

## Ten, Twenty and Twenty-five Year Awards

The Annual Long Service Luncheon for Tek U.K. employees was held in the Hatfield Lodge Hotel last December. Thirty four new awards were presented by Ed Morrison, and once again, the event was attended by Frank Doyle, Tek's European Vice President.

Awards presented were as follows:

### 25 Years Service

Cyril Gladwyn.

### 20 Years Service

Ivy Bryant, Doris Hunt, Derek Philpott, Sheila Read, Geoff

Thomas, John Thompson.

### 10 Years Service

Jim Ansell, Wendy Bowden, Clive Bowden, Joan Brown, Jadwiga Buczak, Leonarda Chiazza, Val Dent, Wendy Gray, Beryl Greenwood, Geoff Hatton, Barbara Higgins, Chris Hugill, Andrew Hartwell, Val Hill, Sylvia James, Ian Jones, Dolly Lee, Anne Maddigen, Rose Mead, Elizabeth Morton, Margaret Palmer, Gladys Rider, Carmen Sutherland, Betty Tyler, Malcolm Tunney, Doreen Wright, Dave Whittaker.



Cyril Gladwyn (Maidenhead Office) 25 Years with Tek U.K.

### AREA REPRESENTATIVE MEETING

The next Area Representative Meeting will take place in Harpenden at 10.30 a.m. on February 19th. Management Representatives will be John Dedman, Peter Tong and Eddie Curran.

## Cover Girl

Peggie Lewis, Reception and Mail Room, Harpenden. Peggie has been with Tektronix since September, 1979 and is interested in dancing, swimming and reading.





# R.M.S. Queen Mary

Truly one of the great Transatlantic liners the 'Queen Mary' was a product of traditional Scottish engineering at John Brown's shipyard on Clydebank. The keel was laid in December 1930 but she was not completed until March 1936. This was due to the depression when work was stopped from December 1931 until April 1934.

She was launched on 26th September 1934 by Her late Majesty Queen Mary, accompanied by King George V. After saying the formal words to send the ship down the slipway the Queen said "Was that alright?" into a live microphone. The King smiled.

Many famous politicians, film stars and people were her passengers until World War II. She was then pressed into service as a troop transport from March 1940 until September 1946. In that time she carried 810,730 passengers and steamed 661,771 miles. Her speed was an asset in avoiding U-boats and on one unfortunate occasion she sliced an escorting destroyer in two as it passed across her bows. She could not stop as she would have been a sitting target for lurking submarines. After renovation she made her first post-war sailing on 31st July 1947, from Southampton. She looked magnificent in wartime grey but even more impressive in black, red and white Cunard colours.

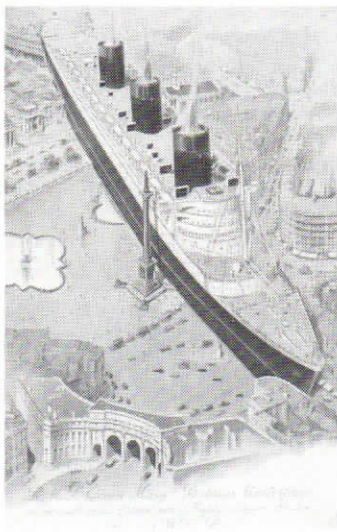
But her days were numbered, the age of the large transatlantic airliner were at hand. In December 1967 she arrived at Long Beach, California for use as an hotel, conference and pleasure centre. I wonder what Captain Treasure-Jones had to say about the hamburger and hot-dog stands placed on board to attract daily visitors!

It was discovered that about 40 coats of paint were all that held her funnels together so they were replaced with slightly smaller ones – but not made of plastic as reported in some quarters. That would have been the final insult.

*John Seaman  
Harpenden*



Her size can be gauged by the artist's impression of her placed in Trafalgar Square, London.



## THE A-TEES (or Dicky Decade)

The eighties began  
With small profit for man  
A crisis in oil and coal  
Who would believe  
The recession would leave  
Two million odd on the dole.

Prices ascending  
Increases unending  
The rate of inflation is rife  
Health contribution  
Taxation – pollution  
Impinge on the pleasures of life.

The press yells depression  
A command expression  
With Fleet Street lamenting the  
slump

But sterling holds strong  
So it won't be too long

Till Britannia is over the hump.

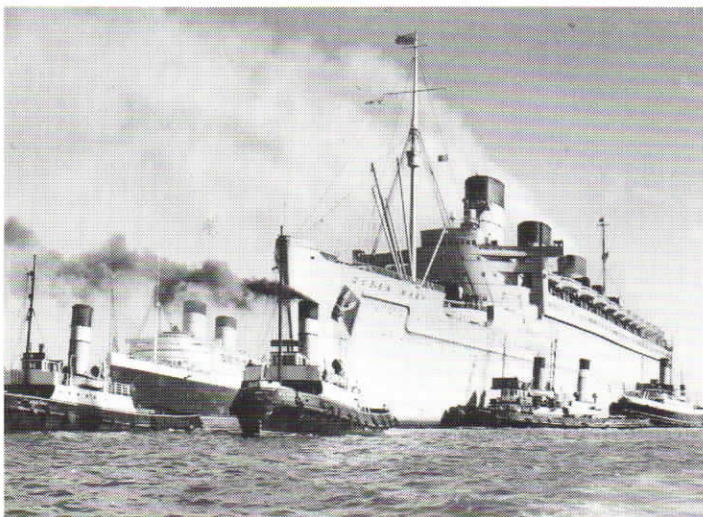
There can be no doubt  
That it's bottoming out  
The recession has shortened its  
stride

Provided the Nation  
Maintains motivation  
The decade will not be denied.

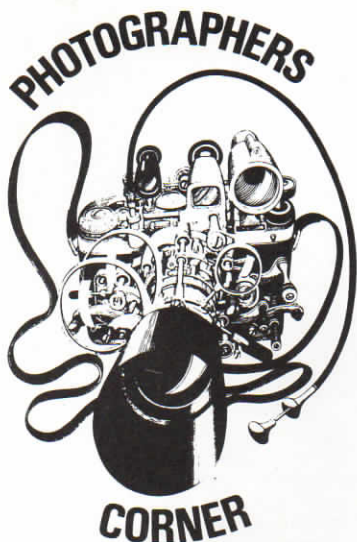
Now Christmas is done  
And we've frittered our fun  
Then its time to start planning  
anew

With business improving  
And order rate moving  
The year has much promise in  
view.

Dave







The Bridge of Sighs, Venice, taken by Dave Fynn on his trusty Zeiss Ikon.

## The Bells, from Minimus to Maximus



I should like to take this opportunity to respond to Ron Tradgett's article in the Xmas Tek Times. In it he referred to a full peal of twelve bells taking over thirty seven years to accomplish all possible changes. My advisor and tutor, the incomparable Arthur, has kindly provided the following information which explains the time scale.

No. of bells	Name	No. of changes	Time taken
4	Minimus	24	1 minute
5	Doubles	120	5 minutes
6	Minor	720	30 minutes
7	Triples	5,040	3½ hours
8	Major	40,320	1 day 4½ hours
9	Caters	362,880	10 days 12 hours
10	Royal	3,628,800	105 days
11	Cinques	39,916,800	3 years 60 days
12	Maximus	479,001,600	37 years 355 days

Arthur tells me that a Plain Bob Major, 40,320 changes in 1 day 4½ hours, was rung at Loughborough Foundry on 27th July, 1963.

My own progress in the art of bell ringing is, to say the least, erratic and normally accompanied by Arthur muttering about me under his breath, something to do with ladies being present, or doing his best to land his rope upon my

anatomy in the hope of instilling some sense. I will always remember ringing on Remembrance Sunday with the bells half muffled. This entails putting a leather pouch on one side of the clapper. This gives a sharp clear ring on handstroke and a dull quiet ring on backstroke. The overall effect is the bells ringing in celebration followed by the bells in mourning. A very fitting tribute to those who died.

Christmas morning comes but once a year and with it the opportunity to awaken the parish at 7.30 a.m., a nice feeling I assure you. My greatest fear was of not being able to wake up at 7.00 a.m. but thanks to the efforts of my three year old son, his presents, and my mother-in-law's threat to make a cup of tea, I arrived at the church at 7.25 a.m. We duly raised the

bells and rang for thirty minutes with more than the occasional glance at the door in case of people taking umbridge at our ringing. All went well and it was a great feeling to have announced Christmas morning.

I now look forward to a full year of ringing and hopefully an improvement in my expertise.

Les Brunton  
Harpenden

## QUOTE

If all the economists in the world were laid end to end, they would not reach a conclusion.

George Bernard Shaw



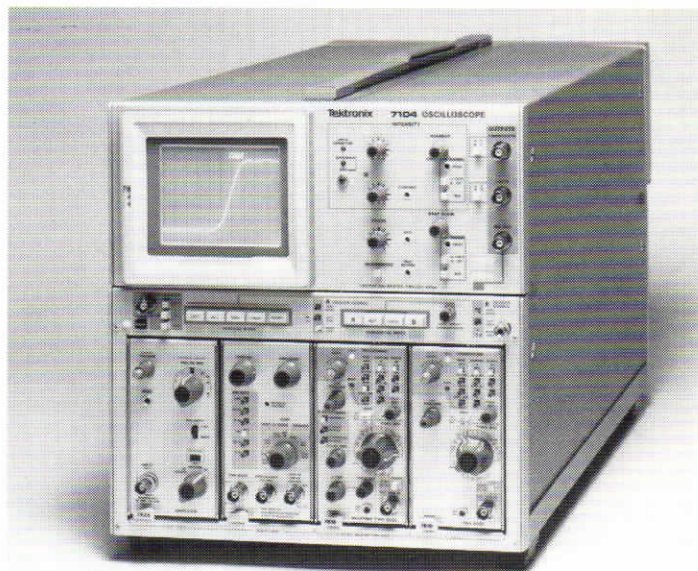


# The First Million Oscilloscopes

This year's Tektronix Annual Report records the interesting fact that some time during last October, the one millionth Tektronix oscilloscope was shipped to a customer. Because Tek scopes are sold from many different sales offices in the United States and in more than 60 countries around the world, it was not possible to say exactly which was the one millionth oscilloscope to be sold or even who bought it,

but there is little doubt that it happened in October 1980. To quote from the report:—

"Today, the oscilloscope remains the most common electronic tool, the instrument of choice for electronic designers. And, for as far ahead as we can see, we expect continual growth in oscilloscope sales. It's a very much alive market . . . and the scope remains our major product".



*One million oscilloscopes later — the 7104 still leading the field.*

*Below: Part of Tektronix first oscilloscope production line in 1947, turning out the 511 model — the leading instrument of the day.*



*A recent visitor to the Hoddesdon manufacturing plant was Graham Williams, Operations Manager of Tektronix Australia Pty, Ltd.. The head office for Tek Australia is near Sydney, New South Wales. In our photo, Graham (on the left) is shown with Eddie Curran, Hoddesdon Manufacturing Services Manager.*

## Social Club News

The Disco held at Hoddesdon on Friday 19th December was again a great success, over 200 people turned up and everything went well.

We would like to thank Alma and Nicki for laying on a very good

buffet for us, Ken Burton for looking after security, and you for your support. Let's hope that it continues!

Sharon Parnes & Jean Dewbrey

## Techronics....etc

It seems as though there is no end to the variations our customers use when spelling the name Tektronix. Now they are starting on the address. Our Maidenhead office got

a letter recently from Eire addressed thus:— Tektronix U.K. Ltd., 134 Bridge Road, Maiden Head, Berkshire.



# BETTER MOTORWAY TO LONDON

Anyone who needs to get to London from Harpenden usually travels via the M1 motorway. Unfortunately this is the oldest part of the U.K.'s motorway system, being opened in 1959, and it is the only section having only two lanes in each direction. Traffic tail-backs are common during peak periods and even minor accidents have a serious effect on traffic flow. But not to worry, help is now at hand.

Before Christmas work was begun between junctions 5 and 8 to increase the section to four lanes in

each direction between junctions 7 and 8, three lanes southbound between junctions 5 and 7, three lanes northbound between junctions 5 and 6 and four lanes northbound between junctions 6 and 7.

The southbound changes will be completed first and will consist of entirely new roads, and five new bridges. Construction is expected to take two years. Rebuilding the old northbound and southbound lanes to convert them into the new northbound system will take another year.



(Photos by Chris Thomas, Harpenden)

# SAFETY 8-1-1ST

or how I learned to stop  
worrying and love the car.

Many of us in Tektronix need to drive in order to do our work or simply just to get to the office, so the subject of Road Safety is of some importance to us.

Can you be sure that your own driving standards cannot be improved? Does your driving style cause problems for other road

users — even very infrequently? Are you completely relaxed when driving?

Safety 81st is a campaign designed to get you thinking about these and similar questions on Road Safety and takes the form of short articles contributed by motoring organisations.

## Safety in bad weather

Remember, accidents are always more numerous in bad weather.  
**Snow and Ice**

1. When pulling away, use second gear and accelerate smoothly.
2. Remain in the highest gear possible to prevent wheel-spin.
3. Keep a generous distance between you and the vehicle ahead.
4. Brake progressively, using a pumping action if necessary to prevent the wheels locking; keep the front wheels aimed ahead.
5. Avoid excessive speed, coarse steering, and harsh braking and acceleration: these cause skidding.

### In Fog

1. Slow down, and keep a safe distance. You should always be able to stop within your range of vision.
2. Don't hang on to someone else's tail lights, it gives you a false sense of security.
3. Watch your speed; you may be going much faster than you think.
4. Remember that if you are in a heavy vehicle you need a good deal longer to stop.
5. Motorway warning signals are there to help and protect; do observe them.
6. See and be seen — use headlights or fog lamps.

7. Check and clean windscreen, lights, reflectors and windows whenever you can.

8. If you must drive in fog, allow more time for your journey.

The Department of the Environment have issued a leaflet on the fog code.

### Rain.

Roads covered with a film of rain can be dangerous, particularly after a dry spell. Always travel cautiously on wet roads — tyre grip is lessened and you can easily lose control. Stopping distances can be doubled in wet weather, so increase your distance from the vehicle ahead. Make sure that washers and wipers work efficiently.

The Law requires the use of headlights in poor visibility.

*Courtesy A A*





# An Early Love of Jaguars



Grace — Space — Pace

Twenty years ago I was twelve, and the phrase "grace, space and pace" meant simply one thing — a Jaguar motor car. Five foot two inches tall and still in short trousers (just think about that if you can bear it), my early interest in these cars came from working with, or rather annoying, my father. He was a self-employed car mechanic, and often allowed me to sit behind the steering wheel and pretend.

Very briefly, Jaguar cars sprang from humble beginnings, as a side-car manufacturing concern in 1922. Swallow Side Car Company, as it was originally named, was managed by two gentlemen, William Lyons and William Walmsley. Much happened in the early years, but the company's history really began in the late 1930s, with the introduction of the now classic SS100, the very first production sports car capable of a genuine one hundred miles per hour. Its '0-60' time then was little short of the current XJ6 model.

One particular Jaguar sticks in my memory more than most — a white 1958 Mk VIII. It belonged to a close friend of the family and the brave owner actually let me drive it for a few yards, backwards and forwards on some waste ground near home. The 'Mark' series was produced in the '50s and went from Mark V to Mark IX, before changing to the 'XJ' series in the early '60s.

Even by today's standards, the old Mk VIII could not be described as a small car, and body design of that time with its high lines and relatively small window areas, made it seem even larger from the inside. In fact, a 5' 2" young lad could barely see over the dashboard, or reach the foot pedals.

As we all know, certain things remain in the memory from childhood, and some of my memories relate to just the interior of the old Mk VIII. I remember vividly the enormous flat-spoked steering wheel with the centre horn-push bearing the classic gold-on-black emblem of a Jaguar's face. The adjustable steering wheel column disappeared into a highly polished wood dashboard which at that time, seemed to support almost every conceivable instrument; black Jaegar dials with white lettering and a petrol gauge that displayed the contents of two enormous petrol tanks, without taking all day to register.

Overdrive was an option on the old Mk VIII, and when this was engaged, I remember seeing the large circular tachometer and speedometer reading parallel at 70 m.p.h. (3,000 r.p.m.). At night, the dashboard had a choice of conventional illumination or a beautiful violet flood from ten bulbs spread across the whole of the dashboard console in the top section. This really did create an effect to remember. Heavy doors and a smell of real leather are also prominent in my mind.

Some while later when I passed my driving test, I vowed to own a Jaguar some day. Well, like many juvenile desires, this has never come

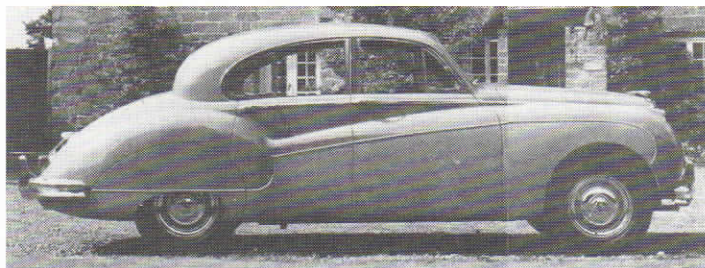
about. However, I still maintain a strong interest in the breed and idolised the later 3.8S Mk II. This series was rather smaller than the 'Marks' of the 1950s and sported very slick lines and performance, which would not be embarrassed today. For instance, a standard-trim 3.8S Mk II saloon gave 220 b.h.p. and a top speed of 125 m.p.h. (without pushing the rev. counter into the red at 5500). It was not slow getting there either, and despite the notoriously ponderous four speed gear box, 0-50 times would put many so-called fast cars of today in the shade.

Economy, even though it was not a prominent sales feature of the

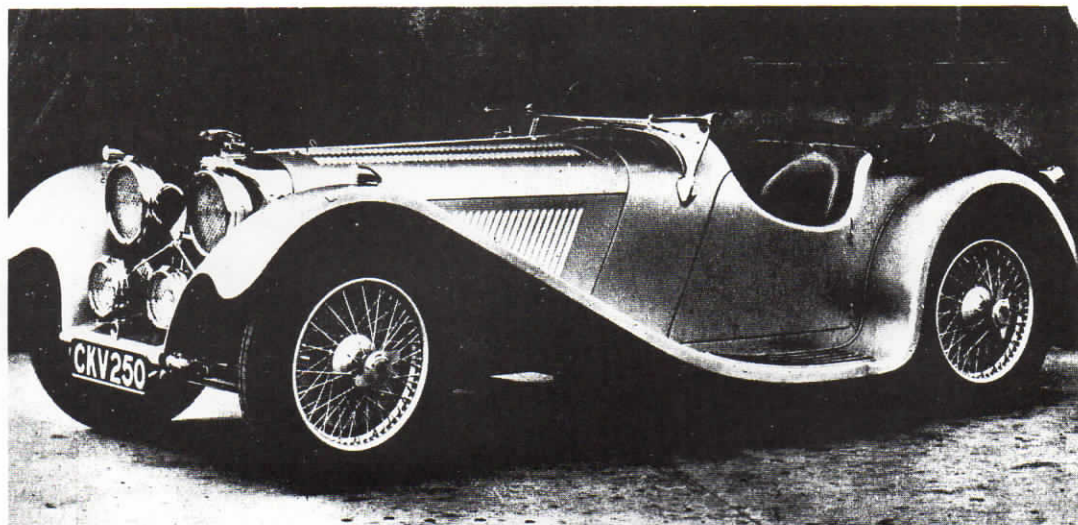
time, was respectable at a steady 70 m.p.h. As time passed, the price of the desirable 3.8 came down, but the insurance quotations went up — understandably in retrospect, since the thought of all that power on tap under the often clumsy foot of an eighteen year old is quite terrifying.

Today, things are somewhat different. I am older and supposedly wiser. 3.8Ss are now very rare and equally expensive to buy and maintain — besides, even if I found a good one and could convince my wife of the 'sense', could I bring back the eighteen year old desire? I doubt it.

Ray Ganderton

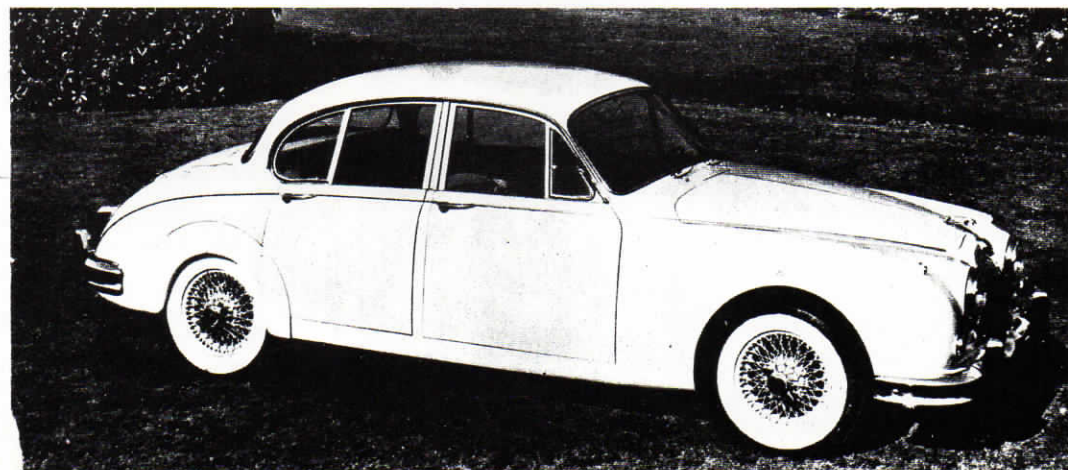


Above: Late 50's Mk.VIII. Fond memories: Massive steering wheel wooden dash board and violet illumination.



Above: Late 30's SS100 Roadster. A genuine 100 m.p.h. in standard trim and acceleration to shame a modern XJ6.

Below: An early 60's 3.8S Mk.II. A match for many so-called fast cars of today.





The River Ver in Hertfordshire is a tributary of the Colne River. Historical records indicate that in Roman times it was much larger and deeper, big enough, in fact, to be used for the transport of freight, and much of the early history of Hertfordshire was centred on this river.

Up to 54 B.C. the valley of the River Ver was controlled by the local inhabitants under their leader Cassivellaunus, but in that year, were defeated by troops of Julius Caesar in a battle at Wheathampstead.

From then on, there is evidence of continuous Roman occupation of the area. The first records of the existence of the large Roman fortress town of Verulamium, some five miles from Harpenden on the fringe of St. Albans City, place its establishment prior to AD43. Verulamium grew with the years, eventually covering some 200 acres of land and included shops, a theatre, town forum, public steam baths and a market hall. There were also a large number of ordinary Roman-style dwellings complete with decorated walls, floor mosaics and underground heating systems, many of which have been uncovered and restored.

Some of the most important excavation work at Verulamium was carried out by the well known T.V. personality, Sir Mortimer Wheeler.

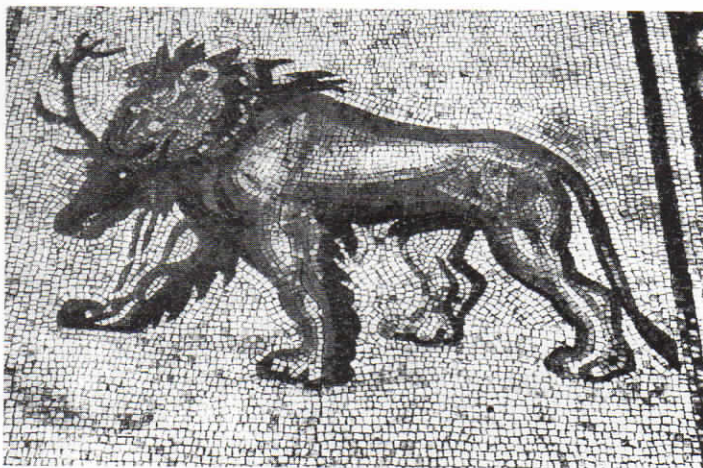
Large sections of the town wall are still standing and the whole area is open to the public and well worth a visit. There is also a fascinating collection of jewellery, coins, tools and pottery in the Museum on the site.

The Romans left Verulamium after more than 400 years of

## Around Hertfordshire



*The Roman Theatre.*



*The Lion mosaic from a typical town house in Verulamium.*

occupation and the town fell into disuse progressively from then on.

In fact, masonry, tombstones and bricks from Verulamium were used

extensively by the monks and citizens of St. Albans, effectively destroying most of the old town.

There is a great deal of detailed knowledge of the day-to-day lives of the Romans of these times, and the following recipes are authentic translations from Roman cookery "books" of the period.

### Patina of Sole

Place fillets of sole in a shallow pan. Add oil, fish stock and wine, and simmer over a low heat. In a bowl, mix a little ground pepper, origano, (and a herb called Lovage if you can find any – but don't worry if you cannot!) and beaten eggs. Add some more fish stock to this mixture and work into a smooth consistency. Pour over the sole fillets and cook over a low fire until set. Sprinkle with pepper before serving.

### Frica\*see with Apricots

Dice some cooked pork and place in a saucepan. Add oil, meat stock, wine, a chopped shallot (or onion) and cook it (!). In a bowl, mix ground pepper, cumin, dried mint and dill. Add enough honey to moisten, then add a little stock, vinegar, and some of the liquid from the pork mixture. Mix well then add to the pork with stoned apricots. Bring to the boil, continuing until well cooked.

(At this point, the recipe says "Add crumble pastry to bind". This is believed to be the Roman method of thickening the liquid. It would seem appropriate to simply add a cornflour liquid for thickening purposes.)

Unfortunately, quantities of ingredients were not given in the original recipes, so you'll have to use your own judgement.

## Photo Caption Contest

Since Tek Times began 25 issues ago, a large number of photographs have accumulated in our files. Many we use in Tek Times in the normal way, some are not useable for various reasons, like poor lighting or blurring or some other defect. There are a number which came out quite differently to what the photographer intended and a few of these we have found amusing.

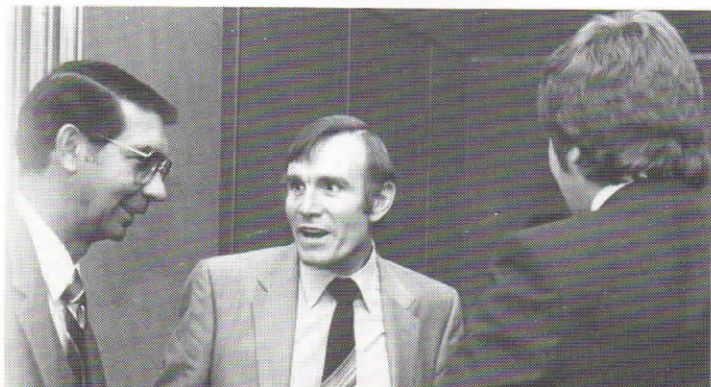
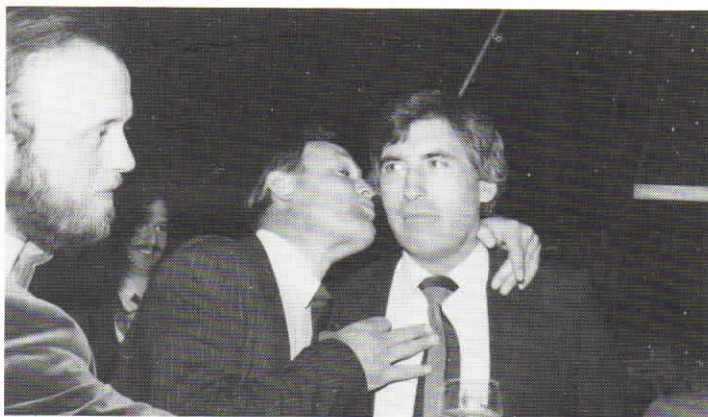
The first one shown here was taken during President Earl Wantland's visit to the U.K., last October and after a lot of thought, Dave

Fynn (centre), has chosen the following caption from 16 alternatives:

"You mean I've still got the job?".

If you have any treasured photos crying out for a funny caption, please send them to Tek Times. In the meantime, think up captions for these two photographs. The first one shows Alan Hutley bending the ear of Derek Philpott, the second shows Derek's response.

We hope to print the best replies in our next issue.





# PRESENTATION TO COLIN JONES



Congratulations to Colin Jones, Hoddesdon, who recently completed his apprenticeship by passing all his final examinations, with credits and is now working in the Test Department at Hoddesdon. During his service with the company, Colin has been employed

in Component Manufacturing at Chelmsford Road, Stores and Manufacturing at Chase Road, and Test at Hoddesdon, to name but a few. During the past 5 years he has been a regular attendee at Barnet College. Our photograph shows Colin being presented with his indentures by Ed Morrison.

## LETTERS TO THE EDITOR

Dear Editor,

I have been trying to locate the whereabouts of a set of photographs of First World War Communications which my father had during his training at Chatham. The photographs are about 7" x 5" in size and there are about 30 of them contained in an old brown envelope. A brief description of each photograph is written on the back, some in handwriting and some in type.

I recall loaning them to someone within Tektronix at Harpenden some six months ago, but unfortunately did not make a note in my diary at the time.

Perhaps I could ask your readers to be kind enough to search the depths of their memory and if anyone can recall the loan, let me know. The photographs themselves probably have little value, but they are part of my family history and I am, therefore, anxious to see their return.

Peter Hildebrand  
Harpenden

Dear Sir,

I was interested to read the letter by the "Duke of Harpenden" published in your October issue on the subject of the importance of names.

I found it an amusing letter and I hope we can look forward to further contributions from the author. It also set me thinking on similar lines. For instance, isn't it strange

how the fashion in names change over the years?

If you were born more than thirty or so years ago, chances are that you are called John, Alan, William, Kenneth, George, Derek and so on. It is only comparatively recently that we find Barry, Gavin, Gary, Nigel, Colin and Martin in any significant numbers.

Girls names don't seem to go through the same fashion cycle to the same extent, although there are a few more Debbie's, Beverley's and Tracey's around these days than there used to be.

It is a little sad to see the decline in the old traditional names like Benjamin, Samuel, Edmond, Gregory, Victor . . . and many others.

My wife brought the point into focus when she said to me "I don't know *anyone* called Henry".

R.D.F.

Dear Ed,

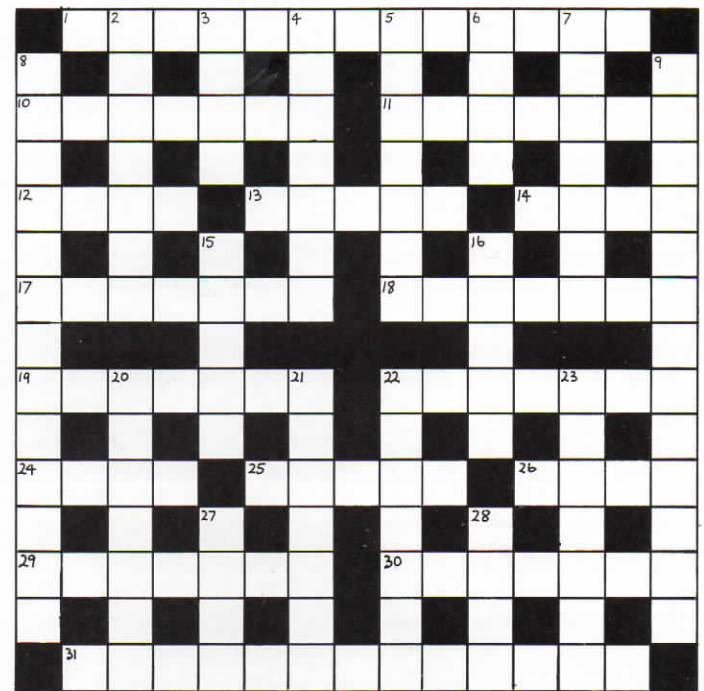
Five sporting gents at Maidenhead are interested in organising a five-a-side football competition.

Are there any interested challengers from other Tektronix sites? Anyone wishing to negotiate handicaps, terms etc? Gary Kent, extension 221 Maidenhead, would be delighted to hear from them.

Our thanks for the continuation of Tek Times, we find it such an interesting publication.

The Gang of Five

## Crossword



### ACROSS

1. Present time (two words) (9, 4); 10. Pervert (7); 11. Show zeal (7); 12. Small duck (4); 14. Bridge support (4); 17. Pools (7); 18. Of fine offspring (7); 19. Percolation (7); 22. Supposed (7); 24. Statue (4); 25. Haggard (5); 26. Knob (4); 29. Troop formation (7); 30. Captivates (7); 31. Home hobby (two words) (6, 7).

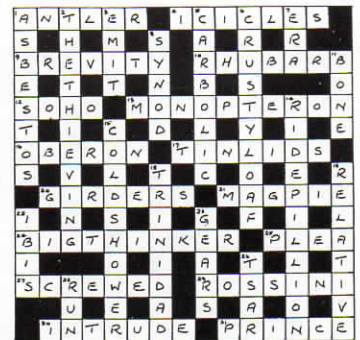
### DOWN

2. Spouse (7); 3. Quadruped (4); 4. Leaden (7); 5. Mean (7); 6. Don't believe it (4); 7. Rapprochement (7); 8. Insincere vows (two words) (5, 8); 9. An undetached dwelling (two words) (8, 5); 15. Colour (5); 16. N. African country (5); 20. Waterfowl (7); 21. Bridge for nuts (7); 22. Poem of ten lines (7); 23. Percussion instrument (7);

27. Ditto (4); 28. Does poems (4).

Derek Smith Harpenden

### CROSSWORD No. 24 SOLUTION (December 1980)



Bob Orrock Hoddesdon

## The Birdcage

The following card was seen in a newsagent's window in Harpenden recently

### WANTED

Birdcage, for old age pensioner Telephone, Harpenden XXXX

It's nice to know we still care about the old folk.



## Chess

White to move

- 1) R X P! K X R
- 2) N - K6! P X N
- 3) R - Q7!

Mate is forced after this, regardless of any counter-action by Black.

Eric Blaqueart  
Hoddesdon

Solution to Chess Problem  
(December Issue)