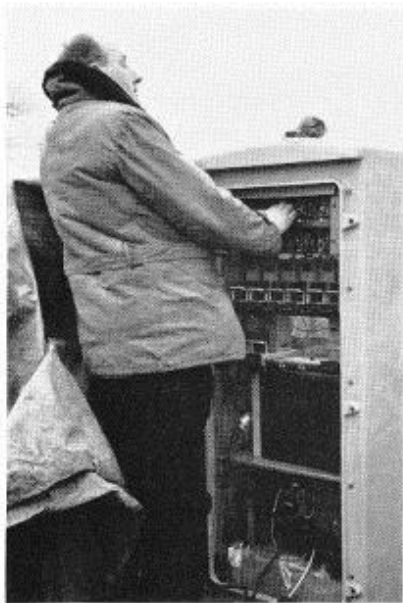


Keeping watch on the M4

New TV installation
at the bottleneck



In spite of all the hoo-ha about what should be done to reduce the risk of accidents on the M4, the job of keeping watch twenty-four hours a day on the motorway traffic falls on the police. It is their thankless task to untangle the snarls, to get breakdowns and casualties off the track and at the same time preserve their own lives.

TO AID them on the job the police have been using Marconi closed-circuit television cameras for three years to survey the overhead section of the M4.

Space and engineering restrictions were the cause of this section of the road being built without a hard shoulder, lay-bys, or turning points, and it was because of these omissions that the television system was ordered for the police from the Marconi Company by the Ministry of Transport.

Detector loops embedded in the road surface give immediate indication of any traffic build-up by flashing signals to a scaled diagram in the police control centre.

The traffic controller can then train on to the scene the camera covering the section indicated, discover the source of the pile-up, and take immediate action.

Three cameras, remotely controlled and strategically placed above the flyover to cover the whole length of it, have been employed so far. Their use has been so valuable for trouble-spotting that the



Here is Roger Hobson of E.O.S.D. checking the windscreen wiper on the waterproof housing of the camera. Inside, a small heater ensures that no condensation forms and steams up the optics of the camera

LEFT: The fourth Marconi camera installed to keep watch over the M4 motorway. The new camera, mounted on a 42-ft. pole, will give a clear view up the hill where the three-lane traffic merges into two. Heavy congestion at this point was the reason for the new installation and now, working in conjunction with the speed indicators built by GEC, police at the newly equipped control centre at Heston can control traffic more efficiently

FAR LEFT: Joe Binning of E.O.S.D. installing camera control units in a roadside cabinet close to the camera pole. Remote control of the camera is via the existing Teledata transmitters, the receivers for which are housed in the cabinet

CENTRE LEFT: Our engineers made use of a hydraulic lift to install the V321 camera, its housing and pan and tilt head

LEFT: When the installation was complete Les Dyer, Chief of Marconi Photographic Section, climbed aboard the Simon lift to take photographs of the camera in operation





Trying his hand at wiring a tag board is one of the visitors to the M.I. Training Centre. Senior instructor Mrs. Kathleen Weaver shows how it is done.

Opportunities to train at M.I.

MORE THAN 400 visitors attended the two open evenings held at the M.I. Training Centre, Fleetville Works. The open evenings were held, for the first time, so that boys and careers masters could see for themselves the opportunities that the Company offers, particularly to boys who wished to start a career on the mechanical side of the industry.

It has been found that people do not realize the vast amount of mechanical engineering of a high accuracy that is necessary for electronic equipment. During the evenings the visitors were able to watch trainees and staff operating the machines in the Centre's workshop and see some of the instruments made by the Company.

Since these open evenings were held, a number of applications have been received—including one from a young lady.



J. H. Buying, M.I.-Sanders Sales Manager



R. G. Weston, M.I.-Sanders Sales Engineering Supervisor

M.I.—Sanders appointments

TWO NEW sales appointments are announced by M.I.-Sanders. J. H. Buying has been appointed Sales Manager, and R. G. Weston becomes Sales Engineering Supervisor. John Buying will be responsible for commercial administration, including publicity, despatch and invoicing. Renie Weston will have control of M.I.-Sanders' field sales force.

Both aged 46, they have considerable experience in the electronics industry. John was formerly a Distributor Manager at M.I. and Renie transferred last October from the Specialized Components Division of The Marconi Company.

Keeping watch on the M4 *continued*

system is being extended, and another camera has been installed by the Marconi Electro-Optical Systems Division near the Grand Union Canal bridge to watch the bottle neck where the three lanes of traffic going towards London merge to two lanes. It has been integrated with the original system which is no longer controlled from Hounslow but from the new police traffic-control centre at Heston. The controller there operates the new system of signals installed by GEC-Elliott, Traffic Automation, which is expected to minimize accident risk in

hazardous conditions, and shows lane closures and flashing red lights to stop traffic if necessary. From his control desk he is in contact with all police points by telephone or radio. In front of him is the road diagram and light indicators and, above them, to aid him in his extremely responsible job, are the two television monitors. The picture from the new camera is shown continually on one of these, and on the other the controller can select the picture from any of the other three Marconi cameras covering the motorway.