the night in the local police station . . . but were back on board *Barracuda* early the following morning.

Like Alf Tierney, both Warren and Alan spend most of their leisure hours working in their boat. It's often cold, wet, windy and lonely and there would appear to be no end to the amount of hard work that one must do to keep a boat afloat. Problems to be faced can be tough and costly, and there's little romance when you are baling continually, when your hands are blistered, when your back aches, and when rain runs down your neck. But, on the other hand, when the day is bright and the breeze is right and the boat is riding well, there's no thrill on earth to compare with that of sailing. Ask any yachtsman.



HELPING HAND. John Foulkes, Department 819, Commercial Engineers, helps with the construction of Alf's boats. Moored nearby is the gig which Alan Hughes and Warren Ogley are reconstructing

We'd like you to meet . . .

A Company pensioner, **Mr. Godfrey N. Coombs**, of Newsham Drive, Liverpool, joined forces with his son, **Eric**, of Department 821 (Sales Contracts) to build a five-foot, boiler-driven model of a 1914-18 Class "C" torpedo boat-destroyer. This splendid model, which took a number of years to complete, has been exhibited at arts and crafts shows.

* * *

A spare-time squadron-leader, **Leslie Harrison**, Exchange Factory, supervises the training of over 700 A.T.C. cadets in the West Lancashire area. With more than 150 wartime flights in Burma to his credit, Mr. Harrison who often has to teach cadets survival methods, has himself figured in three crash landings in Burma.

* * *

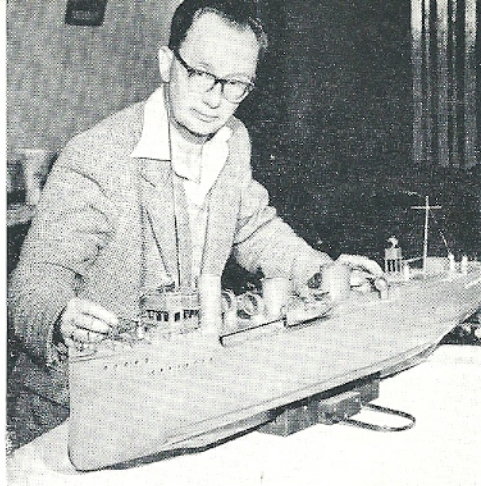
May Anderson, 22-year-old solderer in Speke factory, taught herself to play the accordion seven years ago. May was too shy to play in public and, until recently, only her immediate family enjoyed her skill. However, one of May's colleagues is a member of the Spastic Fellowship and she persuaded her to become a regular solo entertainer for local spastic children.

* * *

Annie Robertson, Department 34, a former ship's stewardess, has covered half a million sea miles. She has been in personal attendance on many famous passengers, among them the then Prince of Wales and the late Aga Khan. She came to work at Edge Lane in 1941.

* * *

Luxury liners, too, once formed the background for the career of **Albert Callcut**, storekeeper, Department 32, who made three world cruises during 12 years afloat as bandmaster in vessels



Eric Coombs—model-maker



May Anderson—music-maker



Albert Callcut—bandmaster



H. Trevor—forecaster



Marlene Hart—beauty queen



R. H. Barnes—portrait painter

like the *Mauretania*, *Empress of Britain* and *Andes*. During 30 years as a musician, he has mastered 12 instruments. He now plays during Mersey river cruises in his spare time.

* * *

A draughtsman at A.T. & E. (Bridgnorth) Ltd., **Mr. H. Trevor**, is an expert on the town's weather. His records of rainfall, clouds and sunshine are sent regularly to Britain's meteorological headquarters at Harrow. Mr. Trevor's advice on weather conditions has been sought by insurance companies, police probing a murder and even brewery officials.

* * *

Second girl to hold the title of "Miss A.T. & E. (Bridgnorth) Ltd." is **Marlene Hart**, aged 19, of the Buying Department. Marlene's first major engagement was as a guest of honour at Bridgnorth's annual gala day.

* * *

A former sea-going man, **Bill Jones**, now an electrician's mate in the Plant Department, is a ships' visitor. He spends most of his Sundays talking to seamen of many different nationalities in Liverpool's dockland. Gospel tracts, printed in 19 languages and sealed in bottles, are handed to the seamen, who are encouraged to throw them overboard when in mid-ocean. The messages then girdle the earth.

* * *

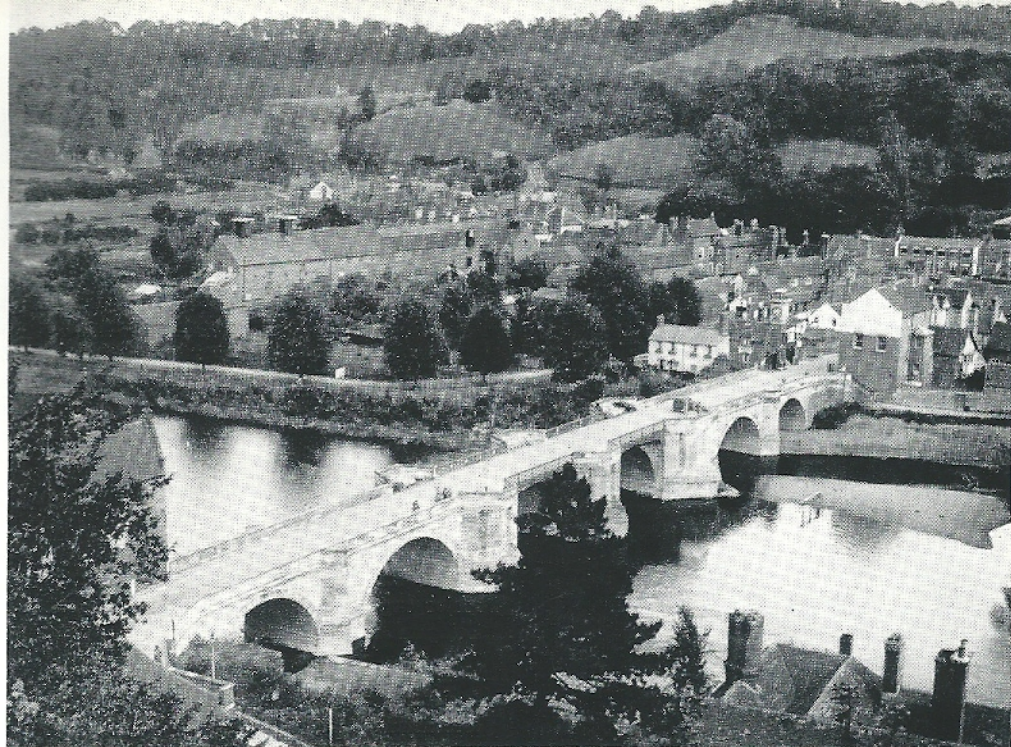
When a formation team dancer was taken ill only a week before a television championship show, **Brian Watson**, a relay adjuster in Department 132, took over the vacancy and successfully competed.

* * *

Arthur Thornley, Department 90, City Factory, is a member of the well-known Liverpool Welsh Choral Union. A second bass, he has broadcast with the choir and is equally at home singing in either English, Welsh, Italian or Latin. **Jim Foot**, a sheet-metal worker at our Wigan factory, is a member of Wigan Choral Society.

* * *

For the past 25 years, **Mr. R. H. Barnes**, Drawing Office, Bridgnorth, has had oil paintings accepted by the Royal Academy. This year's acceptance was a life-sized portrait study. He specialises in figure subjects and averages three paintings of exhibition calibre a year.



HIGH AND LOW. *The Severn divides Bridgnorth into Low Town and High Town. This is a view of Low Town taken from the Castle Walk.*

BRIDGNORTH

Queen of the Severn towns

Nothing could be less like Italy in appearance than Bridgnorth. Yet the two places have one thing in common—a leaning tower. And Bridgnorth's tower leans considerably more than the wonder of the world at Pisa, but for a different reason. Once part of a castle, it moved seventeen degrees from the perpendicular when Cromwell's men knocked it about a bit during the Civil War.

Bridgnorth's strategic position and its enchanting surroundings have earned it the title "Queen of the Severn Towns." Rich in royal tradition, the town has a peculiar charm, but it can be hardly described as regal. The beauty of Bridgnorth is softer, quieter, slower and rural. The traveller

through the Midlands encounters Bridgnorth and district with a faint touch of surprise after the drab monotony of Birmingham and the pottery towns. The descent into the town itself is sudden, yet pleasantly so. The smooth waters of the Severn divide Low Town and High Town. Buildings, generally, are in harmony with natural settings and emphasize the fact that the town is an important market centre in the middle of an agricultural region.

But while Bridgnorth rightly regards itself as a beauty spot, it nevertheless has its manufacturing side and the townsfolk are proud of the fact that their products are sent around the earth.

Carpet-making is the oldest industry and the present-day factory stands on the site of an old Franciscan Friary. For more than a century local people have practised this craft.

Bridgnorth's other major industry, providing jobs for approximately five hundred people is radio and electronic engineering. The premises now housing A.T. & E. (Bridgnorth) Ltd., a member of the Automatic Telephone & Electric group, were previously occupied by the Radio Gramophone Development Co. Ltd., makers of R.G.D. radio and television equipment, who came to Bridgnorth in 1940 after they were bombed out

of their premises in Birmingham. Since the change to A.T. & E. (Bridgnorth) Ltd., in 1952, the factory has assumed an even greater importance to the town, and in place of the luxury domestic radio and television equipment a wide range of intricate radio and telecommunications equipment is being developed and manufactured for use by telephone administrations, industrial concerns and government departments.

Nearly 90 per cent of Bridgnorth's commercial production finds its way to more than forty overseas countries—from North Borneo to Norway and from New Zealand to New York. Bridgnorth's representatives travel many thousands of miles every year. Contracts from the armed services of Great Britain, the United States and other Western countries also account for an important part of the factory's output.

A special VHF radio-telephone unit, known as the Country Set, for use in places where conventional telephone services are not possible, together with other special VHF equipment made at Bridgnorth, is proving its worth on five Continents. Readers of *Tone* will already have learned of the Country Set installations at the Needles lighthouse, the equipment sent out to help the Cyprus police to combat terrorists, and installations in Sarawak and Sierra Leone.

Recently, the Holland-America Line's fleet of transatlantic luxury liners was fitted with Bridgnorth-built VHF radio-telephone equipment. Using this, passengers are able to speak direct into public telephone networks of the world. The Netherlands authorities are also employing A.T. & E. equipment for harbour control purposes at the Hook of Holland.

What are they like, the men and women who help to make this complex equipment? Unlike their group colleagues at Strowger Works, the employees at Bridgnorth have little difficulty in forming and maintaining close professional and social relations with one another. The expression that "Everybody knows Everybody" is true enough in this clean, congenial factory situated on the banks of the Severn. Many of the employees have close family associations.

Director and Manager is Mr. E. J. Bartlett and Mr. W. R. Parkinson is Technical Director. Works Manager is Mr. C. A. Irgin, who was formerly in charge of the "Test Set" department at Strowger Works. Mr. Irgin is believed to be the only "ex-Edge Lane" man, although Mr.



TOWN HALL. *This was erected in 1652 and is the most conspicuous feature of the town's High Street*

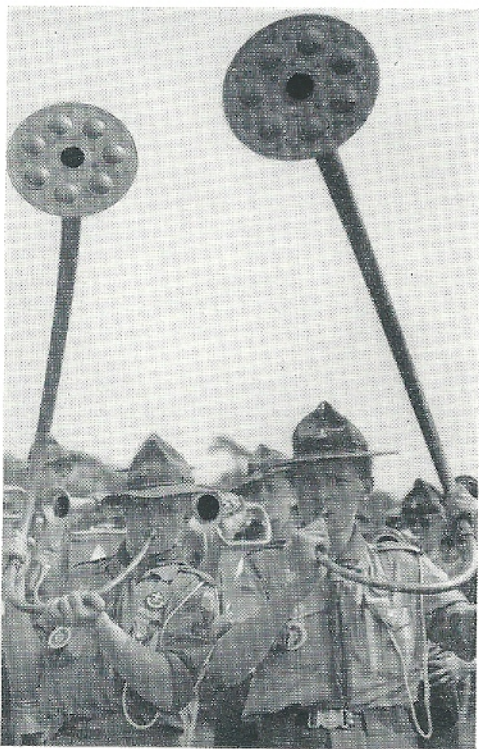
Bartlett and the following personalities will be remembered in Liverpool following their associations with the old Xcel company at Broadgreen :— Mr. K. G. Kay (Secretary); Mr. W. A. Peden (Assistant Works Manager); Mr. T. Bellis (Order Controller), Mr. H. Palmer (Cost Department) and Mr. D. Whitby (Assistant Chief, Inspection).

The Bridgnorth organisation has its own sports and social club, run on similar lines to the one in Liverpool. A sports field adjacent to the factory was opened by Mr. Bartlett at last year's annual gala day and there are hopes of building a permanent social headquarters (the works canteen is used at present). The factory's soccer team was top of the second division of the Wellington League last season and the cricket team had another successful season.

The men and women who work at Bridgnorth resent any suggestion that they are "country cousins." The scope and importance of their activities gives the lie to that, in any case. The town's newspaper has found the factory a far more suitable label—"Bridgnorth's industry of the future."

The echoes will linger on

*A.T.E. employees at
Scout Jamboree help with the
feeding of 34,000*



DANISH SCOUTS seen arriving at the Jamboree with Lurer instruments, used 500 years B.C. Both boys are from the visiting Copenhagen contingent

It was the biggest and most exciting event in the long history of a big and exciting movement. Thirty-four thousand Scouts and more than a million visitors went to a 2,400-acre camp in the very heart of England to proclaim the fiftieth anniversary of Scouting and to celebrate the centenary of the birth of the founder of the movement, Lord Baden-Powell. It was an occasion that will be talked about for years by boys in Britain, China, Mexico, Venezuela, Iceland, India, Cuba . . . in fact, in almost every part of the globe.

For twelve days last month, the international spirit of youth, kindled anew at thousands of camp fires in lovely Sutton Park, stole out and warmed the hearts of millions. It was a tremendous and stirring spectacle. And a masterpiece of organisation despite the rain.

The three-letter code name which the organisers gave to this jubilee celebration was JIM (J for Jamboree, a world meeting of Scouts; I for Indaba, a world meeting of Scouters; and M for Moot, a world meeting of Rovers). It took two years to plan and its effects will ripple on for generations.

One of the men who won't forget this huge wassail in Warwickshire is Mr. Bill Cook, a functioneer in the Model Shop of our Transmission Division at Strowger Works. Bill, who is an assistant scoutmaster to the 2nd Allerton (Liverpool) Association, was presented with the formidable task of helping to feed 5,000 hungry Scouters in one of the large sub-camps at Sutton Park. It was a task he undertook willingly. It was a task he carried out well, too.

The quantity of food eaten at the whole Jamboree was enough to feed the city of Sheffield for one day, Oxford for five days, or the Isle of Man for 12 days. The loaves of bread placed end to end would have stretched for 36 miles, and there were 54 miles of sausages. Every day, over 70 tons of provisions arrived at the camp, making a total of half a million eggs, sixteen thousand pounds of tomatoes, and 2,250 sacks of potatoes. Five hundred thousand gallons of water were consumed over 24 hours.

Before the celebrations could start, 25 tons of stones had to be cleared from the huge site, 700 marquees erected and many thousands of tent areas allocated. A full-scale hospital, post-office, private telephone exchange and radio station were in operation, in addition to a Scout-staffed police

force and fire brigade. The entire project, at a guess, cost more than half a million pounds.

It was rather appropriate that Bill Cook should play a part in the organisation of this anniversary event, as he himself joined the Scout movement at an earlier international Jamboree held in Great Britain—the 21st birthday event, in Arrowe Park in the Wirral. He was well qualified for this year's job, having served for some time as assistant warden at Tawd Vale, the permanent camp site belonging to Liverpool County Boy Scouts at Ormskirk.

Throughout the twelve days of the Jubilee Jamboree, Bill was up and working at half past four in the morning. He was one of those responsible for receiving bulk food from wholesalers and keeping records. The food was then issued to troops (32 boys to a troop). As one of the catering officers, Bill also had to stock and maintain the catering cash stores and sell postage stamps from the stores at set hours. A special set of stamps was issued to commemorate the jubilee, by the way.

Bill was at Sutton Park from July 27th, a couple of days before the event was opened officially, and, like other helpers, worked voluntarily and paid for his own food on exactly the same basis as all other campers.

Another A.T. & E. employee who was closely connected with the catering arrangements for the Jamboree was Mr. Eric Williams, one of our

engineering students. He is a Rover Scout attached to the 1st Allerton at Aigburth. Mr. Williams worked on the staff of the Indaba Camp. He and his colleagues had to make special food allowances for Moslem, Hindu and Israeli Scouts and visitors, take care of some 5,000 milk bottles every day and, generally, to face and overcome a multitude of difficulties connected with feeding.

As already mentioned, Sutton Park accommodated some 34,000 Scouts and more than a million visitors in twelve days. A large proportion of these "visitors" were British Scouts from nearby summer camps. For example, Mr. Frank Bailey (Strowger Works PAX), who is an Assistant District Commissioner (Rovers), was in charge of an Allerton district camp at Drayton Bassett. He organised several visits to the Sutton Park celebrations. Another Strowger Works employee, Mr. Colin Powell, Department 619 (Systems Analysis), who is an Assistant Scoutmaster (Seniors), led other members from the Allerton district to the festivities from their camp in Willey Park.

Many other enthusiasts from the A.T. & E. Group of companies made the "pilgrimage" to Sutton Park to join in the jubilee events. The experiences they enjoyed, the friends they found and the warm fellowship they shared made their visits really worthwhile. They have helped to make Scouting history.



MANY NATIONS were represented at Sutton Park. Here, a group of Austrian and Japanese Scouts are lashing bamboo posts in one of the sub-camps



ICED LOLLIES are popular—not only with British boys. Two representatives from Kansas share their refreshments with a young visitor to their site



BEFORE THE SHOW the visitors from Yugoslavia stroll around the gardens at Strowger Works. More than a thousand people attended their concert in the canteen. Below: two of the colourfully-clad dancers



BUT THE SHOW WENT ON...

The show must go on. That is a tradition which holds good in any language. So when the colourfully-attired double bass player from Yugoslavia complained of toothache shortly before the start of the show in Strowger Works canteen, there was some consternation. The musician, whose name was Karlo, was hurried across to see the works dentist.

Karlo—in shiny knee-high boots, black and gold breeches and embroidered red waistcoat—was certainly the most strikingly-attired patient ever to visit the surgery. But there was nothing unusual about his complaint. The tooth hurt and he wanted it removed. The dentist gave Karlo a couple of pain-killing tablets to last him through the performance and, an hour later, the tooth was extracted.

This was just a small personal touch missed by all but a few of the many hundreds of A.T. & E. employees who enjoyed a lunch-hour concert given by 27 members of the Cultural Club of Ljubljana Youth of Yugoslavia. Consisting of singers, dancers and instrumentalists, the club was among the award winners at this year's



COFFEE BREAK. Few of the party of 27 had any knowledge of English, but the language of music proved international—particularly at Llangollen, where the visitors gained first prize in their classification

International Eisteddfod at Llangollen. They have also appeared on television. After visiting our factory, they entertained the same afternoon at the Liverpool Show, and, that evening, they gave a concert at St. George's Hall in the city centre.

The entertainment given in the works canteen was the first show that we have had for some time. It was a smash hit. Many employees were frankly sceptical before the concert began. At the end, however, more than a thousand people stood and clapped for more. So the expression, "international language of music," is no glib, meaningless phrase after all! More than a few of the audience admitted to being quite deeply moved when, before the final curtain, both entertainers and entertained stood and sang their national anthems.

The programme, a song, a dance or two and several instrumental items, was simple, yet effective enough to send men and women back to their workshops discussing the concert animatedly. Many wanted to know more about the visitors, their country, their costumes, their music.

They were mostly students from Ljubljana (pronounced loo-blee-ana), a town near the Austro-Italian border, and their ages ranged from 17 to 25. The girls' names included Nada, Mariya, Breda and Katika (just as you'd expect) and the boys were called Joze, Albin, Viljen and Anton.

It was the first time that any of them had been abroad and only two of the party had any real knowledge of English. Most of them had never seen a seaport before and their quaint idea of "the queen" was "a lady president."

The party stayed in Liverpool as guests of pupils at Olive Mount Secondary School, and at least one A.T. & E. employee—Mr. Jeff Cargill, of Publicity Department—was on the list of hosts. Mr. Cargill visited Yugoslavia some time ago on behalf of our organisation.

Prime purpose of the club's visit was the Eisteddfod. With the cash they won at this event, most of the party went out and bought themselves raincoats—to safeguard their gay, hand-woven and hand-embroidered costumes from the British climate. During a full-scale concert, the cast change costumes for every dance. Their luggage included, in fact, no fewer than 800 lbs. of stage wardrobe, apart from trumpets, flutes, accordions and other instruments. All music and dresses were traditional.

The party's itinerary included concerts at colleges, camps and halls throughout Merseyside and the North-West, including the Isle of Man.

What did they think of their visit to Strowger Works? They were pleased because they had given us so much pleasure.

Number seven in a series

Portraits of an Industry

A distinguished scientist, Sir Ambrose Fleming, once described the Strowger principle of automatic telephony as "the nearest approach of machinery to the human brain." He went further and suggested that some of our industry's key equipment was "the high-water mark of human creative endeavour."

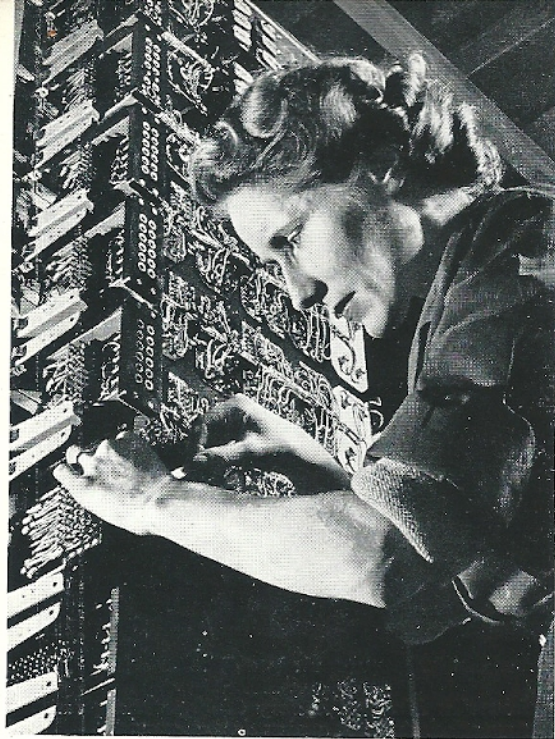
These were not extravagant estimations but the considered opinions of a capable judge. Certainly our industry has contributed richly to the progress of mankind, but we are still young and these early material achievements are only a beginning. Our tradition is creative, constructive and long-term in outlook, with no rejection of past experience. Today, the skill of our hands and the cunning of our minds are directed at tomorrow. Man's enterprise is endless and his capacity for adventure is without limit. The search for perfection will continue, but no matter how efficient and how wonderful the mechanisms produced, they will never seriously rival the greater mechanisms of the brain.



An engineer checking carrier equipment

An inspector tests torroidal coils



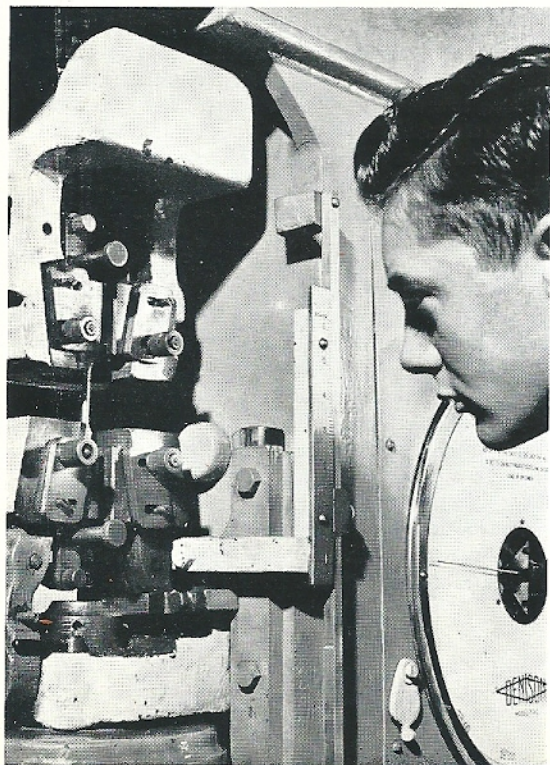


A girl wiring line transmission equipment

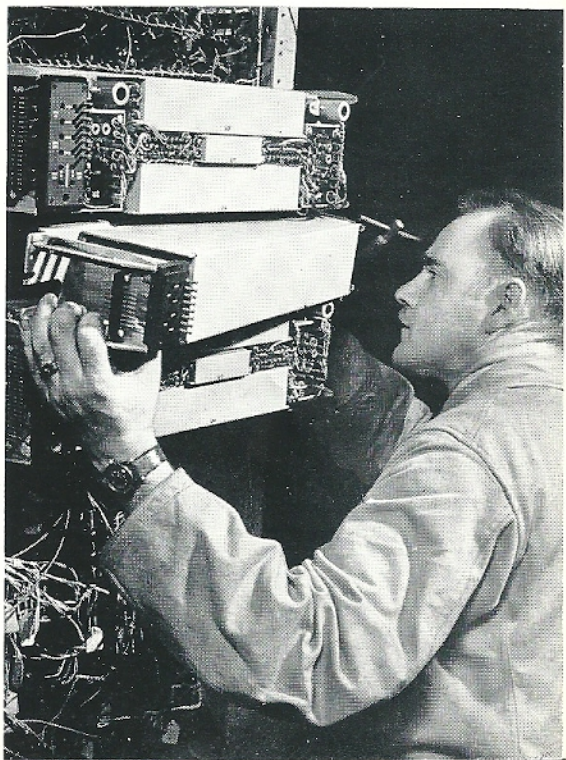


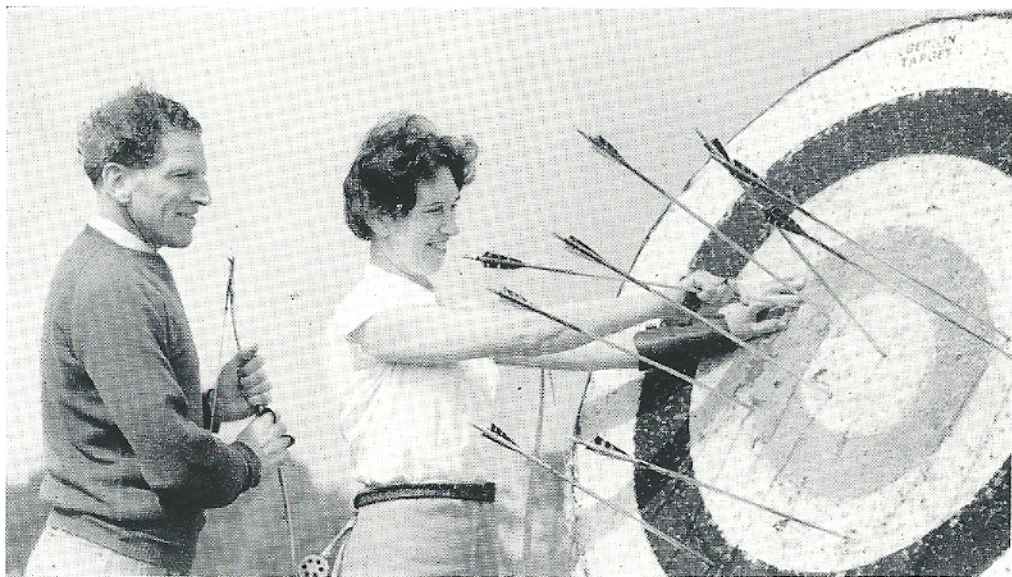
Multiple looping of bank contacts

Testing breaking point of materials



Assembly of carrier panels





HUSBAND AND WIFE TEAM. *Fred and Joyce Thomas pictured at Liverpool Archery Club's practice ground in Mather Avenue, Allerton. Both are members of a team which competes against darts players*

STORY BEHIND THE COVER

The Gold Hunters

The pub's crack darts team were inclined to scoff. "Men and women with bows and arrows beat us at our own game? No, never!" Then, one evening, a match was arranged in a specially-prepared room, with special targets for the archers. The result of that contest is a subject which darts enthusiasts studiously avoid. The bowmen took their victory modestly. "Well, we could hardly miss a target that size at such short range," they explained deprecatingly.

It was true enough. The targets were too big and the range was too small. Nowadays, when bowmen challenge darters, the competition is fierce and strict rules prevent either side from gaining unfair advantages. However, if you're a betting type, don't rush in to wager against archers.

According to our encyclopaedia, the bow is

probably the oldest and, apart from firearms, one of the most accurate means of releasing a projectile known to Man. It dates back millions of years, and it played a particularly important part in English history in the Middle Ages, winning us victories on the fields of Crecy, Agincourt and Poitiers. Many of our family names have direct links with archery, such as Arrowsmith, Fletcher, Stringer, Archer, Bowman, etc., and a long succession of British sovereigns, including Queen Victoria, have given the sport their royal patronage.

The gun almost completely ousted the bow in nearly every part of the world, but there was a revival of interest a few decades ago, and the number of devotees has been steadily and rapidly increasing, both in the United States and the British Dominions. There are more than five hundred active clubs practising target shooting and many archers who use their bows for hunting.

Even in big cities such as Liverpool, enthusiasts have banded together to perpetuate this ancient art and sport. In several industrial organisations, archery sections were formed within sports and social clubs. It was watching the A.T.M. section, known as the Whitfield Archers, that sparked off an interest for Mr. and Mrs. Fred Thomas, whose picture appears on the front cover of this issue.

Fred, who works on bank assembly in Department 34 at Strowger Works, and his wife, Joyce, who is also at Edge Lane in the clerical section attached to Inward Goods, have both played for the archers against the darters in local tourneys. Former members and officials of the now defunct Whitfield Archers, they are one of the many husband-and-wife teams in the popular Liverpool Archery Club. Fred and Joyce have won a considerable number of competition trophies and Joyce has represented Lancashire in tournaments.

The Thomases, who share nearly thirty years' service with A.T. & E., spend many of their summer and autumn evenings at Liverpool University's delightful sports ground off Mather Avenue, Allerton, where butts have been rented to Liverpool Archery Club. The sidecar of their motor-cycle outfit usually bristles with equipment such as metal bows and arrows, leather quivers, arm braces, finger tabs, sweaters, and shooting gloves, when they go along to Allerton for an evening's practice.

Archery is by no means an inexpensive pastime: metal bows cost about £10 each and matched

competition arrows are eighteen shillings apiece. Cheaper equipment may be had but quality materials always pay dividends in performance, long life and appearance. Men's bows usually weigh, in pull, from 30 to 50 lbs, while ladies' are from 24 to 30 lbs. The regulation target is four feet in diameter and consists of a coloured "face" attached to a tightly-compressed straw boss, mounted on a slant with its centre four feet above the ground.

And, please, never call the centre of an archery target "the bull's eye." It is always "the gold." Target colours and scoring values, going outwards, are:—gold, nine; red, seven; blue, five; black, three and white, one. In tournaments, six arrows constitute an "end."

Fred and Joyce Thomas have been practising for six years and they're still not satisfied with their own techniques, although they're good enough to give demonstrations at garden parties, shows, fetes and charity events in different parts of Merseyside. Both claim that archery keeps them slim and fit and, in addition, provides a recreation with a difference.



CHAMPIONS MEET. A typical scene when bowmen compete at a county championship tournament. Joyce Thomas has represented Lancashire. The Thomases share a number of competition trophies



FROM TRINIDAD comes Mr. C. F. Smith, who will be in Britain for three years



FROM INDIA is Miss Kadambi Ranga Sevami Iyengar Jaya, B.Sc., D.I.I.Sc.

THEY CAME FROM OVERSEAS

Welcome, friends!

A Smith named C. F. detached himself from a group of students to talk to *Tone* about his job and future prospects. He might have been any Smith employed at Strowger Works, but then most of our Smiths come from homes in the Liverpool area. This Mr. Smith's home is six thousand miles away—in San Fernando, Trinidad.

Carlyle Fitzgerald Smith is one of many overseas visitors who come to Strowger Works every year. Some, like himself, are technical college students whose practical training course includes a six-month spell in a factory. Others are visitors from overseas factories ceded to us for a time to learn our methods of production.

Mr. Smith will be in Britain for another three years. He returns to Huddersfield Technical College at the end of this month to continue studying electrical engineering for a diploma in technology. His link with A.T. & E. is no casual one, however. Back in the West Indies he worked for Trinidad Consolidated Telephones Ltd., an A.T. & E. associate. Eventually he hopes to return to Trinidad to work on telephone exchange maintenance.

His views on his Strowger Works progress through relays, uniselectors, group selectors, racks, telephones and Transmission departments? "I'm convinced I'll feel the benefits of this practical training all my life," he says. Carl—as he's known to friends—prefers homely digs in Childwall to community living in the city centre and seeks spare-time recreation with A.T.M. Tennis Club.

Dismiss the idea that all overseas visitors will quickly band together to seek companionship. Many settle down and are accepted into the rhythm of factory life so smoothly that they may be unaware or even un-needful of the companionship of fellow countrymen. First of all it's work and the study of new methods which gains their wholehearted enthusiasm and then they find plenty to discuss with their British colleagues who share the same job and, maybe, even the same university degree.

"Unfortunately, there's only five days in a week to learn all you have to offer us," said one overseas student.

How thorough is their training? Well, take for example, Gert Delpont, of Johannesburg. He will work in no less than 14 departments during his two-year stay here and his training will cover all the main aspects of the Company's products, ranging from initial stages of manufacture, wiring, testing and functioning, and extending to the engineering, layout and contract departments. Short periods will also be spent at associated factories of the A.T. & E. Group. Mr. Delpont gained his B.Sc. in South Africa and won a two-year scholarship offered by our Company through the University of the Witwatersrand. When he returns home he hopes to take a job with the South African Post Office.

Working with "Del" is a short-term student, Raymond Lisbona, from London University. He is taking practical telecommunications engineering as part of his studies for his B.Sc. Mr. Lisbona, who comes from Alexandra, has been in England four years and his ultimate ambition is to join our Company.

Practically all engineers visiting Strowger Works go through Transmission Division to learn the latest techniques. Miss Kadambi Ranga Swami Iyengar Jaya, B.Sc. (Hons.), D.I.I.Sc., the only woman assistant engineer at Indian Telephone Industries' factory, Bangalore, spent three months in Transmission studying networks and design methods. Miss Jaya's colourful saris and waist-length hair drew many admiring glances as she visited various departments. She graduated from Mysore University in 1951 and gained her Diploma in Communication Engineering from the Indian Institute of Science, Bangalore, in 1954. When interviewed, she was enthusiastically awaiting her return to India to put her British acquired knowledge into practice. While in Liverpool, Miss Jaya stayed at International House, Mount Pleasant. She also spent a week at Taplow with British Telecommunications Research Ltd., another member of the A.T. E. Group, before returning to Bangalore at the end of last month.

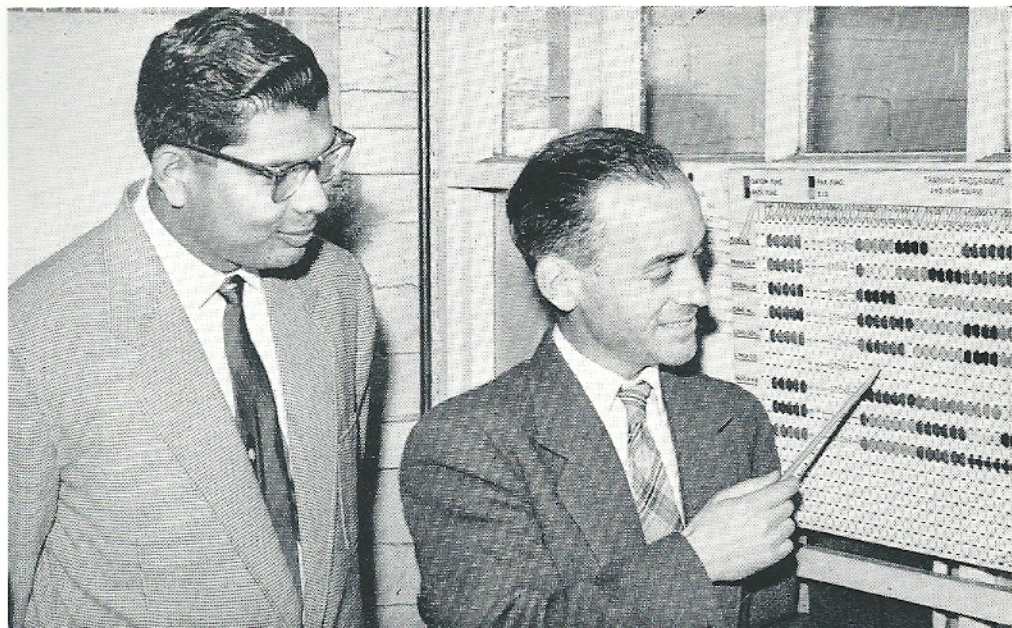
One of the youngest students to come to Liverpool from Bangalore is Prasanta K. Bose, who is 16. He arrived in June and expects to stay six years. Prasanta's two elder brothers trained at Strowger Works (one has now returned to India factory). Mr. P. C. Bose, Snr. is an engineer with



FROM SOUTH AFRICA Mr. Gert Delpont will work in no fewer than 14 departments



FROM MALAYA is Mohammed Nadzim. Malaya lays great emphasis on communications



TRAINING SCHOOL representative Mr. L. Moss explains a study course to Prasanta K. Bose, of India. Prasanta's brothers have also studied at Edge Lane. He himself expects to be here for six years

Automatic Telephone & Electric Co. (India) Ltd. His son will start technical studies this month. Meantime, he has become interested in the A.T.M. Photographic and Engineering Society. Like Prasanta, another Indian student, Madan Gopal Bali, of Lucknow, hopes to return to India as a fully-qualified engineer.

During the past year, many visitors from overseas, all eager to learn some aspect of telecommunications, have passed through our Training Department. They included people as diverse in interests as the party of four engineers from Thailand, studying railway modernisation methods, and a sales engineer from Montevideo, eager to learn more about the market for small private telephone exchanges. Since 1945, when the training scheme for home and overseas students was launched, some 50 men from overseas countries have visited us each year. In many countries, processes learned at Edge Lane are now being put into daily operation.

Some of the students' training is carried right into the office of the customer or into a city's telephone exchange. Sujit Kumar Biswas, of Imphal, India, for instance, spent part of his time in Liverpool at the Stoneycroft telephone exchange,

Old Swan, on work for Installation Department, and John F. Robbin, from Freetown, Sierra Leone, accompanied maintenance engineers on their south-west Lancashire rounds and saw at first-hand our customer liaison methods and maintenance service. Mr. Robbin was sent here by the Sierra Leone Development Co., one of A.T. & E.'s customers.

In addition, men from Portugal, Nigeria, Poland, China, Malaya, Sudan, Australia, Egypt and Holland have worked alongside Liverpool personnel. Perhaps they work alongside you?

A.T.E. MODEL-MAKER WINS FIRST PRIZE IN NATIONAL CONTEST

Mr. Tom Holyoake, Department 412, Strowger Works, a model-maker in his spare time, whose picture appeared on the front cover of our previous number, recently won first prize in a contest sponsored by the Institution of Works Managers. His design of an emblem for the institution was chosen from many submitted by experts from all over Britain.

An A.T. & E. telephone system, large enough to serve a small town, began working recently at the 1,000-acre Billingham Division (County Durham) of Imperial Chemical Industries. Our equipment, a P.A.B.X. No. 3, which can be extended to 2,000 lines (Billingham employs 17,000 people), cost more than £70,000 to manufacture and install. It will handle over seven million calls a year.

* * *

New chairman of British Telecommunications Research Ltd., a member of the A.T.E. Group, is Sir Archibald Gill, previously general manager. Mr. H. E. Cornish, O.B.E., is now general manager. Mr. Cornish was formerly Postmaster General of Sarawak.

* * *

One of the most modern and compact Post Office telephone exchanges in this country, using cream-covered P.V.C. cable and cream-painted racks and runways, came into service at Low Moor, near Bradford, recently. Our organisation supplied and installed the equipment.

* * *

Guernsey Telephone Department, which is the Channel Islands equivalent of our G.P.O., now has two Liverpool-built P.A.B.X. switchboards in their administrative headquarters.

* * *

In our previous issue, we described how V.H.F. radio-telephones are assisting the Needles lighthouse in times of sickness and emergency. Shortly after our equipment went into service, a

BUSY LINES



PLACES AND EVENTS

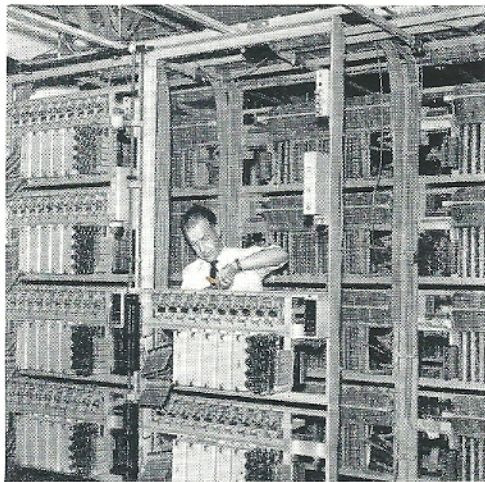
Trinity House employee injured his back while working on the lighthouse. Thanks to our V.H.F. link, a launch was summoned and the injured man rushed to hospital on the mainland with the minimum of delay.

* * *

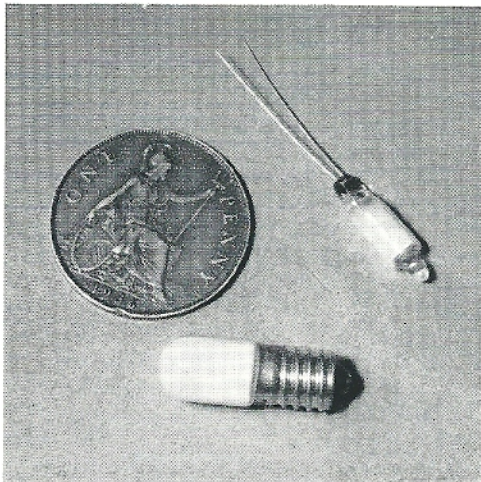
One of our latest type P.A.B.X. No. 3 was installed in the £500,000 research headquarters of Thomas Hedley & Company, washing powder manufacturers, at Longbenton, Newcastle-upon-Tyne.

* * *

The first miniature fluorescent indicator lamp produced in this country in colour is now being marketed by Hivac Limited, a member of the A.T.E. Group, which specialises in sub-miniature valves. The lamps, designed to meet growing demands for an alternative colour to the standard neon, have numerous applications, both in industry and the domestic appliance field.



SEVEN MILLION calls a year will be handled by our equipment at I.C.I.'s works at Billingham



DWARFED BY A PENNY, these are two of the miniature fluorescent indicator lamps from Hivac Ltd.



EVA SWITCH-ON. *The inauguration of the first traffic signals. Mr. Bee is behind the Lord Mayor*

Fancy that!

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

The first vehicle-actuated traffic signals to go into service in Europe were made by A.T. & E. I attended the ceremony at the junction of Cornhill, Bishopsgate, Leadenhall Street and Gracechurch Street, London, on March 14th, 1932, when the then Lord Mayor of London, Sir Maurice Jenks, performed the inauguration ceremony.

The official party, including civic dignitaries and Company officials, gathered around the signals controller at the appointed hour, a few speeches were made and the Lord Mayor threw the switch to bring the signals to life.

The signals started, but a few minutes later there was a muffled explosion—and, of course, some consternation. The explanation? Coal gas had leaked from the mains overnight and accumulated in the control mechanism. A spark from a relay had set it off.

The signals kept on operating, however, and they functioned well enough to bring us orders from every part of the United Kingdom and many overseas countries.

FROM MR. BILL BEE,
TRAFFIC SIGNALS DEPARTMENT,
STROWGER HOUSE, LONDON.

This is the story of a pram; an ordinary, suburban, not-worth-a-second-glance sort of pram—but a pram that had quite an effect on world history.

The woman who was pushing it along Edge Lane, Liverpool, that summer afternoon in 1939 was quite inconspicuous, too. She might have been returning from a shopping trip; she might, judging from the bundle of clothes inside the pram, have been on her way to the laundry. She might have been—but she wasn't.

Inside that pram, under a heap of washing, was a highly secret piece of aircraft equipment—a prototype of the R.A.F.'s distant reading compass, which Strowger Works was just beginning to manufacture.

The prototype was on its way for testing in an old villa a quarter of a mile away from the factory, free from magnetic disturbances. The pram was only a blind and Company cars may have attracted attention. More than 30,000 of these intricate gyroscopic instruments were later produced and built into the R.A.F.'s Lancaster, Halifax and Stirling bombers.

FROM H.R.D. (MISS),
STROWGER WORKS, LIVERPOOL

★ ★ ★

Sixteen-year-old Clayton Hardman, an American schoolboy, has a hobby that should be dear to the hearts of all at Strowger Works. Clayton, who lives at Clare, Michigan, collects telephones. Yes, telephones.

His home is simply cluttered up with them. At the last count he had fourteen different types from all over the United States. And recently he took delivery of the fifteenth—a smart, ivory-finished A.T.M. model. Clayton had saved his nickels and dimes for months to buy the money order that eventually found its way to Strowger Works. Hard-earned dollars for Britain! Now, in a letter of thanks to the Company, Clayton says the telephone works perfectly on his own, very private, intercom system that links nearly every room in his house.

FROM MR. P. MOORE,
COMMUNICATION SYSTEMS LTD.,
STROWGER HOUSE, LONDON

Contributions to Fancy that! are invited. Your amusing anecdotes—or even ideas for personal, human stories—similar to those above, should have a definite Company angle to them. Tone will pay a guinea for each item accepted and published.

Tribute to Tug

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Fred Wilson—or Tug as he is better known to sports lovers and A.T. & E. colleagues—quit the ring more than twenty years ago. He quit at the right time, too—when he was at the top. But when boxing has been your bread-and-butter and your recreation for so much of your life, you can't forget it easily.

You know by looking at Tug Wilson, an inspector in Department 35/15 at Strowger Works, that he has been a boxer. The wide, square shoulders, narrow waist, easy carriage and, of course, the broken nose and cauliflower ear. But what Tug's appearance doesn't reveal is the list of championships won in a dozen different parts of the globe . . . in Honolulu, in Boston, in Monterey, in Jamaica, in Quebec and over here in Devonport.

Tug Wilson joined the Royal Navy when he was fifteen, serving as an eighteen-pence-a-week boy in the training ship *Powerful*. He often used to sit on the ship's guns watching older boys and men sparring. One day he was invited to join in with them, and he accepted. Tug, a tall wiry lad, showed natural aptitude and was coached for stardom in the nine-stone weight class. His first major amateur contest was in Edinburgh in 1920, during the inter-Services Scottish Command Championships, while he was serving in the fleet flagship *Revenge*. Tug's victory in Edinburgh earned him a captain's commendation and a trip to London as his ship's representative at the Cenotaph ceremony that year. The silver cup that accompanied his win in the bout has pride of place in a display cabinet of trophies at the Wilson home in Finch Lane, Liverpool.

Tug's skill also earned him the title of lightweight champion of the Atlantic Fleet, and, during his squadron's tour of duty from 1921 to 1924, he held the title North America and West Indies lightweight champion. The following year he won the lightweight Services championship at Devonport.

As a professional, Tug took part in many bouts in the United States, where his brain-before-brawn style of fighting might have been expected to



CHAMP'S TROPHIES. *Tug Wilson pictured with some of his boxing trophies, won in all parts of the world*

misfire. But no. In California, for example, Tug was hailed by the Press as "one of the prettiest little fighters that has ever been seen here in many a moon" and "a man who has mastered every detail of the game." In 189 fights as a professional, Tug won 167, drew two and lost only 20. Not a bad record.

The name of Tug Wilson is also well known to thousands of fight fans who used to visit the Liverpool Stadium. His matches with George White, a real terrier of a boxer, were minor classics—guaranteed to evoke fireworks, yet the two men were the best of friends outside the ring. But in 1931, Fred Wilson fought his last fight—at Hoylake (and a win)—and left boxing for the telecommunications industry at Strowger Works.

Tug's interest in sport didn't end when he came to Edge Lane, however. Oh, no! He was founder and chairman of the popular A.T.M. Gymnasium Section (for both men and women) which used to meet at our premises in Broadgreen. He was a boxing instructor with Newsham Park Athletic Club, and trainer and masseur with Liverpool Stanley (later to become Liverpool City) rugby football club. Tug was also one of the earliest members of the still very successful A.T.M. Swimming Club.

He either participates in or follows most competitive games and sports. He is, in short, a real sportsman. And Tug Wilson would ask for no higher tribute than that.

New safety drive starts soon

What price your hands?

The value of one's hands is obvious and should, presumably, lead to a natural instinct for their preservation. Yet every year, throughout industry, there are no less than 57,000 injuries caused through handling goods and the use of hand tools, the bulk of which fall upon hands and fingers. That is why the Royal Society for the Prevention of Accidents has chosen the theme "Guard Your Hands" for this year's National Industrial Safety Week from September 30th to October 5th.

At Strowger Works, we shall be having safety films in the cinema, exhibitions of safety equipment, banner and poster displays, a crossword competition and raffles for safety shoes. In addition, a special booklet will be issued, "Your Future Is In Your Hands." During 1955/56 A.T. & E. had 52 "lost time" accidents (from all causes and affecting not only the hands), compared with only 33 lost time accidents the previous year. Our safety record has been good: we are out to make it even better.

All employees, both in shops and offices, will do well to remember the causes of hand injuries. They fall monotonously into five categories.



The first is trapping and jamming. The fingers get caught between two objects such as package and door or lifting tackle and package. A bruise or fracture usually results. The next cause is cutting on sharp or rough edges, on hand tools, on glass or nails, or on machine tools. The cuts range from the merest inconvenience to severed tendons, blood poisoning and even to amputation. The third cause might be termed "gumming up the works". It involves putting the hands into rollers, grinders, circular saws and the like. This is about the most common form of hand injury and certainly the most spectacular. The result is often amputation.

The fourth cause concerns the handling of dangerous chemicals, a danger obviated by the wearing of suitable clothing. The last cause is very similar, burns, resulting from handling hot substances without gloves. It seems such an obvious one, but it happens every day, and a burn on the hand can put a man off work for a very long time.

Accidents to the hands have one feature in common. Every one is avoidable. Negligence, inattention or thoughtlessness are the usual reasons, and the cure lies, literally, in the hands of the individual.

Nothing can replace a hand once it is lost. The finest artificial limb in the world is a miserable substitute; no amount of financial compensation can make up for it. The victim suffers an irreparable loss.

Guard your hands!

He gave us the pips

Six of them—to be exact

I shook hands with the man who gave the world the pips. Six pips to be exact. The pips that follow Big Ben and precede radio news bulletins. I asked what gave him the idea. He grinned and looked at the clock on the wall. In another thirty minutes those pips would be heard in millions of British homes.

"It all goes back to the early days of British broadcasting," said Mr. Arthur Fielder, assistant foreman at A.T. & E. (Bridgnorth) Ltd. "At one time I was engineer in charge of the radio station at Nottingham . . .

"Studio and technical staff," he continued, "were constantly being plagued by people telephoning in to learn the exact time. Why not send out a regular time signal over the ether?" Why not, indeed? Mr. Fielder, sat at his desk and stared thoughtfully at the studio clock. He watched the slow steady swing of the clock's pendulum . . . and an idea was born.

A famous firm of clock-builders were consulted. Contacts were fitted to the pendulum of a special master clock and a relay and buzzer were built in so that an audible signal—or "pip"—was sent out each time the pendulum swung—a time lapse of one second. The signal could be picked up and transmitted over any wavelength merely by pushing in a plug. The sixth and final pip was timed to coincide with the hour and the signal could be superimposed over voices and music.

This simple idea proved popular with most of the listening public. London was quick to adopt the scheme and the B.B.C. continue to use it to this day. Master clock and apparatus are now at Greenwich.

Mr. Fielder's associations with broadcasting go back to the "2LO" days, before the Corporation was founded. Engineers, he recalls, had to be prepared to stand in as property men and they were often called upon to supply "noises off." He also remembers keeping the controls working

when the Plymouth station went ablaze (broadcasting did not stop) and he was connected with the world's earliest experiments into television.

The clock on the Bridgnorth factory wall now indicated fifteen minutes to pip time.

A Londoner by birth, Arthur Fielder entered the Royal Navy and spent much of his service in the radio department, visiting most parts of the world. His favourite country is China.

Mr. Fielder is the new chairman of Bridgnorth's sports and social club and chairman of their chess section. He is vice-president of Shropshire Chess Association and has played for the county for the past two years. He is also the founder and first producer of the town's amateur operatic society, taking part in several shows himself. He used to sing with the D'Oyly Carte Opera Company.

An accomplished conjurer and magician, Mr. Fielder spends many of his evenings and week-ends putting on and taking part in charity shows. Aided by his wife (also a singer), he tours hospitals and institutions, raising hundreds of pounds for various charities. He is a medallist of the British Magical Society.

When the assistant foreman disclosed that he also takes a keen interest in local government work and that he had stood for his local council, I wondered aloud how he managed to find time. Mr. Fielder glanced at the clock on the wall once more. The pips were due at any moment now. "You don't find time: you make it," he said. And with that he hurried away—presumably to check his watch.



Mr. Arthur Fielder



ENTHUSIASTS from A.T. & E. pictured during one of their monthly meetings. Newcomers to the Philatelic Society are assured of a very cordial welcome

A fortune from your hobby?

Stamps can be profitable - if you're lucky

Present day philatelists would probably be surprised if they picked up a copy of *Punch* and read the following: "A new mania has bitten the industriously idle ladies of England. To enable a wager to be gained they have been indefatigable in their endeavours to collect penny stamps; in fact, they betray more anxiety to treasure Queens' heads than Harry the Eighth did to get rid of them".

The above was written in 1842, two years after the introduction of Britain's "penny post". Since then, the handful of "industriously idle" stamp collectors has assumed immense proportions. Somebody with a liking for statistics recently estimated that one in twelve of the world's population collects stamps. Philately can be a hobby, a profitable business or a means of making



CAREFUL SCRUTINY. Mr. G. Nuttall examines a stamp belonging to a fellow member, Mr. D. L. Walker



EXPERTS at a London auction. Bids are being taken for a one penny stamp. The stamp eventually went for £4,500. Yes, there's money to be made in philately!



WHAT AM I BID? Mr. Nuttall wields the hammer at a society auction in Strowger Works. Another bargain...?

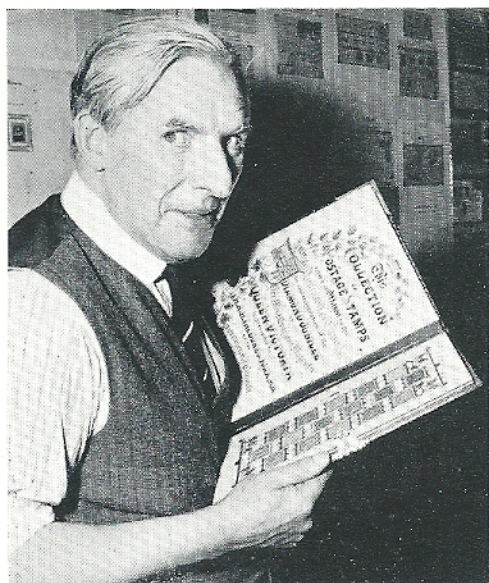
a fortune. The hobby can claim many famous names among its past and present devotees, the most notable of whom was the late King George V, whose private collection, now owned by the Queen, is world famous.

The A.T.M. Philatelic Society, which was formed in 1944, boasts some 60 members, the majority of whom display an almost slave-like devotion to what, they insist, is the most absorbing, most rewarding of hobbies.

One of the founder members, Mr. George Nuttall has been interested in stamps for more than 50 years and his collection is worth more than £800. Pride of his album is an 1857 imperforate Ceylon stamp which he bought for 10/- and which is now valued at £200.

A stamp enthusiast who aims at a world collection is aiming at an impossibility, of course. There are already more than 150,000 major varieties of stamps and every year brings forth over 3,000 new issues, many of them aimed directly at collectors. Indeed, the national economies of a number of countries depend heavily upon postal stamp exports.

Many serious philatelists specialise in collecting stamps of one particular country or one particular



ROYAL COLLECTION. *Sir John Wilson, Keeper of the Queen's Stamps, seen with part of the late King's fine collection*

subject, such as birds or flowers. Some will collect stamps of only one continent or of one issue. Others will collect only revenue stamps or even Christmas seals. Philatelic Society specialists include George McMillan, Department 811, who collects air mail stamps; Jack Stark, Training School, whose particular interest is in issues depicting animals, and Mr. Sydney Nicholson, Clerk of Works, who amasses 19th-century Indian stamps.

The term "philately", by the way, was coined from the Greek in 1865 by a Frenchman, M. Herpin, although the first stamp albums made their appearance some three years earlier.

What is the most valuable stamp in the world? Any philatelic enthusiast has a quick answer to that one: it is the British Guiana one cent magenta, printed in 1856 on newsprint when the local post office ran out of stamps. Only one copy is known to exist and its value is now reputed to be £17,000. Another rare stamp is the United States 24-cent inverted centre airmail. Only one sheet of a hundred of this stamp, showing an aeroplane upside down, reached the public. Total value of stamps in the sheet rose to approximately a quarter of a million dollars.

Take a quick look through any good stamp collector's album and you will turn up subjects as diversified as buffaloes in a storm, thatched huts in New Guinea, telephone relay adjusters in India and edelweiss in Switzerland.

By the way, have you ever noticed that Great Britain is the only country in the world failing to display on her stamps the nationality? The sovereign's head serves for identification.

One of the few members of the society who can claim to have bartered foreign stamps in their country of issue, is Mr. Jack Davies, superintendent at Stopgate Lane, an expert on Indian stamps.

While Mr. Davies was working in the East he often attended stamp auctions in Bombay, Delhi and Calcutta and was a member of the Empire Stamp Club in Bombay, which was composed mainly of Germans, Czechs and Britons. He contributed papers on the postal history of India for an Indian journal.

Mr. Davies became expert at detecting postal forgeries. At one Bombay auction he bought sets of postal stamps printed in Germany under Hitler's orders which were intended as the postal issue when the Japanese took over India.

Some rare stamps owned by Mr. Davies include specimens of early 19th-century pigeon post and balloon post stamps intended for use between Delhi and Calcutta. Mr. Davies has been a member of the exclusive British Philatelic Association for many years.

A past chairman of the society, Mr. Godfrey N. Coombs now has more time to devote to stamps since becoming a Company pensioner. He has his own stamp shop in Tuebrook which, of course, is well patronised by Philatelic Society members. Mr. Coombs, who is a member of the Philatelic Traders' Society, is father of the present treasurer of A.T.M. Philatelic Society, Eric G. Coombs, who has a personal collection of some 10,000 stamps.

Are you becoming interested? Members will be delighted to share their expert knowledge with others keen to start a collection. They meet on the third Wednesday evening of the month, when Mr. Nuttall wields the hammer at auctions.

Officers of the society are:—Geoffrey S. Vick (chairman), Department 662; Len Walker (secretary), Department 641 and Eric G. Coombs (treasurer), Department 821.

Dial in to the Poets

from a special correspondent

It was announced a short while ago that a new telephone exchange to be established in South-East London would be known as KIPLING. So one more name will be added to the list of literary figures whose fame is kept alive not only on our library shelves but in our telephone booths—men such as Bryon, Arnold and Macaulay.

The task of finding a name for a new exchange isn't as simple as it might seem on the surface. The G.P.O. tries in the first instance to name it after the locality it will serve—WATERloo, FULham, STReatham, etc.—but for various reasons this isn't always possible, and a good deal of thought and ingenuity is needed before the choice is finally made. In the case of big cities such as London, Birmingham, Manchester and Liverpool where both letters and figures are used on the dial, it's obvious that the name of a locality with the same first three letters as one already established couldn't be employed. Thus, in the Manchester area, CHEadle Hulme was impossible as CHEetham Hill was already in existence, and HULme Hall was used instead.

The dialling apparatus works on a numerical basis, the letters in the second hole each having a value of 2, those in the third, 3, etc., so that a name whose first three letters have even the same numerical equivalent as another, is ruled out. In the Birmingham area, BARNet Green would have registered the same as CASTle Bromwich—227—and a different name had to be found. Similarly Clapham would have had the same value as ALBERT Dock—252—so the new exchange was eventually named after Macaulay who lived as a child in Clapham High Street.

Another factor that has to be taken into consideration is confusion of sound. CHEssington could not be used, for example, as it is too much like KENSington aurally, and a purely arbitrary name, TROjan, was used instead. Also, names of one syllable are avoided on the whole, as they don't lend themselves satisfactorily to transmission over

the telephone. An exception to this is the name LORDs, to be used for the new exchange covering the area in which the famous cricket ground is situated.

The problem crops up again when an area expands telephonically and the existing exchange already bears the name of the locality. This happened in South Harrow and various alternatives, all having some local association were considered. BYRON was finally adopted—the poet having been educated there.

In choosing a name with local significance, the G.P.O. has to be careful not to offend the inhabitants. It is proposed that a new exchange being planned to serve the Baker Street, Regents Park and Marylebone Road area, shall be called TYBURN, after the stream that used to flow through the district. To most people, however, Tyburn means the gallows that once stood at the junction of the Edgware and Bayswater Roads.

I wonder how many people realise that there is no "Q" or "Z" on the dial? This of course prohibits the use of any names including those letters, as, for instance, Quinton in the Birmingham area, which was called WOODgate instead. "O" is also out of the running as an initial letter as it automatically puts the caller through to the operator.

Bearing all these factors in mind, it's possible, if you're that way inclined, to work out that the total number of three-lettered combinations is 648, but of these many are unpronounceable, while others are used for special purposes, such as DIR for Directory Enquiries and ENG for fault reports. Consequently there are only about 400 groups of 3 letters which are suitable for exchange names, and, with the rapid telephonic growth of cities like London, the Post Office may one day run out of names. Still, by that time we shall probably all be speaking some new universal language and names beginning with WXY and JKL will be quite in order!



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