

Echo

The internal newspaper of Marconi Radar Systems and its people

ORDER BOOK TOPS £150m

Managing Director John Sutherland, speaking at the start of Leicester's Marconi Week, revealed that the Company has outstanding orders worth £150 million.

He went on to say that we employ over 5,500 people and have an annual turnover of nearly £70 million.

We were investing a great deal of money in research and development, and during the next year £12 million would be spent in this way; about half of this would be on government projects and the other half on private venture investments and on behalf of private customers. Furthermore the Company was spending about one million pounds on training each year.

Challenging

Mr. Sutherland said that there was a need for a large number of scientists, technologists, engineers and craftsmen in the Company. But there were two barriers to break down in convincing young people to take up an industrial career.

"One is the image of industry as dull, dirty and dead-end," he said. "I can assure you that it is not. From my own experience, starting as an apprentice, I have found it challenging, exciting and full of opportunity."

The other difficulty was the total imbalance of public sector salaries. "In recent years there has been a severe distortion of remuneration in favour of the public sector — the wealth-consuming side of our society — and unless this is tackled and reversed, the great industrial revival we so sorely need will not take place."

Important

Mr. Sutherland said that a theme he was personally very keen to encourage was the means of attracting bright and ambitious young men and women into industry. But, even before that, he felt it was important to encourage the bright and adventurous young-



Meet the new Miss GEC

● The charming winner of this year's Miss GEC (Leicester) contest held at the Company's annual dance in Leicester recently was 21-year-old Rosemary Heath (centre), a secretary in the Contracts Department at Blackbird Road. Runner-up was Sandra Reece (left), a telephone telex operator at the New Parks site, and third was Maureen Clifford (right), also a telephone telex operator at New Parks.

sters to pursue science-based courses in the sixth form and at colleges and universities.

Visitors to Leicester on the first day of Marconi Week included television personality Dr Magnus Pyke, secretary of the British Association for Advancement of Science. The visitors toured the manufacturing areas at Blackbird Road and then went on to the premises at New Parks.

A pictorial record of the week is featured on pages eight and nine.



Ian Butler

New Director appointed

It was announced on 15 February that Mr. R. Telford, Managing Director, GEC-Marconi Electronics, had approved the appointment of Mr. I. T. Butler as a Director of Marconi Radar Systems Limited, with immediate effect. Mr. Butler retains the post of Manager, Support Division.

On other pages

Air Chief drops in	2
Chelmsford recruiting drive	3
Coconuts and old china	4
DCDS Visit	5
Understanding Air Traffic Control	6-7
Watford's 25 years	11
Brain Power	12

INVESTMENT FOR THE FUTURE

This is the time of year when we have our apprentice prize-giving ceremonies at Chelmsford and Leicester, and it is always a source of pride to me to be present when the young people who have worked hard at their studies and their practical work come up for their awards, usually with parents and relatives to share in their success.

We do everything we can to help and encourage them — they are the new blood of the company and will be the new generation of craftsmen, designers, engineers, accountants, commercial experts and indeed managers.

We deliberately plough back into education and training vast sums of the Company's earnings, and our total expenditure on all kinds of training in the year to come will be over £900,000. What better investment for the future could there be?

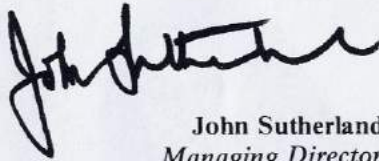
Expansion

To make the most of this money we must get the best possible 'raw material' that we can. We are recruiting both trainees and also people already trained, in many parts of the Company to cope with the expansion

of our business. We have a very dedicated team of training officers and assistants, first-class instructors in many areas of training, and extremely good relationships with many colleges, both local and national.

We are also in constant and close touch with educationalists, with the long term objective of ensuring that the teaching in schools is more closely aligned to the general needs of industry. This is not an easy job, and will take time, but it is very well worth while.

We must get the best recruits that we can, and the Company — through Parents' Evenings, Open Days, School and University visits, etc. — is endeavouring to promote the image of industry, and Marconi Radar in particular, and demonstrate the challenge and career opportunity which we can offer to bright and ambitious youngsters.



John Sutherland
Managing Director



Air Chief drops in

Air Chief Marshal Sir Neil Cameron (right), Chief of the Air Staff, accompanied by Managing Director John Sutherland, arrives by helicopter on a playing field at the rear of Writtle Road works. Sir Neil, who had earlier called at Rivenhall, visited the factory and was given a series of presentations on major air defence projects.

SPREADING THE WORD

Alan Matthews (standing) was caught by the camera during his recent lecture to about 50 Ongar Young Farmers at the Church Hall, Ongar, near Chelmsford.

The title of Alan's lecture was simply "Marconi Radar Systems" and it was supported by slides, a film and a display of photographs.



Certificates presented

Ben Wells, Company Personnel Officer, recently presented Clerk Typist and Secretarial Training Scheme Certificates to girls who have finished their two-year training course and are now attached to various departments within the Company on permanent staff at Chelmsford.

Pictured here at the presentation are: (Back row, left to right) — Frances Holloway (Training Officer), Tina Lauder, Carol Scarlett, Lorraine Janes, Shirley Maudsley, Peter Oakley (Training Officer), Ingrid Dalloway, Jacky Byatt, Jane Hewit, Lydia Borysiuk and Mrs. E. Desborough-Hunt (Training Officer MCSL). (Front row, left to right) — Jacky West, Jennie Cox, Ben Wells (Company Personnel Officer), Arthur Smith (Chief Training Officer), Lynn Weeks and Vicky Allen.





Dun Romin?

Harry Wilson has retired from Marconi Radar Field Services after 26 years helping to build radar stations in all parts of the world. Here Ian Butler, Support Division Manager, recently appointed to the MRSL Board, presents Harry with a Kenwood Chef from just a few of his many friends.

IDEAS, PLEASE!

A reminder that the Suggestions and Inventions Scheme is still very active throughout the Company.

Suggestions Committees examine all suggestions submitted by employees and, where appropriate, make cash awards to suggestors. The awards are good and each is made in relation to the merit of the suggestion and the saving it makes. Particular note is taken of suggestions resulting in financial savings, and those designed to increase "safety at work"

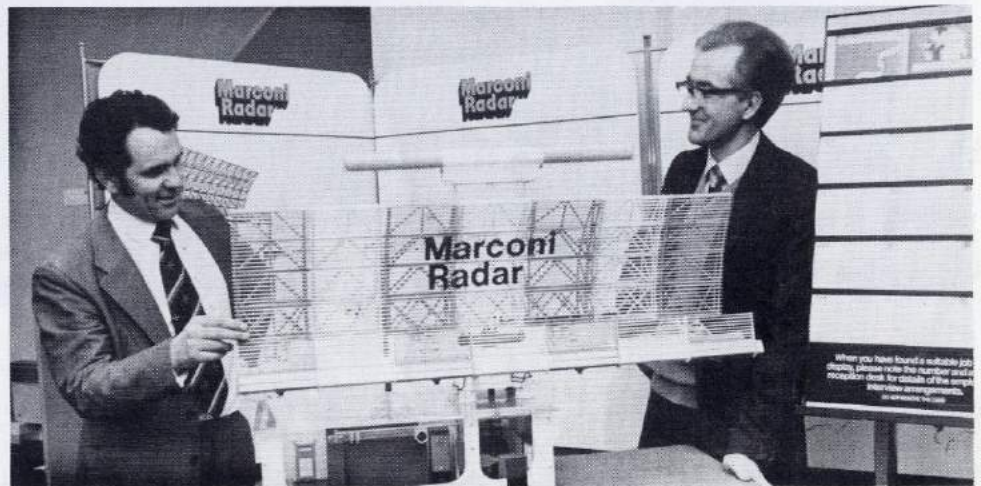
Anyone can send a suggestion in and will get an answer to his (or her) proposal. Just contact your MRSL representative:

CHELMSFORD: R. S. Sherwin, General Works Manager, or F. C. Boucher, Assistant Works Manager Writtle Road Works.

LEICESTER: K. V. Merricks, Chairman, Suggestions Committee, Blackbird Road Works. G. Mowbray, Manager D.O., Suggestions Committee, New Parks.

GATESHEAD: A. Williamson, Secretary, Gateshead Suggestions Sub-Committee.

Suggestions can also be sent to the Secretary of the Suggestions and Inventions Scheme Main Committee, J. S. Levett, Patents Department, New Street, Chelmsford.



CHELMSFORD RECRUITING DRIVE

For three days in February, Chelmsford's new Jobcentre in the town, which has replaced the old Employment office, acted as a 'shop window' for an intensive Company recruitment programme.

MRSL personnel officers were on duty there each day from 9 a.m. to 7 p.m. to receive enquiries from people with craft skills, semi-skilled operators, and clerical staff at all levels. By the end of the third day, our personnel team had interviewed over 300 people.

George Ellis, Senior Personnel Officer, said: "In these days of seeming gloom and despondency it may be something of a surprise to many people that a Company should be actively looking for staff, but our order book is not only full but expanding — and we need more staff to help us meet our export commitments."

Senior Personnel Officer George Ellis and the Chelmsford Jobcentre manager examine one of the models on display in the recruiting drive. (Photograph Chelmsford Weekly News.)

Health and Safety Manager appointed

Ken Gamblin, Safety Officer at MRSL Chelmsford since 1972, has been appointed Company Health and Safety Services Manager with effect from 3 January.

He will act for the Technical Director in the definition of health, safety and fire policy and the monitoring of health and safety functions throughout the whole of the Company, including Chelmsford, Leicester and Gateshead.

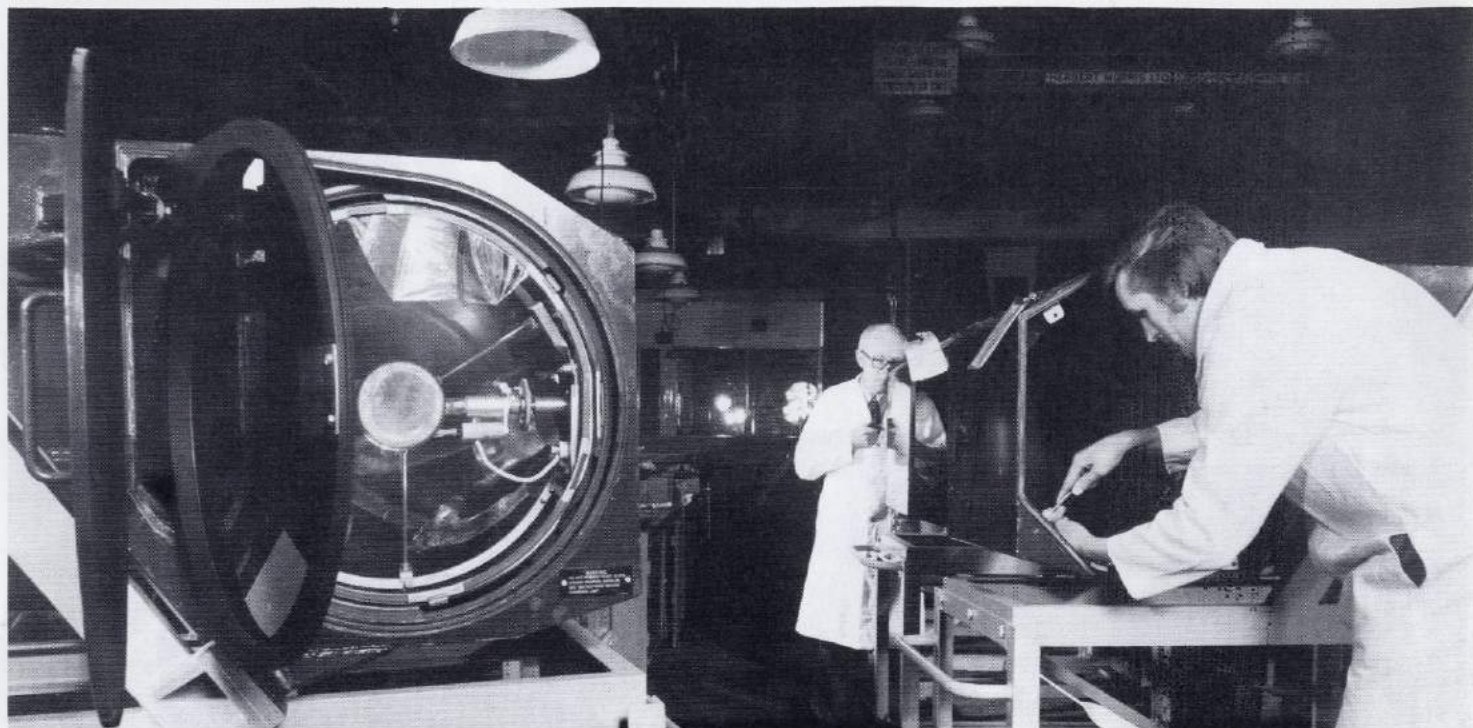
Ken has been concerned with safety matters since 1967, when he was Assistant Works Safety Officer with the Marconi Company at New Street, later becoming Assistant Company Safety Officer with GEC-Marconi.



CRAFTSMAN'S AWARD

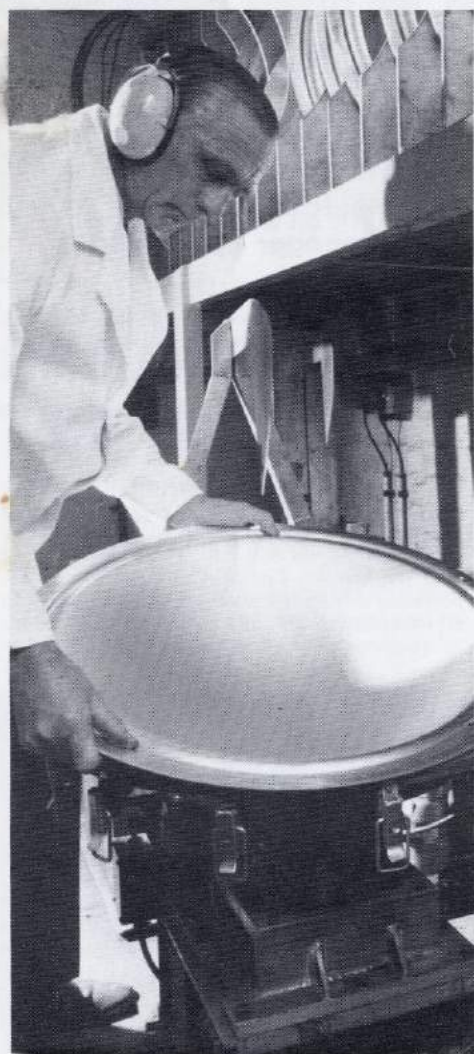
Ian Wardlaw (right), a miller/turner at Chelmsford, receiving an award from the Master of the Worshipful Company of Turners at a ceremony in the Apothecaries Hall in the City of London.

Ian was awarded the Bronze Medal of the Worshipful Company of Turners as a result of the high standard he achieved in the Final Examinations of the City and Guilds of London Institute held last summer. The award comprises the Company's Bronze Medal in Mechanical Engineering Craft Studies — Part III — Machining, together with a cheque and certificate. Ian is a day release student at the Chelmsford College of Further Education.

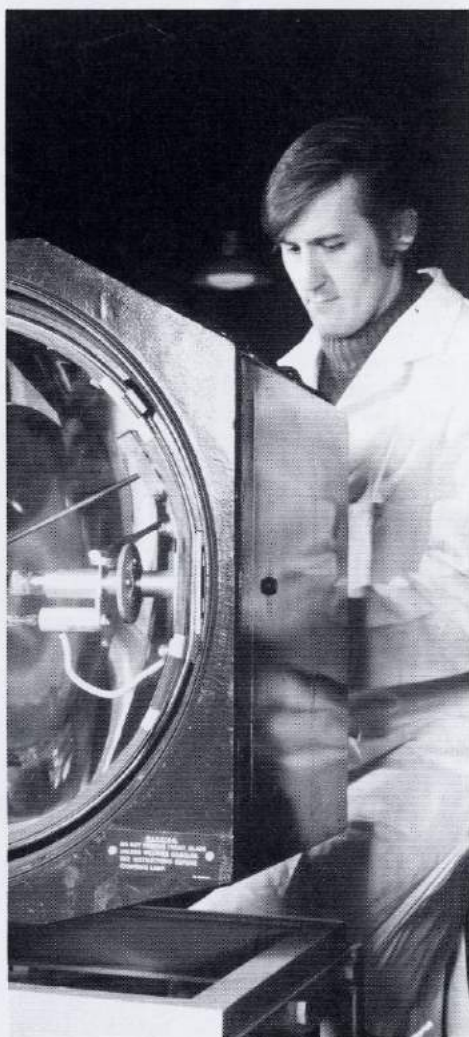


Above: Harry Martin (left) and Tony White working on the 'barbettes', or outer casings, which are fabricated at Gateshead.

Coconuts and old China



Shirley Brewin polishing searchlight reflectors using the patented vibratory technique developed at Blackbird Road especially for these mirrors.



Tony White with a completed searchlight, ready for installation on the gun turret of a Chieftain tank. The searchlight has an inner infra-red screen and an outer waterproof door.

In the early 1960's development engineers at our Blackbird Road Works discovered a bright new use for coconuts and old china. They found that by buffing a rounded aluminium surface with china, in the form of ceramic chippings, to remove hidden bumps and then using the husks of coconuts for a final polish, the process gave 80 per cent more reflector power to searchlights.

The man behind the idea was Hayden Littlewood, then Controller of Manufacturing Services, who evolved it in the first place by considering the way in which the sea's movement plays a part in polishing pebbles on the beach.

The basic principle was soon developed into the patented vibratory polishing process which is in use today. The mirror surface is refined first by means of ceramic chippings and then by hardwood chips impregnated with wax, this being followed by a chemical brightening process.

Chieftain tank

The resulting aluminium mirror is an important component of the searchlight for the Chieftain battle tank, of which over 2000 have been manufactured and supplied by the Company to date. The very high intensity light from the 2kW Xenon lamp used in the searchlight operates as a target illuminator and is mounted directly on to the gun turret so that it remains in line with the gun in traverse.

In elevation, a servo-control system on the mirror assembly assures that the light beam remains on the target. The searchlight output can be normal white light or infra-red, giving ranges well in excess of 1000 metres.

The searchlights are assembled on a flow-line system at Leicester's Blackbird Road factory, using barbettes (outer casings) which are fabricated at Gateshead. The machining is done at Blackbird Road using numerically-controlled machinery.



DCDS visit

The Deputy Chief of Defence Staff (OR), Lieutenant General Sir Hugh Cunningham KBE, visited Leicester recently and is pictured here (second from left) with John Sutherland, Managing Director. On the far right are Marketing Director Peter Way and Technical Director Roy Simons.

Other members of Defence Staff in the party were Dr. D.H. Davies, Commodore K.C.D. Watson RN, Captain D.H. Morse RN, Captain G.W.W. Marsh OBE, RN, Dr. P.E. Smith, Commander R.M. Duffield RN, and Major T.J. Bembridge.

Discussions and demonstrations were held on a variety of subjects both at New Parks and later at the test site at Stoughton.

Denis calls it a day

Denis Morfe, senior mechanical consultant with Control Systems Department at New Parks, retired in January after more than 44 years' service with the Company. Denis is pictured here (right foreground) with Tom Nuttall, Manager of Control and Simulation Division, who presented him with a work-bench on behalf of his colleagues. Denis also received a presentation from Colin Latham, Development Manager, on behalf of the Company.

Denis joined the BTH Company at Rugby as a student apprentice in 1932 and was later involved with the production of technical instruction films for the services and with the design and development of BTH 16mm sound film projectors, machine tool equipment and nuclear power control.

After moving to New Parks in 1960 he was concerned with machine tool drives, tape readers and the mechanical design of radar equipment and servo-controlled military equipment, including the searchlight for the Chieftain tank.

Denis is a keen tennis player and is president of a well-known local club. He is also fond of motor-cycling, often preferring the 'bike' to the car, and will no doubt continue to be seen roaring round the lanes of Leicestershire for a long time to come.



CAN YOU BEAT IT?

Joe Miller, Head of Technical Publications at New Parks, has submitted the first item for a Marconi Book of Records. He claims the greatest number of flights (a flight being defined as the period between a take-off and a landing) on company business in the shortest time.

Joe's total recently was seven flights in three

days, made up as follows:

- Day 1. East Midlands - Glasgow.
- Day 2. Glasgow - Newcastle - Amsterdam - Enschede.
- Day 3. Enschede - Groningen - Amsterdam - East Midlands.

Can anyone beat this - or is Joe the undisputed champion?



Art on show

A permanent exhibition of paintings done by members of the GEC (Leicester) Art Society has now been inaugurated at New Parks and groups of paint-

ings are on display in six locations on the site. Membership is drawn mainly from employees of GEC-Elliott and Marconi at New Parks and Blackbird Road and their families.

The Society, which is continually looking for new members, welcomes not only those who actively paint and draw but also those who have an interest in art. In particular the Society is looking for people who would like to 'have a go' but are apprehensive of taking the first step.

The accompanying picture shows the paintings in the main entrance to Marconi Radar at New Parks and gives an indication of the variety of works produced by the members. On the left is 'Clematis' painted in oil on dark green velvet by Anne Wheat who works in Radar D.O., in the centre 'Winter' by Johnny Jones, and on the right an Indian ink drawing 'The Bridge House, Ambleside' by Gilbert White, a retired employee of GEC-Elliott.

In front of the paintings (left to right) are Colin Latham, Development and Site Manager, and some of the Art Society Committee — Bill Shaw, Johnny Jones (Chairman), Cyril Phillimore (Publicity Officer) and Norman Cooper (Treasurer).



"What's it all about?" In this series of articles written specially for "Echo" we aim to stand back a little and take in a wider view of Marconi Radar's activities as they fit into the scheme of things in the everyday world.

We are grateful to HARRY COLE, of Customer Systems Department, Writtle Road, for contributing this first article on Air Traffic Control, the second part of which will appear in our next issue.



Understand air traffic

It is easier to understand Air Traffic Control if we understand why it is necessary.

Air Traffic operates over vast distances but always to and from fixed points — the runways of airports. For economic and commercial reasons, arrivals and departures are concentrated during certain parts of the day — passengers don't like to arrive at 2 o'clock in the morning! — and air routes are made as short as possible.

This leads to congestion in and around airports and on air routes, and so some system has to ensure that operations under these conditions are safe and efficient. That is why we have Air Traffic Control — for SAFETY and EFFICIENCY of air travel.

How is it done? First, every scheduled air flight is planned. The pilot is required to file a flight plan stating his type of aircraft, number of passengers and crew, desired route, height at which he wants to fly, amount of fuel on board, expected times of departure and arrival, and so on.

A flight planning organisation compares any new plan with existing ones and approves or modifies it so that conflicts will not occur. The flight plan is then activated and the pilot can proceed.

Communications

Throughout the whole journey, communications between aircraft and the ground control system are vital. In fact the aircraft cannot move on to the runway unless the Aerodrome Controller has radioed the necessary permission to the pilot. This is the first phase of dynamic air traffic control — to ensure aircraft movements on the ground are safely carried out. Elaborate taxiway numbering and lighting systems are used here as well as monitoring by extremely accurate short range radar (Airfield Surface Movement Indicators) whose displays have almost

PART ONE OF A NEW S



photographic quality out to some four miles radius.

As soon as the Aerodrome Controller has established, using a longer range Airfield Control Radar, that the intended take off is safe, away goes the new flight. Ground-based radio beacons at known locations assist the pilot to fly his pre-arranged course. En-route he reports his position either



In use all over the world, this small Marconi radar display shows aircraft position relative to the runway touchdown point and air traffic around the approach paths. Its special display tube allows use in strong sunlight.



An S650, one of four MRSLS 50cm radars at London Airport. The UK airspace is covered by MRSLS radars of this type. The Company is in the process of modernising them and others throughout the world, giving them many more years of service.

ling control

SERIES ...

by Harry Cole



Pictured left: The Marconi IVR system ensures that the air-field operator knows the runway visual range during night and day. Measurements from these instruments are linked back to the control tower.



Part of an Air Traffic Control Room designed and equipped by MRSLS, showing radar displays, communications and meteorologic instrument panels. The controller in the middle is up-dating traffic data on flight progress strips seen stacked in columns.

on request from ground control or at pre-arranged points.

The aircraft is under constant surveillance by very long range radars of two kinds — Primary radars, which sense the position of objects by detecting energy reflected from them as the radar's narrow beam sweeps them, and Secondary radars, which use radar transmissions from the ground in a narrow beam to stimulate a small transmitter in the aircraft. This sends back coded messages giving the aircraft's identity and height automatically with no need for voice communication between aircraft and the ground.

Control Centres

The world's airspace is divided into Flight Information Regions (FIR), and air traffic control centres exist for each. These centres vary from the rudimentary to the highly complex, dependent upon traffic densities. Obviously an FIR with only six movements per day does not need a vast computer-based control system, whereas at places such as London, Paris, New York and Rome traffic is now so heavy that such computer-aided systems are imperative.

As aircraft enter a new FIR, data

upon them from the flight plans will have already been sent by telegraph systems to the control centre. The aircraft's progress through the FIR is monitored by pilot position reports, confirmed by the radar system.

This flight data is transferred by controllers to the all-important Flight Progress Board. Aircraft positions, heights, routes, destinations, etc. are logged in shorthand form upon Flight Progress Strips — pieces of coloured paper in small oblong holders. These are stacked in rows and columns on the Flight Progress Board and are updated by air traffic controllers as new data comes from pilots'

reports and radar information. Thus aircraft can be safely separated in time and space on their journeys.

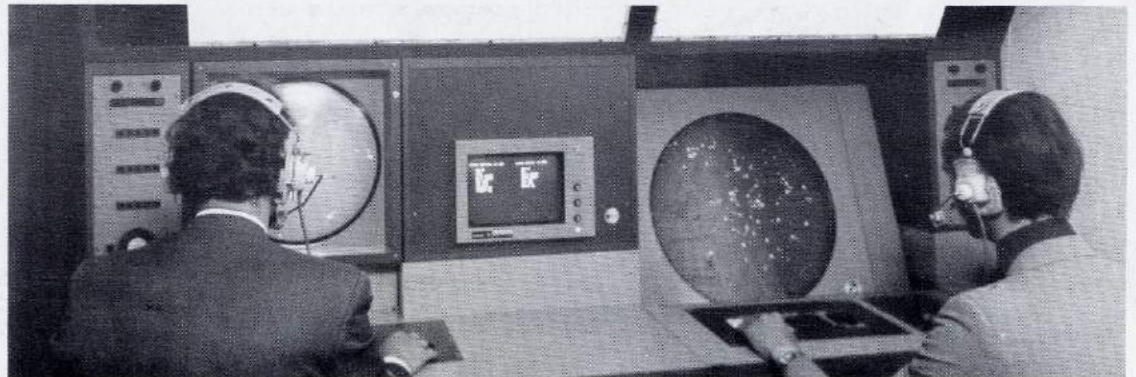
Safety first

It all sounds delightfully simple — and in a perfect world it would be. However, sometimes flight plans cannot be adhered to because of unexpected bad weather, fog, aircraft malfunction, conflict with uncontrolled aircraft, labour disputes at airports, and so on. It is at these times that air traffic controllers are really pushed to the limit to ensure safety — always

safety first! Very rarely do they fail.

They exercise control by issuing instructions by radio to pilots so that aircraft are always separated either by height or distance or flying time. These separations have minimum values which must never be infringed. When one realises the high closing speed of modern aircraft one can see how onerous and exacting a job air traffic controllers have.

In the next part we shall see how modern data handling and display systems overcome the drawbacks to the old Flight Progress Board system and how the future may develop, looking towards newer and yet safer systems.



The most modern equipment from MRSLS allows controllers to call out data from computer stores at will, using keyboards. Displays like that in the centre show the selected data.

LEICESTER'S

FEBRUARY 7 to FEBRUARY 12



More than 2,000 people visited us at Leicester during Marconi Week, which ran from February 7 to 12.

In addition, posters, advertisements and news items in the local press and on local radio helped to bring the thought home that Marconi is indeed "a good citizen of Leicester".

On the first day, Managing Director John Sutherland welcomed some 30 VIP guests, including civic leaders, industrialists and union officials, who were later addressed by Dr Magnus Pyke of Television fame. The visitors were then conducted on a tour of the Blackbird Road factory before visiting New Parks.

Other visitors during the week included professors from universities and colleges, representatives of the Leicester Occupational Safety and Health Association, school heads and resettlement officers. On Friday evening the annual presentation of apprentices' awards was made by Rear Admiral L. S. Bryson, RN, before a gathering of employees, relatives and friends.

Saturday was Open Day for the general public and for nearly five hours a steady stream of Leicester citizens poured into the Blackbird Road premises for guided tours of the works.

The week was rounded off with a successful employees' and families' dance in the New Parks restaurant on Saturday evening.



Left: The presentation of awards on Parents' Evening was made by Rear Admiral L.S. Bryson. Pictured here with their trophies are: (front row, left to right) - Martin Shenton (Student Apprentice of the Year), Pearl Statham (Best Secretarial Trainee) and Terry Spriggs (Special Award for Sustained Effort); (middle row, left to right) - Derek Lowrie (Commercial Apprentice of the Year), Richard Paynter (Most Promising Young Mechanical Apprentice) and Michael Collins (Most Promising Young Electrical Apprentice); (back row, left to right) - Philip Armstrong (Best Apprentice through D.O.), Adrian Dalby (Technical Apprentice of the Year) and Paul Hudson (Craft Apprentice of the Year).

Right: Mike McNally, Senior Training Officer, with Mr. J. McKay, Head of the School of Electronic and Electrical Engineering at Leicester Polytechnic.



MARCONI WEEK

Below: Looking after some of the younger generation on Open Day at Blackbird Road is (second from right) Ken Merricks, Production Engineering Manager.

Left: Mick Long (right), of the Jig and Tool D.O., captures the interest of some of the members of the general public who visited the factory.



Above: Leicester Personnel Manager Gordon Mortiboy relaxes at the end of a hectic week. Tripping the light fantastic with him at the New Parks dance is secretary Joy Gimson.



Left: Kirti Pattani (seated left) and Joyce Clark, adult trainees in electrical assembly, pictured during a visit of staff agency representatives.

Right: Maggie Berry, Personnel Officer, explains the principle of the Sea-Watch 300 Radar Beacon to a visiting resettlement officer.



Dr. Magnus Pyke, guest speaker at the V.I.P. luncheon, casts a spell over his distinguished audience. Spellbound (left to right) are the Lord Mayor of Leicester, Managing Director John Sutherland, Works Manager Owen Jones, Mr. R.M. Foulkes - Managing Director GEC-Elliott Process Automation, and Marketing Director Peter Way.

Apprentices 'on the ball'



A project undertaken by Blackbird Road, Leicester, apprentices as part of Marconi Week was to design and construct equipment to test the speed of travel of a hockey ball — and so identify the player with the hardest shot in the Leicestershire hockey team, who were in training for their match against England.

The project proved to be a complete success, for the equipment found that county player Mike Hamilton was recording speeds of well over 100 m.p.h. — and it was this player who scored both goals against England, from short corners!

Our picture shows the equipment in use at Leicester's Saffron Lane sports stadium. County player Steve Pennington is testing the speed of his shot, while in the background is apprentice John Turner (left) with Peter Burgess, Inspection Foreman, light machine shop.

GATESHEAD NEWS



● *Dick Amos, Production Services Manager at Gateshead, who has completed 41 years' service with the Company, was recently presented with a certificate and gold watch by the Managing Director.*

Retirements

Recent retirements include Joseph Foster, K & W operator, and Albert Park, labourer, who were both presented with collections organised by their friends and colleagues.

Social events

At a Christmas Party for younger children of employees, 146 children were entertained with films, puppets, disco dancing and party fare. Highlight of the afternoon was a visit from Santa Claus (alias Jack Johnson, security gateman) who presented each child with a Christmas gift.

Towards the end of January, 230 adults and children visited Sunderland Empire Theatre to see Peter Goodwright in 'Aladdin', and a thoroughly enjoyable evening was had by all.

Finally some 200 employees and friends enjoyed a social evening at the Derwent Hall, Hebburn, organised by June Carson, which included both modern and old time dancing.



All systems go at dance

The ever-popular Radar Dinner Dance held just before Christmas attracted over 200 people to the MASC Club at Chelmsford. Dancing was to the Georgians, and the evening was voted to be highly successful. Once again our thanks are due to Les King and Marjorie Thorogood for their first-class organisation of the event.

We will not attempt to put names to all the revellers pictured here, but no doubt many of our readers will be able to find somebody they know!



The first 25 years

On February 15 our Watford Drawing Office celebrated its 25th anniversary with a buffet lunch which was attended by John Sutherland, Managing Director, Roy Simons, Technical Director, and many other representatives from Chelmsford and Leicester. Pictured above with Mr. Sutherland are (left to right) Ken Holt, Peggy Auckland, Gladys Steel, Joan Henderson and Win Grimley.

Below: these Watford 'veterans' who have received their long service awards are (left to right) Derek Camfield, Manager (25 years), Doug Wild (25), Arthur Hall (25), Arthur Cook (35), Roy Manser (31), Jack Wright (25) and John Grieves (31 years).



Change of beat



Stan Shipton, Chief Officer, Site Security, at New Parks, Leicester, has joined the Company after 30 years' police service in the Leicestershire Constabulary.

Stan retired from the Traffic Division as an Area Traffic Inspector. A native of London, he joined the Police Service in 1946 after seven years' war service in the Royal Regiment of Artillery. He is an Associate Member of the Institute of Traffic Administration and an Associate Member of the Institute of Road Safety Officers, and was for some years the Secretary of the Lorry Driver of the Year Competition for the North Midlands. For his contribution as Special Events Officer during the World Cycling Championships held in Leicester in 1970 he was awarded a commendation by his Chief Constable to add to his four other commendations for good police work.

Since exchanging his high-speed police patrol car for the steady patrol of his new 'patch', Stan agrees that life is not quite so hectic as before. We wish him every success in his new appointment.



Waiting for the good news

When Mrs. Alison Harding retired from her position as secretary to GWS25 Production Programme Management Group at Baddow in anticipation of a happy event, Programme Manager Ken Smith presented her with appropriate gifts on behalf of her colleagues. We now await further news!



Photo: Essex Chronicle

A crazy giveaway....

First prize winner for Week Four of the Chelmsford Star Co-operative Society's 'Crazy Giveaway' Competition was Betty Jardine, a clerk in the Technical Finance Office at Writtle Road.

Betty (centre in our picture) won a holiday voucher to the value of £500. Making the presentation is June Godfrey, Mrs. Chelmsford (right), and on the left is Betty's future daughter-in-law.

The Jardines have already won a photographic competition in 1976 with a holiday as first prize so they have decided to let their son and future daughter-in-law have the Co-op holiday voucher as a wedding present.

... and a car draw winner

Alan Martin, a leading hand in the machine shop at Writtle Road works, was the lucky winner of the twentieth MASC Car Draw. Managing Director John Sutherland presented Alan with a cheque for £1300.



FIRST AID — FIRST AGAIN!

Congratulations to the Chelmsford — Marconi Division of St John Ambulance Brigade, who recently won the Association Trophy at the Essex Western Area Competitions held at St Margaret's Hospital, Epping.

This competition for adult ambulance teams has now been won for three years running by the Marconi Division.

In the team test, the staged incident dealt with concerned two men seriously injured by a collapse of scaffolding in Epping High Street. Each team member also had an individual incident to attend to.

Team members

The team consisted of Vic Turner, Engineering Division, Baddow; George Nokes, Computer Centre, Baddow; Peter Weathersby, Operations Dept., Writtle Road; and Ron Perkins, Production Engineering, MCSL, New Street. Geoff Britton of MCSL was reserve. The team now goes forward to the County Finals in March.

The Marconi Division are always looking for new members to assist with their heavy programme of duties. A training course arranged by the Division is available for beginners. The person to contact is Divisional Superintendent Dennis Dawson, Planning Office, Baddow Workshop.



SUCCESS FOR GATESHEAD BOWLING CLUB

The Marconi Bowling Club at Gateshead held their 1976 Dance and Presentation night in the works canteen. Cups and trophies were presented by Dick Amos, Production Services Manager, on behalf of Works Manager Bill Henderson, and the evening was declared to be a huge success.

Some of the achievements of the Marconi bowlers were as follows:

WINNERS:

The League - Durham Association
John Black Cup - Durham Association
George Lang Cup - Felling Association
J. Gilroy Pairs Shield - Felling Association
Hibbert Cup - Felling Association

RUNNERS-UP:

May Miller Cup - Felling Association
Sisterson Cup - Felling Association
Alderman Adams Cup - Felling Association



Brain power

For the second year running, the winning team in the annual General Knowledge Quiz competition at Leicester was Technical Systems New Parks, who beat Jig and Tool, Blackbird Road, in the Final.

The cup was presented by Miss GEC Leicester, Rosemary Heath, assisted by Works Manager Owen Jones. The members of the team (seated, left to right) were Ernie Isherwood, Jack Smith (Captain), Eddie Wood and Richard Shelmerdine.



For your diary

The Company's second annual Gala will be held at the MASC sports ground, Chelmsford, on Saturday, August 13. More details in our next issue.

'FACT AND FAITH' FILM

A 'Fact and Faith' film was screened in the Waterhouse Lane Canteen, Chelmsford, at lunchtime on 14th February and another one will be shown on 4th April. These films attempt to show, by means of interesting experiments, the relationship between Science and Faith. They have been arranged by the Writtle Road Christian Fellowship and everyone is invited to look in after lunch, at about 12.35.

The Fellowship meets every other Monday in 'D' Building Reception Room, Writtle Road, and always welcomes visitors. Other meetings planned:

- 14th March: 'Who runs the World?' — A study on Psalm 2.
- 28th March: A local Solicitor speaks on 'A Christian in the Law'
- 18th April: Derek Tickner, Pastor of a local Baptist Church, will be the speaker.
- 9th May: 'Euthanasia — should we play God?' A Christian viewpoint by Mrs. S. Cruse, S.R.N

Programmes and further details from the Secretary, Doug Jones, Writtle Road, Extension 2291.

CONTRIBUTIONS...

News items, photographs and suggestions for future issues of 'Echo' are welcomed. Copy date for the next issue is April 22. Your contact is W. A. Smith, MRSL, New Parks, Leicester. Tel. 0533-871331. Ext 313. Int 577.

