

Marconi New Street building receives a face-lift

Peter Turrall MVA Chairman

Bellway Homes, whose headquarters are in Rainsford Road Chelmsford, has purchased the Marconi site in New Street. Following two exhibitions at the Anglia Ruskin University where they showed plans of the possible redevelopment of the site, they have now submitted plans to the Chelmsford City Council for modifications to the front building and small demolition immediately behind this which was the old Television Test area. The plans also include retention and updating of the water tower which is along Marconi Road. Detailed plans of the rest of the site which take into consideration comments made at the two exhibitions by members of the public will be submitted in 2013 and will contain requirements for over four hundred houses and other small outlets. It is hoped that recognition of some of the major achievements associated with the Marconi Company will be included in the general layout of the site.



Above, the New Street factory in its youth, circa 1918, from a postcard containing one of Fred Spalding's splendid photographs of Chelmsford. The reverse carries the following message: "Dear Dorothy, I thought you would like these p.cards of the place where I am working. This one is when we are leaving off. I hope you receive my letter. With love from Dorothy."

Another Spalding postcard image appears on the back page

The Marconi Veterans Association has already had preliminary discussions with the owners: in due course it is hoped these will lead to us helping them establish and possibly exhibiting some of the artefacts of the company within the front building.

The whole front area which had been neglected by the previous owners for a number of years was tidied up by the local authority when it was known the Olympic flame was to pass by on its way to the city centre. (*The damaged ground floor window apertures were covered by protective panels decorated with images representing the history of the site. The photo on the left was taken as the Olympic torch was passing the building on the 6th July last year. Ed.*) Now the building is completely shrouded by plastic sheets and scaffolding whilst repairs are carried out to the leaking roof, and the window sills and front facade are repaired. The owners hope with internal modifications such as exhibition area, offices and new toilets, this building will be open as Bellway Homes new headquarters in the spring of 2013.



Whilst exact details of the rest of the site are unclear at this stage, it is proposed to knock down the five storey concrete building known as Marconi House and also the wavy roof building known as Building 720. Although a number of objections to the removal of these two buildings have been made, it is understood both will not be in line with the modernisation of the rest of the site. In addition Marconi House is suffering from severe concrete cancer.

At least the front building, which celebrated its centenary in 2012, will be preserved and the many memories of staff and the products they produced will still be exhibited within the new complex.

Be sure to read Alan Hartley-Smith on page 5 regarding future preservation of the Marconi heritage.

Mailbag

As in previous years, a number of letters are from correspondents seeking information about former colleagues, for research into their family history, or for the preparation of articles, books, etc. If no contact detail appears with the letter then please direct your reply or any correspondence for the enquirer to: Barry Powell, Secretary, Marconi Veterans' Association, 22 Juliers Close, Canvey Island, Essex, SS8 7EP; 01268 696342; secretary@marconi-veterans.org or to the editor, Ken Earney, 01245 381235; email newsletter@marconi-veterans.org

Certain items in this issue, particularly on this and the next page, are responses to letters or articles appearing in the 2011 edition which have already been posted during the last eleven months on the website. There is thus an inevitable but necessary duplication catering for those Veterans who have no possibility, or wish, to use the internet.

Finally note that, to avoid unnecessary repetition of the Association's name in full, the initials MVA have in places been used.

WWII wireless station at Stock

In the 2011 newsletter we included an appeal for any information about the existence of a WWII wireless station at Stock which had been put to Peter Turrall at a talk about Marconi history he gave, in Stock, in November 2010. Four weeks later Roy Simons replied with the following information. My apologies - due to editorial oversight, this was not included in the printed version.

During the war I was in the same laboratory (Room 124) at Baddow where the Stock equipment was designed and monitored. It was designed by Bill Agar, a member of TL Eckersley's section. The equipment was used to measure the height of the ionosphere. The following is an extract from a report on the work at Baddow by David Speake.

'The team devised techniques of ionospheric sounding and developed measuring equipment, the results from which were used to predict the performance of HF radio channels. Typical of the equipment built and put into service was a pulse transmitter feeding a wide-band rhombic aerial for vertical incidence ionospheric sounding. The equipment was installed at Stock (about six miles from the laboratories) on a site with the inappropriate name of Smallgains Lane! It was controlled by telephone line from the laboratories and the delayed echoes received from the ionosphere were monitored round the clock by the RAF operators. Data assembled from measurement of this sort was circulated to all three Services to guide system operators in selection of optima frequencies for HF communication.'

RAF West Beckham

In June, Mike Digby of West Beckham in Norfolk wrote a letter which appeared nationwide in local newspapers appealing for memories, photos, documents of the former radar station RAF West Beckham. Barry Powell spotted it in the his local, the Evening Echo, telephoned Mike and offered the help where possible of the MVA. He replied:

Thanks for the very interesting chat on Saturday. A most impressive website. Very kind of you to help and offer the use of your website and news letter. It was great talking with you. If I come across any ex-Marconi people or any information which I think would be of use then I will gladly pass it on. Have attached a small piece below

(see next paragraph). Have also attached a video I made about the station and placed links to my flickr and photo bucket accounts which you might find of interest.

"I currently live on part of the former RAF West Beckham chain home radar station in Norfolk. I plan on writing a book about the history of the station and those who served here. Have so far tracked down the former wartime station commander's daughter along with several former WAAFs and airmen. So if you have any memories you wish to share, photos/documents you would allow me to copy then please get in touch. Am happy to share the photos/documents I have with you."

Mike Digby, 01263 824069, miked3038@hotmail.com
<http://www.flickr.com/photos/rafwestbeckham>
http://s1114.photobucket.com/profile/Mike_Digby

AEW Nimrod AMRICS

From Trevor Sanderson, March 2011

Also missing from the 2011 issue, from Trevor Sanderson.

You will be pleased to hear that I have just been in contact with David Harris. He was not only able to answer my question, but turned out to be the person responsible for the whole communications system (called AMRICS) on the Nimrod AEW. As you can imagine, we just spent the last hour or so talking on the phone about it. He can remember an enormous amount of detail about the system, not only to the names of the individual units, and their reference units, but also to details of how they worked. Thank you again for being so kind as to include my request in your newsletter,

Understanding Engineers - 1

Three engineering students were gathered together discussing who must have designed the human body.

One said, "It was a mechanical engineer. Just look at all the joints."

Another said, "No, it was an electrical engineer - the nervous system has many thousands of electrical connections."

The last one said, "No, actually it had to have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?"

Ernest Ginman, Cape Sable, Nova Scotia, January 1907
From Desirée Martin; dizmartin@wanadoo.fr
September 2012

I have found in an old book I bought a letter from a Marconi employee based in Nova Scotia, Cape Sable dated 6th January 1907. It is such a good letter and finishes with “....guess we will soon be working wireless across the Atlantic in about 6 months...”.

Have you any suggestions on how I could find out more about the writer, an Englishman **Ernest Ginman**.

Desirée Martin has been referred to the Marconi archive at the Bodleian Library by Chris Gardiner, but if any Veteran can throw any light on this topic please email her directly at the above address, or to me to forward to her. I have a copy of the letter, which runs to three pages, should anyone wish to see it. Ed.)

There is an interesting article about Marconi's three transatlantic radio stations in Cape Breton, but it makes no mention of Cape Sable: <http://www.newscotland1398.net/marconi100/marconi1.html>. However, its location as a suitable site for one of Marconi's stations is mentioned in reports in 1901 in Nova Scotian newspapers which you can find at: <http://ns1763.ca/radio30/marconi-novascotia.html>. There are also some fascinating impressions of Marconi from one of the Herald's journalists on the 30th December 1901 under the heading 'With Marconi in Cape Breton'.

The Halifax Herald of the 26th December 1901, has this to say of Sable Island under the heading 'The Marconi Wireless System'.

“In speaking with a Herald, man who called at his house last night, Mr. Parsons referred to the adaptability of Sable Island and Whitehead Island as stations for the Marconi system of wireless telegraphy. The two lighthouses on Sable Island are respectively 128 and 114 feet 39.0 m and 34.7 m above the sea level and a pole on these could easily extend the height to 200 feet 90 m. The top of Whitehead Island, which is owned by the Department of Marine, and is only eighty miles 130 km from Sable Island, stands 120 feet 36.6 m above sea level. A tower or pole there could also be made to extend the altitude to 200 feet 60 m. This would make the establishment of the wireless system an easy matter. Trans-Atlantic vessels bound to and from New York pass within ten to forty miles 20 km to 70 km of the island. The island is in the fog region, but in thick or stormy weather, when lights could not be seen, nor bell from Sable Island heard, the Marconi signals could be given and received by passing vessels. It is possible that Marconi's attention will be called to this matter by the Dominion government, who have been made acquainted with the facts.”

Puzzling phenomenon

From Richard Shaw, September 2012

Reading the war diaries of Col Rodney Foster, The Real Dad's Army, recently, I came upon a decidedly puzzling statement. Under Monday 9 July (1945), he recorded the following phenomenon:

“A hot, muggy day. Clouds obscured the eclipse of the sun in the afternoon. It was strange how the wireless increased in volume while it was on.”

Very strange! We must certainly listen carefully during the next eclipse. And hopefully, get some actual measurements of signal strengths.

But in the meantime, can anyone suggest a possible explanation? Why, for instance, should the volume increase rather than decrease? And would the result have been any different under other atmospheric conditions?

Although the next total eclipse visible from the UK is not due until 20 March 2015, there will be one over the S Pacific – Australia to southern S America – on 13 November this year, so if you know anyone likely to be interested, perhaps you could email them as any confirmation of an increase in signal strength during the event would be really interesting.

Incidentally, I could find no mention of an eclipse over the UK in 1945, so if there was one on 9 July it must have been elsewhere; which suggests that its effect was fairly widespread, and holds out hopes that the November one may be detectable in Britain.

I imagine that Foster was listening to a medium frequency transmission from Droitwich – I don't know if the BBC was using LW for the domestic service in 1945 – and of course it would have been am, not fm, though any effect on either would be interesting.

This query was referred to Roy Simons who came back with a couple of links to research organisation reports which shed some light on this. The information was fed back to Richard Shaw, but for anyone wishing to exercise their curiosity, have a look at:

*http://www.ofcom.org.uk/static/archive/ra/topics/research/rcru/project48/final_report/introduction.htm
http://nova.stanford.edu/~vlf/IHY_Test/Tutorials/SolarEvents/SolarActivity.pdf*

James Welply - Marconi pioneer

From Jo Saunders, January 2013
email:shizenorganics@bigpond.com

Would anyone be able to provide me with information on my grandfather, James Welply? He worked with Marconi from 1912 at the Chelmsford site, and retired from Marconi's in 1951. In around 1916 he was sent to the Cape Verde Islands to establish wireless there I believe. My mother was born there in 1918. Then the family were sent to Rio and, I believe, Recife, to continue the pioneering work. This may well have been in association with the Naval Reserve. I have some amazing photos of enormous wireless radios on horse drawn carts taken during these years.

The Secretary's bit

"2012 will not, I think, be remembered as one of our best years"

Around May/June, my wife started feeling unwell and, to cut a long story short, had to have a major operation in October. All went well and she has almost completely recovered. As a result, our trip to the Floriade was first postponed and then cancelled, and we didn't spend as much time at our caravan as we would have liked – but, never mind, we can make up for it in 2013.

This came on top of a nice New Year present from some unmentionable who thought it a jolly wheeze to slash three of the tyres on my car – I was not impressed!

The date of the reunion is Saturday 20th April when our President will be the Chairman of our committee, Peter Turrall MBE, and the speaker will be Mr Jonathan Douglas-Hughes OBE, DL, Senior Partner of Gepp and Sons, Solicitors, Chelmsford and Under Sheriff of the County of Essex. This will be the first reunion to be held at the new club and there will, inevitably, be some minor changes to the arrangements. The Committee will be visiting the club, shortly, and any changes will be notified to you with your ticket. Note that the cover price for the reunion will remain at £22, and the annual subscription will stay at £6 per annum.

Following a number of requests, I am experimenting with the production of a self-adhesive name tag for the reunion. When you order your ticket, please indicate, in the box provided, how you would like your tag to read. **The default will be to print your name as it appears on the first line of your address label.**

I am still getting the odd order for the Photo CD and will have a few for sale at the reunion. If we sell out, you can order one to be sent to you as soon as I have made it.

If you know of an ex Marconi employee who does not receive the newsletter please urge them to contact me as soon as possible. It may be that they have moved or not replied to a confirmation request of a few years ago. Or that they left with 21 to 24 years service and have now become Veterans by virtue of the recent reductions in service requirement.

The Friends of The Marconi Veterans' Association has been set up to cater for anyone who does not qualify as a Veteran but wishes to be kept informed of things Marconi. Numbers are growing slowly with, currently, over 40 members and any more would be welcome. The three registers (the Main register, In Memoriam and Friends) are now published on the website so please have a look if you can and let me know of any errors.

Please note that I am now retired and can be contacted at the address below. Finally, I would like to wish you all a very prosperous 2013 and hope to see as many of you as possible either at the reunion or the next Open Day at Sandford Mill.

Barry Powell, Secretary, Marconi Veterans' Association, 22 Juliers Close, Canvey Island, Essex, SS8 7EP

Phone: 01268 696342 (answerphone if we are out, please leave a message and I will ring you back)

Email: Secretary@marconi-veterans.org

And the Editor's two penn'orth

A very difficult issue to deal with this year. I slipped over on somebody's wet driveway a couple of weeks before Christmas which resulted in a severely bruised hip and pelvis which is taking a long time to mend. Very uncomfortable for sitting on an office swivel chair for hours on end, compounded by a cough resulting from a chest infection which gives the painful area a good kicking every so often. So I despaired of getting this edition ready by the end of January as promised - but things are now definitely on the mend and I'll only overshoot by a day or two.

Two weeks ago it was proving difficult to make something of and I felt it was going to be very slim, but since then much more has materialised. We have a number of Clifden related items in the issue, and some fascinating reminiscences of Sir Robert (Bob) Telford of his wartime experience of running the Hackbridge works, and a memoir of VE day from Pam Reynolds, formerly of the New Street Publicity Department, editing and contributing to a number of house magazines and a stalwart of the Marconi Dramatic Society (remember their productions in the old Marconi club house in Victoria Road?).

Finally, whilst filling the last few small awkward gaps I realized I have been guilty of something for which I am always criticizing broadcasters, government ministers and officials, MPs and numerous others on radio and TV. That is the now customary practice of saying "For further information go to our website, www.abcdxyz.co.uk, You can contact us by emailing at joeblogs@abcdxyzp.co.uk, or tweet us at @abctweet using the hashtag WhatsAHashtag" - all gobbledygook to a significant minority of the population of these islands who have no access, for whatever reason, to the internet. How are they supposed to get in touch in this bright new digital age? So I feel a little guilty over including on various pages the links to a number of websites carrying very interesting material about the history of our companies and the individuals associated with them. If the fortunate folk among us can help any veteran not internet enabled by inviting them in for a look at an item on their computer screen, or could print off an item for them, they'd no doubt be very appreciative.

Preserving the Marconi heritage

Alan Hartley-Smith

The Marconi Old Geezers Society - MOGS - was formed by Ian Gillis in 2001 as an informal group of former employees, most of whom worked for Marconi Radar Systems. We use an on-line forum to exchange memories and news of personal doings, with over 120 members.

In 2010 it was decided to record the contribution made by Marconi Radar to the history of radar while those with first-hand experience are still alive. In addition, to record the stories and anecdotes and sadly the obituaries of those people who supported that contribution.

Following the success of the forum an on-line wiki format was chosen to allow the addition and modification of content by suitably experienced contributors, with an overall editorial control.

Currently access is restricted to members, but the intention is to make the site public on the internet, to disseminate the fascinating history of the company to those who will appreciate it.

This wiki has grown to be a substantial record incorporating text, graphics, photographs, audio and video clips, drawn from personal inputs and material collected and currently held in an archive stored in the Chelmsford Industrial Museum at Sandford Mill.

As the content includes factual material from company publications and records, to be made public requires authorisation by the present copyright holder which is now being organised through their Heritage Product group. It transpires that what we are trying to achieve matches well with their existing activities. Based on similar situations at current and former sites, it should be possible to establish a physical location for a Chelmsford involvement, provided that a viable and locally sustainable business plan can be established.

For added emphasis, as a result of the success of the radar wiki, interest has grown in similar activity for other product areas. Currently these are ongoing for television, broadcast radio and line communications, and there is a generic Marconi wiki which covers such as the college and research establishments. This means there is a need to obtain and coordinate input from a wider community.

During the same time period there has been the eventually successful campaign to rescue the New Street site, in which the MVA has been involved. This has happily resulted in the possibility of a renewed physical presence in Chelmsford for Marconi interests. There is also an upsurge of local interest, such as the Changing Chelmsford initiative, the Essex Record Office event to make an aural record of Marconi employee's stories, and Bellway's own public meetings.

The consequence of these concurrent events is that there is a need for one or more suitably interested individuals resident reasonably close to Chelmsford to take up the mantle of 'The Company' and encourage the establishment of and provide manning for a centre to accommodate archive material, mount exhibitions and to act as presenters for public involvement, which would include on-line facilities to show the content of the wikis, to carry promotion into local schools and seek support from other organisations. This is how similar services at other BAE sites round the country are provided and supported.



The MVA committee fully supports the idea of an appeal for volunteers to assist Alan and his colleagues who are already devoting time and effort to the project. We do not however have the resources to support it practically in terms of manpower. We ask that any veteran feeling able to become actively involved should make themselves known to Alan (by emailing him at alanhs@alanhs.plus.com) or to any committee member who will pass on those names to him. We will provide assistance in terms of publicity via the website and any other appropriate means available to us to further its aims.

We think the project deserves our support in memory of our collective lives within its orbit, and we shall actively cooperate in this endeavour.

The Hackbridge ladies...were old enough to be my mother...

Don Halstead, ex-Marconi Radar and MOGS member

Early in 1995 I realised that we were on the verge of celebrating the fiftieth anniversary of the end of World War 2 and that many younger staff would have no appreciation of just how much Marconi contributed to victory. Encouraged by Pam Reynolds, editor of Marconi Radar's in-house paper News and Views, I generated a two-page spread about Marconi at War. Just before we were due to print I realised I had missed a trick: could Bob Telford be persuaded to add a personal recollection? One gracious phone call later I was promised something within 48 hours – now read on!

In the summer of 1939 I started working as an assistant to the Works Manager at Chelmsford, CJ Strother (those were the days before the Head Office came to Chelmsford when the Works Manager was 'Mr. Marconi' as far as Chelmsford was concerned). One of the tasks I was given was to liaise with Airborne Radio Development at Writtle about a potential large order from the RAF for a version of the radio equipment fitted in the Empire flying boats of Imperial Airways. The current RAF equipment was many years old and the RAF was desperate to get the Marconi equipment without which they could not fight the approaching war.

The outbreak of war in September hastened a decision to go ahead and in October an RAF officer visited Writtle to agree the specification with the engineer in charge of the project, CS Cockerell (later to become Sir Christopher Cockerell, the inventor of the Hovercraft). The flying boat equipments were designed for manufacture in tens whereas the RAF equipment would be wanted in thousands (in fact over 70,000 of these T1154/R1155 equipments were made during the war) and thus extensive design change for quantity production was required as were some technical changes including the addition of direction finding facilities. The specification was agreed that day (Christopher claims on the back of an envelope), work went ahead and prototype equipment was produced, flown and approved by mid-January 1940! In parallel a crash order for 1000 equipments was given to Marconi's to start delivering to the RAF in June followed by larger orders subsequently to us and to 4 daughter companies, Plessey, EMI, EKCO and Mullard for tooling up and subsequent production.

It was decided that manufacture should be at Hackbridge near to Croydon Airport where the Air Radio Division had been located and which had a small highly skilled model shop, and I was told that I was responsible. So began six years of intense effort, and certainly our feet rarely touched the ground nor our heads touch a pillow for the few weeks until the equipments started to be fitted in RAF bombers in June. I suppose there were about 30 of us when I first arrived and this grew to about 1200 over the next year or so as we acquired large premises nearby which had been a silk-printing works. The initial small work-force was all male (and highly skilled) and early on I had to fight and win a battle to bring in women to train for assembly work which was a completely foreign concept in Marconi's. Later as recruitment grew the age of the ladies we recruited rose fairly considerably and many no doubt had grandchildren and nearly all were old enough to be my mother! But how they worked with cheerfulness and humour and produced the various equipments for the armed forces (including suit-case sets for the resistance and partisan movements across Europe).

One particular incident I will never forget. In autumn 1943 the 'Buzz-bomb' assault commenced and the location of the launch sites trained on various parts of London meant that we in the Croydon area were unluckily at a crossing point for at least three of the missile tracks. The main assembly building was of four floors with the majority of the ladies on the top two floors and the air raid shelters were of course at ground level. For the 'Buzz-bombs' the procedure, unlike normal air raids, was to identify missiles crossing your area and to evacuate to shelters for the short period whilst the missile passed over (or cut out and dropped!). On a particular day the attacks grew to several an hour with consequent frequent trips up and down stairs. It didn't take long before a deputation of ladies came to see me and told me in forceful cockney terms that it might be alright for a young man like me but it wasn't for them. "Guv'nor - the 'blankety' bombs might kill us, but as sure as God made little apples going up and down those 'blankety' stairs will 'blankety' well kill us". So quite against all the rules and regulations and the expostulation of our Air Raid Wardens I agreed that anybody who preferred to stay could put on their helmets and sit under the work benches which as it happened had wide steel tops.

So peace was preserved!

I remember all who worked there with enormous affection, pride and respect.

Croydon was subjected to very heavy V1 (doodlebug) bombardment. This may have been in part due to the machinations of RV Jones and his colleagues misleading the Germans into programming the V1s to fall short of central London (see Jones' Most Secret War plate 24.)

I persuaded Pam, a Wren based in London at the time, to add her own memories of VE Day. These appear on the following page. To complement the article I staged a mini-exhibition in Eastwood House, its centrepiece being the famous Luftwaffe model of industrial Chelmsford which stood for many years in the foyer of Marconi House. I felt all the effort had been worthwhile when I overheard a new recruit to the company gazing at the model and saying to his colleague "My God, isn't it scary!"

VE Day – the nation erupts!

Pam Reynolds' memories of VE Day

I'm in London, one of the Wren crew of HMS Pembroke III, a stone-bound frigate permanently moored in Hampstead (a London accounting centre and recruit reception unit). Six of us hot-foot it that evening to the West End. We are in uniform so we're fêted – hauled into pubs, plied with drinks, shaken by the hand, thumped up on the back.

By the time we reach Baker Street we're two feet off the ground and feel we've won the war single-handed. Have no compunction removing an enormous flag pole and Union Jack from the entrance of Daniel Neal's store.

We're joined by a drunken naval bugler. Flag aloft, our bugler ripping the air with discords, we act as a magnet to other naval ratings. In tumultuous Piccadilly Circus more naval types detach themselves from the swarming crowds to tag along with us to Trafalgar Square. We are now about 100-strong but this is our greatest catchment area. The Navy's there in force, celebrating under the single benevolent eye of its patron saint high on his column among the pigeons.

The Mall – here it really starts – a solid phalanx of naval personnel marching down The Mall towards the Palace headed by six delirious Wrens, a half-stoned bugler* and a huge flag. The crowds part to make way for us and we finally join the thousands outside the gates roaring with one voice "We want the King!" The Royals come out onto the balcony again and again.

The roars continue until, suddenly a silence falls as it sometimes does in a crowded room. Booming over the heads of the throngs comes a lonely beery voice; "I want the Queen – my Gawd I want the Queen."

Time passes; slowly the crowds disperse, our vast naval column breaks ranks and the bugler subsides in the gutter. We make our way back euphoric but very, very weary. It is 2 am. In Oxford Street a taxi draws up. A man leans out of the window.

"Where are you for girls?"

"Hampstead."

"Jump in, I'll drop you off."?

It's Jack Buchanan. Magic, or what?



* Not the bugler, but in amongst the crowds in front of Buckingham Palace was a Guards officer, one Humphrey Lyttleton, being pushed in a wheelbarrow, playing 'Roll out the barrel' on his trumpet, captured in a BBC recording made at the time.

"Will you achieve the half-year review?"

Don Mott, formerly Financial Director MCSL and MIMCO

Readers may remember Dr John Robinson at the 2007 Reunion relating his memories of budget meetings with Lord Weinstock. Here, Don Mott recounts his own experience.

The acquisition of English Electric by GEC in 1969 was quickly followed by radical rationalisation and reorganisation in that GEC was, for management purposes, divided up into management groups such as, for example, GEC-Marconi. Within each management grouping new companies were incorporated and for internal purposes referred to as management companies. In the GEC-Marconi grouping these were initially MCSL, MRS�, MSDS and MEASL.

Each management company, whilst contracting in the name of the asset owning company which for the GEC-Marconi grouping was The Marconi Company Limited (and for MEASL Elliott Brothers (London) Limited) had to send detailed financial reports on a monthly basis to the GEC at Stanhope Gate and the bank balances on a daily basis via GEC Marconi. Bank balances were required to be sent so that overnight deposits could be made and to establish the banking position of GEC as to whether the whole of GEC was in debit or credit with the banks at the end of each day.

These monthly reports compared three schedules, each detailing last year's actual and current year's actual and budget for the month and cumulative to date; namely business ratios/percentages (six in total), summary of results and a detailed balance sheet, together with a commentary recording business prospects and reasons for variances against the previous year's actual results, and the budget for the following year.

Budgets were not unique; we had done them progressively prior to the take-over on a company basis but now the data was more intense in that additional schedules to the now three page report were required. Draft budgets were forwarded to GEC Marconi and, at a meeting chaired by Bob Telford, discussed, amended and finally forwarded to Stanhope Gate where the meeting would be chaired by Arnold Weinstock (once by Kenneth Bond however when AW was ill). All meetings were in London, except once when AW came to Chelmsford.

Continued on next page.

Ask the guys on the shop floor

Paul Holt, ex-Marconi Radar

(Paul Holt received this recently via email, origins unknown. He says it's not Marconi-specific but engineers might remember something similar. Without knowing the origin, it may be apocryphal, but it's a nice parable for the modern age. Ed.)

A toothpaste factory had a problem: they sometimes shipped empty boxes, without the tube inside. This was due to the way the production line was set up, and people with experience in designing production lines will tell you how difficult it is to have everything happen with timing so precise that every single unit coming out of it is perfect 100% of the time. Small variations in the environment (which can't be controlled in a cost-effective fashion) mean you must have quality assurance checks smartly distributed across the line so that customers all the way down to the supermarket don't get ticked-off and buy another product instead.

Understanding how important that was, the CEO of the toothpaste factory got the top people in the company together and they decided to start a new project, in which they would hire an external engineering company to solve their empty boxes problem, as their engineering department was already too stretched to take on any extra effort. The project followed the usual process: budget and project sponsor allocated, RFP (request for proposal), third-parties selected, and six months (and \$8 million) later they had a fantastic solution - on time, on budget, high quality and everyone in the project had a great time. They solved the problem by using high-tech precision scales that would sound a bell and flash lights whenever a toothpaste box would weigh less than it should. The line would stop, and someone had to walk over and yank the defective box out of it, pressing another button when done to re-start the line.

A while later, the CEO decides to have a look at the ROI (return on investment?) of the project: amazing results! No empty boxes ever shipped out of the factory after the scales were put in place. Very few customer complaints, and they were gaining market share. "That's some money well spent!" - he says, before looking closely at the other statistics in the report. It turns out, the number of defects picked up by the scales was zero, after three weeks of production use. It should've been picking up at least a dozen a day, so maybe there was something wrong with the report. He launched an investigation, and after some work, the engineers came back saying the report was actually correct. The scales really weren't picking up any defects, because all boxes that got to that point in the conveyor belt were good. Puzzled, the CEO travelled down to the factory, and walked up to the part of the line where the precision scales were installed. A few feet before the scale, there was a \$20 desk fan, blowing any empty boxes off of the belt and into a bin. "Oh, that," says one of the workers - "one of the guys put it there because he was tired of walking over every time the bell rang".

Cont. from previous page. On arrival at Stanhope Gate the attendees were accompanied to a waiting area where one would find other company representatives awaiting their 'grilling'. At this time no-one was aware of the batting order but eventually we were told, and at this moment trepidation set in, particularly if you were to be first, as it seemed that later companies had a softer ride!

AW's PA would arrive and usher everybody into the inner sanctum, his office, where he would be sitting at his desk, normally in shirtsleeve order, reading reports.

The attendees for the first company to be interrogated would sit in chairs directly opposite him: whilst the other company representatives, and GEC Marconi and GEC corporate attendees, sat on the surrounding chairs. At this time, being in the spotlight, one could imagine how the accused in the dock felt being before Judge Jeffreys at the Bloody Assizes or indeed a gladiator at the Coliseum waiting for the thumb movement.

The meeting would commence with a review of the last month's report, and on conclusion he would ask "will you achieve the half-year review?" I don't know of anyone admitting potential failure!

The budget was the next item and, as always, the emphasis was for continuing improvement, particularly in orders, sales, profit and cash balance (irrespective of GEC and GEC Marconi taking 50% each of the budgeted profit). Questions were asked, responses given and points made particularly on the detailed overhead schedule which was obviously his 'bête noire'. Eventually the meeting would draw to a close with a "reconvene at 2 o'clock" or, if in the afternoon session "who's next?" Never ever was the term rejected or accepted used.

Notwithstanding having attended twelve or so such meetings with four different managing directors, one was relieved to have survived these sessions, particularly later in the adjacent hostelry. Lasting memories, some quarter of a century later:-

- the cigar story when AW dined with Lew Grade
- being rebuked with the remark "if you have something to say let us all hear it"
- the oil paintings of two racehorses in AW's office, one being 'Troy with Scobie Breasley' the other 'Ela-Mana-Mou', both Classics winners, reflecting AW's and his son Simon's interest in the sport of kings
- the dumbstruck managing director who did not respond to a question re R&D expenditure. I endeavoured to respond but to no avail and was rebuked with the remark "I suppose if you have engineers you have to give them something to do."
- one managing director owes me a fountain pen!

Marconi in Television

David Samways, gdas@nelsonbay.com, January 2013

As you may remember I run a website for Marconi apprentices in the 1950s+ called the Marconi OldFellows (MOFS). This is going very well and currently covers ex-apprentices from 1946 to 1980 with more coming out of the woodwork monthly. However, now is the time to expand. (*The Marconi OldFellows site was started by David following the report of discussions he had been having with me, Chris Gardiner and MOGS member Mike Plant in the 2011 Newsletter. It is now well established and well worth a look. David wants any ex-apprentice reading this who can contribute in any way to get in touch with him. Ed*).

Fifty years ago Marconi was a formidable force in a number of areas and whilst there are still people alive and kicking I thought their experiences should be tapped without delay. Based on the successful process taken by Alan Hartley-Smith and Ian Gillis in developing the wiki* for 'Marconi in Radar' I am taking the idea further by documenting other areas in which Marconi so deserved.

The prime subject being addressed at the moment is 'Marconi in Television' which covers camera and microphone to aerial, and everything in between.

This has had massive momentum especially in the years of 1952, 1964, 1969 and 1980 where parts of some documents have been able to be scanned, thanks primarily to the efforts of Martyn Clarke. At this time it is a private site with some dozen members but more are required. New members have to be registered having indicated their brief credentials. Most will probably be ex-Marconi employees but in the future some could well be from say television stations, museums, restorers and so on who had formed close relationships with Marconi equipment in the early days. Tyre-kickers are not required.

There are two other wikis in course of preparation: 'Marconi in Broadcasting' and 'Marconi in Communications'. The latter one unfortunately only includes two 1960 projects (which I was involved with) the USAF Microwave one and the Nigerian VHF one because I have been unable to find more than a couple of people who participated in such projects. Again both of these wikis are private at this time.

The prime reason for these wikis being private is because of potential copyright issues. These are being addressed by Alan Hartley-Smith and others with BAE the holders of the Marconi copyright.

I personally would like to see all the wikis publicised in the MVA newsletter (and MOGS) because there is no other way of getting input whilst people are still around to give it. Also, it provides a very good focus point for retirees and it is a great hobby. Who knows, many may have old documents such as catalogues and data sheets in their attics and I am sure their partners would be only too pleased to see them go – to a worthy cause of course! (*The newsletter will be carrying information about all of these wikis as and when we are given information about them. Links to them will also be posted on the website together with other relevant information as appropriate. Ed*)

Would any members of the Marconi Veterans Association consider sharing their experiences, including anecdotes, and become part of the team to document the history of such a fine company that once employed us all? If so, they can contact me directly, with a brief overview of their appropriate experience, at gdas@nelsonbay.com. Looking forward to many responses!

* A wiki is a website that allows users to add and update content on the site using their own web browser. This is made possible by specialised wiki software (we use PBworks) that runs on the web server. Wikis end up being created mainly by a collaborative effort of the site users. The site administrator has the ability to grant different access levels to each user such as 'view only' and 'edit'. A great example of a large wiki is the Wikipedia, a free encyclopaedia in many languages that anyone can edit.

In the wikis I refer to I have made everyone 'view only' which means inputs are via email and the moderator (me in this case) has the final say. I will probably change this over time but at present I feel it is prudent to maintain some editorial control.



Tenuous connection to the article by David Samways perhaps, but he lives in Australia and the cargo on the floating crane barge on the Thames is the third one of three television outside broadcast vans bound for ABC Television (Australia), in the process of being shipped to Sydney. This photo appeared in the January 1964 edition of the house magazine 'Marconi companies and their people'

The 76th Veterans' Reunion

The 76th annual Veterans' Reunion took place last year on Saturday 14th April. Our President for 2012 was Ron Stringer, a Marconi trained Marine Wireless Officer who had many years at sea as part of the crew on various commercial ships before joining The Marconi International Marine Company in a shore-based capacity in Chelmsford.

The toast to the President was proposed by our Chairman, Veteran Peter Turrall. In his response Ron Stringer first spoke of the early days of wireless at sea. With installation of the first seagoing wireless telegraphy equipments by Marconi in 1899 came radio officers employed by the company. Take up was initially slow, ship owners considering radio equipment an expensive frill, but after the sinking of the Titanic in 1912 came a legal requirement for all ships to carry a wireless telegraphy station and a trained operator. The business expanded over 50-60 years: more R/Os were required for expanding merchant shipping fleets to take on responsibility for an increasing variety of different equipments.

The tide had started to turn at the time that Ron joined the company as a trainee R/O in Liverpool in 1960. The global economic climate saw shipping companies looking to reduce costs in a variety of ways – foreign registration of vessels, employment of low wage third world crews etc. Modern advances in marine electronic technology reduced and eventually wiped out the demand for specialist operators.

After training he started as a Third Radio Officer on a passenger liner working between UK and the West Indies, a very nice life which he enjoyed for about nine months before spending five years with the merchant fleet as a Radio Officer. Then a move ashore to the Marconi Marine service depot in South Shields, a complete change to his way of life, and, within another year, a move to technical department of MIMCO in Chelmsford. He was part of a small team involved in the roll-out of new products into service, dealing with the non run of the mill products and their problems, installations of equipments in non-marine applications - oil rigs, ports and harbours etc and installations on a number of yachts, for example, Gypsy Moth IV. After a stint as technical manager he finally retired when Operations Manager in 2002.

A lesson learned over his many years of experience – avoid overcomplication, don't look for problems - there may be none.

Peter Turrall then introduced Guest of Honour, Tim Wander. Tim worked at Writtle and New Street on various development projects, one of his last being a road monitoring and pricing system. While with Marconi he wrote, in his spare time, the book 2MT Writtle – The Birth of British Broadcasting. He left Marconi Communications before becoming a veteran and has concentrated on writing and occasional lecturing. His latest book Marconi's New Street Works 1912 – 2012 was published in 2012.

Tim opened by proposing that the world events hinge on coincidences and chance. The sinking of the Titanic was an event which significantly changed the world in which we live for a number of reasons. Amongst the 20 people who missed that sailing were Marconi, his wife and his three children. What if he had been on the ship and had been lost at sea? In 1912 the Marconi Company was nearly broke; they'd invested a huge amount of money into the New Street factory that was not yet complete. He'd just weathered what became known as the Marconi scandal which had been a very big smear on the name of the company. But if he'd been lost at sea, would we have had no beam system, short wave radio, international communications, even no radar. That could have changed the world as we know it: that he missed the Titanic was world changing.

Marconi believed that wireless telegraphy equipment was vital to the future of shipping for safety and operational reasons. Until the Titanic disaster, ships that carried wireless used it solely for taking money for sending paying passenger and crew messages. When the clients went to bed the Marconi operators did likewise - no thought of maintaining a 24 hour watch. The Titanic was the catalyst for change. As a result of the S-O-S messages sent by the Marconi operators, 711 of the 1513 people on board were saved. Suddenly the world needed wireless sets and by 1913 the Marconi factory was handling large orders for its equipment, in profit and paying its first dividend to shareholders and its parlous financial situation of early 1912 turned round.

The factory expanded to meet this demand and was thus prepared to meet, in some ways another chance event, the needs of our military for wireless equipment for the 1914-18 war.

He reflected on the things invented and made at New Street, now in a rather sad state. Broadcasting started at New Street with Dame Nellie Melba's broadcast, only later transferring to Writtle. Television in 1936/37, because of the investment made by the company, gave an edge with engineers experienced in the technologies surrounding CRTs, displays, klystrons etc – invaluable in WWII for the production of radar equipment. Communications, radio, marine radio were all born there. Research teams initially formed there later moved out to Baddow but it all started at New Street, the catalyst for our modern age.

There were lost opportunities, computers a prime example. On a recent visit to Bletchley Park, he saw a T-A-C computer, in 1963 the best in the world (still working in 2004), but 'them upstairs' took against it, there would only ever be three in the world. Ten years later, part of the Marconi empire believed you could have a computer chip on a piece of melted sand and were well on the way to developing a microprocessor, but again the powers that be decided 'it will never work'. No-one told Intel!

The Marconi story then, great successes, great personal efforts, New Street, the birthplace of the modern world and home of where it all happened, now, 100 years later, one of the most important industrial archaeological sites in the country.

The East Ham depot and environs

Doug Taylor, d.taylor594@btinternet.com

Doug Taylor has no connection with any Marconi company but knows the East Ham depot from his childhood there. He emailed Barry Powell last October with the following narrative and query.

This question was raised through The Newham Story website forum when a member asked where the East Ham Palais de Danse was located. I think the question generated more interest from a single subject than I have known. Since the article was first posted on 7th October it has generated almost 80 comments from just over 500 views.

Many of us had never heard of the Palais de Danse until this week but we managed to establish reasonably quickly that the venue was used between 1921 and 1938 for Dancing and Boxing Tournaments. We also discovered that Mosley held a rally there in the late 1930s that attracted over 1000 people. So we were looking for something quite large. We did find a pointer that the building was situated in Wakefield Street and may have doubled as a Skating Rink.



I think we investigated the history of every building, including the market, in Wakefield Street from High Street North down to Katherine Road in an attempt to find the correct site although for most of us our own memories only went back to our childhood days of the 1950s. We looked at various OS maps produced over the years but could find nothing conclusive.

A couple of us remembered being told by our parents that there were 'amusements' in Wakefield Street prior to the 2nd World War where the Marconi Building stood but the sort of amusements were never investigated: however we decided to concentrate our efforts on that area.

Eventually someone produced an aerial photograph of the area taken in 1926 and I attach a copy as I feel that some of the Marconi veterans may be interested.

The church in the lower centre of the picture is what we now know as Wakefield Street Congregational Church which was bombed in 1940 and rebuilt on the same site in the 1950s. On the left of the church there is a large building which we have now discovered was the Palais de Danse and which probably suffered bomb damage at the same time as the church. Immediately above the Palais de Danse is the Marconi Building which Barry Powell advised was first occupied by Marconi in 1916, vacated after the 1940 bombing, but then repaired, enlarged and re-occupied post-war. The enlargement probably took over some of the area previously occupied by the Palais de Danse.

Immediately below the Palais de Danse is the Myrtle Road Entrance to East Ham Market and the market arcade that leads into Wakefield Street can also be seen to the left of the Palais de Danse.

The large building to the top right of the photograph is the auditorium of the Gaumont Cinema and you will note that the picture was taken before British Home Stores was built as Oak Hall can be seen on the corner of High Street North and Wakefield Street.

Although it is probable that many people who worked at the Marconi Building before the war have passed away I would be interested to know if any members of the Marconi Veterans have photographs or passed down memories of the pre-1940 building or photographs of the Post War enlarged building.

Understanding Engineers - 2

An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog and put it in his pocket..

The frog then cried out, "If you kiss me and turn me into a princess, I'll stay with you for one week and do ANYTHING you want." Again, the engineer took the frog out, smiled at it and put it back into his pocket.

Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?"

The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool."

Noel M Rust - Turbine Engineer at Clifden

Stan Atkins, ex-Space Comms, last year made the acquaintance of Lyndon Rust who was attending a music festival at St John's Church, Danbury. Lyndon Rust's involvement with the Armstrong Gibbs Society in Danbury (his late wife was Essex composer Cecil Armstrong Gibbs' daughter) brings him regularly to Essex. He revealed in a conversation with Stan that his father Noel Rust had been a Marconi engineer who had served for a time at the transatlantic W/T station in Clifden, and that he was keen to learn more about the place where his father, who never told him anything about this time of his life, had worked. Stan put him in touch with Barry Powell, who passed a list of his questions to Shane Joyce in Clifden. (More on Clifden elsewhere in this issue.)

You kindly suggested I listed a few points concerning my father, Noel M Rust, and in particular his service in the West of Ireland when he joined the Marconi Company in 1913.

He had qualified as a Naval Architect specialising in turbines at his College in Glasgow and, like many others, had become very interested in this relatively new communications system of W/T. He always said it was the aspect of saving life at sea which this radio communication would enhance that was of great interest to him. After joining Clifden as a 'Turbine Engineer' he very soon transferred, as far as I can make out, to this new world of exploration in wireless telegraphy.

What I would be very interested in would be any information on:

- when at Clifden W/T, what transmission experiments were carried out that my father might have been concerned with,
- the destruction of the station by the IRA in 1922. When exactly did this happen; what was the extent of the damage etc,
- any details of the living accommodation at the station,
- any details of the small station a few miles away to the north of Clifden at Letterfrack?

You probably know that there is nothing now to indicate that a very big station existed in the bog south of Clifden; only the monument to Alcock and Brown who landed in this same bog from their Atlantic flight.

I think that will do for the time being and I shall be grateful for any nuggets of information.

Shane Joyce replied:

The Clifden and Connemara Heritage Group is carrying out a research project currently on the Clifden Marconi Station. Part of our research has involved investigating the Marconi Archive at the Bodleian Library. (See 2011 issue page 5 for background.)

We did unearth a list of all the engineering staff from 1913 and your father is there. He joined the company on 19th of May 1913 on a salary of £84 per annum. The general pay for engineers seems to have been about £150pa although the famous engineers were on salaries from £400-£800pa.

We have some details regarding experimental work at the station, mainly to do with aërials. These would have involved HJ Round CS Franklin, BJ Witt, TL Eckersley and others. Probably the most significant single piece of development work at Clifden was the development of the first duplex telegraphy system which required the building of the Letterfrack station from April 1911 onwards. George Kemp was at Letterfrack from that date till about May 1913, so through his diaries we have a good picture of what was going on during that period at Letterfrack but not at Clifden.

He was back briefly in 1916 and 1918 and your father is mentioned in April 1916 regarding reception tests.

I will send you on the relevant pages for your private use.

Following the Anglo-Irish Treaty signed in December 1921 a civil war broke out which intensified in June 1922. The pro-treaty Government were opposed by an anti treaty faction which included the majority of the IRA. In July 1922 the station was attacked by a very small number of IRA men and the Receiving House (which was a small wooden building) was set on fire. Some shots were fired in the Condenser House but overall very little damage was caused.

There were 10 residential buildings on the site. In order of construction these were:

The Operators' Bungalow, the Foreman's House, the Engineers' Bungalow, 6 workmen's houses (3 semi-detached dormer buildings), and the Manager's House

All the houses had electricity and hot and cold running water which was very modern compared to Clifden Town. In the 1911 Census all the Radio Operators (including Jack Phillips) were in a house about a mile from the station.

As mentioned above, the Letterfrack Station was the first duplex telegraphy (receiving) station. All the operators moved to Letterfrack and the Clifden transmitting station was keyed remotely from there. The sister station in Glace Bay, built their equivalent station at Louisbourg which commenced operation in 1913.

The Caernarfon Station and the later American stations all employed the same duplex system with pairs of stations. Letterfrack was closed down in 1917 although experimental work was carried out there until probably 1923.

Marconi Heritage Weekend, Clifden 12th - 14th October 2012

Shane Joyce, Clifden and Connemara Heritage Society

Clifden Town was founded by John D'Arcy in 1812, ninety three years before Marconi arrived to set up his transatlantic station. We celebrated the bi-centenary of the town in 2012 and we were pleased to welcome three members of the Radio Officers Association, Willie Williamson, the ROA archivist, Colman Shaughnessy, its vice chairman and Tom Frawley to our town through the intercession of Colman, a fellow Galway man and a great friend of Clifden over the years.

Willie was a big hit with everyone he met and he brought good weather with him. He gave a talk on the Seaforth Training Station which was a part of a series of talks over the weekend.

We brought Willie to see the main station at Derrigimlagh and the later receiving station at Letterfrack during his visit. We look forward to his return before too long.

We would be happy to welcome any of the Marconi veterans that would like to make the pilgrimage to Marconi's historic radio station in Connemara.

Willie Williamson, Archivist, Radio Officers Association (*from the ROA website*)

The weekend was part of the Clifden bicentenary celebrations in Connemara. Three ROA members were present, Colman Shaughnessy, Tom Frawley and myself. The organisers were delighted by the support this event received from our Association and from information received from David Barlow and Keith Matthew.

Four presentations were given during the first two days, the first by Tom Frawley was an excellent talk on how a scaled down spark-gap transmitter was constructed for the BBC programme 'Coast'. Michael Gibbons, a noted local archaeologist and historian, followed by giving a good account of the heritage value of the Marconi site.

The second day featured Shane Joyce, a member of the local Chamber of Commerce. He spoke about his recent research into the station's operations from 1907 to 1922. Many of the Clifden operators trained at Seaforth Radio School, so the evolution of RO training was the theme of my presentation. I am pleased to report that all four presentations had a good audience in attendance and were very well received. The speakers also answered the many questions posed by the audience.

The highlight of the weekend of course was the visit to the Derrigimlagh site. Although little remains of the actual station the outline of the huge 300ft long condenser house is still visible as is the remains of the receiving hut and the power house. The latter was fuelled by peat and Marconi employed 150 men cutting the peat which was transported to the power house by a narrow gauge railway. With an array of 200ft high masts holding antenna wires nearly half a mile long, in its heyday this station was an impressive sight. I'm also delighted to report that the weather stayed dry for our visit and after walking the length and breadth of the 300 acre site and visiting the memorial to Alcock and Brown, refreshments in the local hostelry were most welcome.

Photos from top:

The party shares a joke at the site of the operators' bungalow

Steps leading down from the powerhouse to the lake

View north from the engineers' bungalow

Heading home along the bed of the railway line

There is an interesting article about the other end of the transatlantic link on Cape Breton Island at: <http://www.newscotland1398.net/marconi100/marconi1.html>





Another Spalding company postcard photo of the New Street factory test room, believed to be of the same vintage as the photo of the works on the front cover. The man seated on the stool nearest the camera on the right of the picture is Marconi

Seeking Michael Reid

I had a lengthy exchange of correspondence with Rozamund Waring in Australia about Michael Reid (see last year's newsletter, page 4). To date she has had no success in her quest. On a visit to the Essex Record Office last July I found him listed as Mike Reed in the part of Slim in the programme for the Chelmsford Amateur Operatic and Dramatic Society's 1958 production of *Oklahoma*, and the following year as Jeff Douglas in *Brigadoon*. I promised her that I would give one last shot in this year's newsletter in case the more precise detail rings any bells with anyone. Ed.

Marconi Day at Sandford Mill

Saturday 27th April

Marconi Day – Sat 27th April, Sandford Mill's annual celebration of Marconi's birthday. Combining two events – International Marconi day, for which CARS will set up a special event radio station (voice and morse) contacting radio amateurs worldwide, and Sandford Mill's first public open day of the year. Visitors can come and see not only the special radio stations, but also the historic 1922 Marconi broadcasting hut, a range of reconstructed ship's wireless cabins from the 1900s to the 1970s, a wide variety of Marconi equipment as well as collections from Chelmsford's other historic firms. There will be a special display on ship's radio officers and a new model of Marconi's steam yacht Elettra. Hands-on activities for families include mechanical morse sending and fun with sound, light and electricity. This year the event coincides with the AGM of the Radio Officers' Association, which is being held in Chelmsford on the 27th April.

In memoriam

We report the death of those Veterans notified to the secretary from the copy date of the last newsletter to the 31st January 2013. We extend our sympathy to the families of those mentioned.

NN Asnani, PWH Ball, MB Bartlett, AHG Bearman, H Bloomfield, MH Bonner, JE Brett, HG Brothers, F Burroughs, KL Burrows, JH Cone, CAJ Cordasco, JJ Cowburn, J Cowling, AP Cuthbert, JC Dakin, RJ Day, HH Fisk, Ms J Greenlaw, Mrs PM Gregg, VR Ferrand, Reverend HP Hall, CD Halter, JWE Harley, RD Hayes, PJ Heffer, GHW Johnson MBE, JF Keohane, GH Lambert, C Latham, G Lee, RC Lunnis, FJN Mascarenhas, WJ Meehan, SU Nolan, MP Perkins, G Peters, AH Pitches, JJ Pratt, GM Reid, WG Sawyer, A Shipcott, KJ Townsend, S Vucevic, PG Webb, LW Whitaker, EPC Wilkinson, GE Willis.