

HORIZON AHEAD!

SPECIAL EDITION

PLAYER'S
POST

APRIL 24, 1969 No. 23

45-ACRE LENTON SITE FOR £6m FACTORY

PLAYER'S FINAL DECISION TO BUILD A NEW FACTORY HAS NOW BEEN TAKEN. LIKELY TO COST MORE THAN SIX MILLION POUNDS, IT WILL BE SITUATED NEAR THE RIVER TRENT AT LENTON.

These facts were revealed by Mr. R. A. Garrett, chairman and managing director, in his introduction to several "presentations" on the subject which were made to middle and junior management on April 22 and to other groups on April 23.

Mr. Garrett said: "As you all know, we have been carrying out a study, which has taken almost a year, as to whether we should go ahead with the project of building an entirely new factory. You will, I am sure, be glad to know that the Board has now taken a final decision to build a new factory, and subject to any unforeseen circumstances it will be at Lenton, as we had originally hoped when Mr. Anstey first announced the idea.

"We now have all the necessary permissions from the Board of Trade and outline permission from Nottingham Corporation.

"We are now ready formally to approach the Corporation

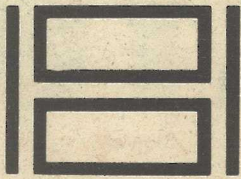
for detailed planning permission. We have already had a great deal of co-operation from the Corporation's departments.

"We have obtained a very fine site at Lenton, near the Trent. A great deal of work has been done under the chairmanship of Mr. Tony Davies and he and some of the team will explain to you the background to this whole operation and in brief terms what it is going to mean.

"I would just like to say that the spending of the enormous sum of money which will be involved—it is estimated at well over £6 million—shows what a serious decision this is and how much the management of the company is prepared to stake in the future for the continuing prosperity of everyone concerned with Player's.

"You will be seeing how pressures have been building up and how, if we are going to stay ahead of competition, we must bring our production not only up to date but far enough ahead to be able to guarantee that we continue to lead ten years or more from now.

"Now that we are going ahead with the project it becomes very much everyone's concern. I know that the Horizon group wants to have the fullest consultation at every stage and we intend to make our new cigarette factory quite definitely the best in the world.



Horizon



"When you have made a decision, I often think that so much hard work has gone into the deciding that we all ought to be able to sit back and relax. Of course it does not work out this way and the real work is now starting.

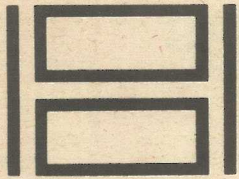
"Thank you all for coming to-day. I believe you will find what you are going to hear interesting and significant. It ought to be, because what we are talking about to-day is the future—yours and mine."

Reports of the statements made by members of the Horizon group on more detailed aspects of the new factory will be found elsewhere in this issue.

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JOHN PLAYER AND SONS

● Our artist based this impression of the new factory on the proposed design which must now be submitted for approval to the Nottingham Corporation planning authorities

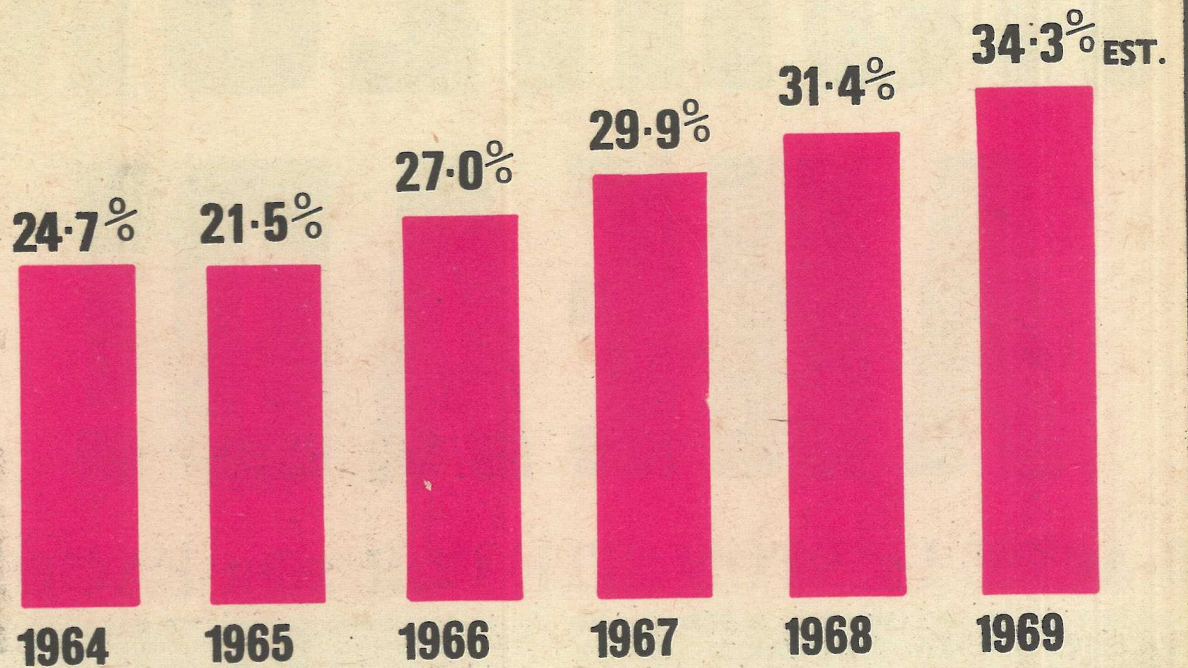




Horizon

MR. TONY DAVIES, at the presentations, introduced the Horizon symbol shown above. He said: "We have got rather attached to 'Horizon,' as the project has been coded, and we have even got the Design Studio to provide us with a symbol which we will use in future to identify newsprint, literature and displays about 'Horizon.'"
"If you look at it carefully, it's not only an 'H' but it symbolises a factory."

PLAYER'S MARKET SHARE PAST AND PRESENT



PLANS WILL

INVOLVE EVERYONE



About Mr. Tony Davies

TONY DAVIES is Secretary to Player's Board and will become a director on May 1. He is chairman of the Horizon Group. He joined Molins in 1952 on a post-graduate apprenticeship after reading Mechanical Sciences at Cambridge.

Joining Player's as a technical assistant (engineers) in 1954, he transferred in 1963 to process research department, and became manager in 1965. Has travelled in U.S.A., Canada and Europe investigating tobacco factories and machinery. Was appointed secretary to the Board in 1966 after attending Administrative Staff College, Henley. Married, with two sons, lives at Burton Joyce, where a large garden competes for his spare time with golf, bridge and tennis interests.

DOUBLE DAY-SHIFT working, the most modern machinery and attractive working conditions will be featured in the new factory.

Mr. W. Davies, company secretary and chairman of the Horizon Group, spoke at the presentations on the essential problems and pressures which led to the project.

Said Mr. Davies: "As you know, considerable efforts have been made and are being made in the Radford factories to instal the most modern machinery, and also to improve the working environment. But there is a limit to what can be done because of the nature of the buildings—multi-storey, small floor areas, low ceilings and lots of columns.

Expensive

"When it was decided that the only real answer was to start again, we had to try and see what the problems really were before we could start solving them.

"First of all, a new factory and a lot of new machinery is very expensive, and it must be shown to be an economic proposition.

"This drew us to the first important decision that the new factory must be a two-shift factory, so that all the plant and equipment could be used twice a day rather than once.

"In fact, the sheer size of a factory to produce the bulk of our sales, which is what we are aiming for, on day work, would be quite frightening. Even on double day-shift it is pretty colossal.

"It may be interesting to look at our market share over the last five years, and you will see that we have come a long way from the bleak days of 1964.

"This sales success has underlined the need for Horizon, although from the point of view of amenity and productivity we would have been very eager to build it in any case. The Stirling factory, too, will be expanding in the future and I would stress once again that Stirling's role in Player's total production is as important as ever.

"All sorts of people will be affected by the plans for Horizon and you may not unreasonably think that too much has been kept in the dark, so far. What we have felt is that, until the problem has been analysed in some detail, any general involvement would be too vague, and would perhaps raise hopes too early. Even now we don't see production starting until late 1971 or early 72, so that we have a long way to go.

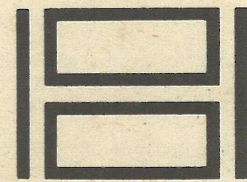
Flexible

"What we have done is to ask Arup Associates, the architects and engineers, to design us a factory big enough to take the sort of plant we envisage at the moment, and flexible enough to take all sorts of variations in the future.

"We have also asked that it should be as advanced as possible in its treatment of working environment and amenities—in other words, what it's like in the working area and what there is on the side, starting with toilets and tea bars, and how far we can go to meet people's needs during the working day.

"This is particularly important as it is becoming harder than ever to predict what our sales pattern will be in the years ahead.

"We are now getting to the stage when we have got some plans which can be shown and discussed. This, therefore, represents the first stage in a general programme of involve-



Horizon

ATTRACTIVE WORKING CONDITIONS FEATURED

ment when we want people to be aware of the plans and the problems and the alternatives open to us, and to have a chance to comment, to criticise and to make suggestions.

"A lot of the planning will concern PEOPLE, and a lot of this will involve negotiations through the standard procedures which have been carefully established over the years.

"It would be wrong for us at this stage to talk positively about possible mannings, as

this must be a subject for negotiation, as indeed is all shift-working. It would also be indiscreet to talk too much about the sort of machinery we are developing in addition to that already in use.

"What we can do is show you the sort of building we envisage, the sort of thinking behind it, particularly in designing it as a place to work, and the various ways in which we see information and comment being exchanged as the project progresses."

New Group member

No. 1

Mr. P. G. Cope (right), at present seconded to assist the production planning manager, is one of two new full members of the Horizon Group.



New Group member

No. 2

Mr. A. M. Robertson (left), primary manager in No. 1 factory, has joined the Horizon Group with specific responsibilities for manpower planning.





Horizon

'Involvement of work force is the keynote'

PLANNED WITH PEOPLE IN MIND

THE opportunity to plan a new factory means, above all, the opportunity to plan for people. A great deal of attention, therefore, is being paid to what are called the "amenities" — the conditions, entertainment facilities, relaxation areas, meals and refreshments and many other things which go to make the difference between a place just to work in and one which makes work as pleasant as possible.

Developing this theme, Mr. Peter Mercer, Manager at Stirling, said: "We have done a lot of research into this, but all the research in the world won't take the place of what the people who are going to work there really want.

Important

"So I would like to make the point now that while we may talk about all sorts of ideas, none of these is fixed or unalterable.

"Mr. Davies has already said that he wants the fullest consultation at every stage and a very important part of this consultation is going to be when you tell us what sort of things you really want.

"Some of you might think that we could create the atmosphere almost of a community centre. I know we had rather grand ideas about shops and a library, a television room, games room and so on — someone even suggested a swimming pool! But we are by no means sure that this is right.

"There is a lot of evidence that people nowadays want to get to work, get on with the job and then get home

again. So we think it might be best to concentrate on the sort of amenities which relate directly to working conditions.

"Now these are the sort of alternatives which are open and some of them will, of course, have to be included in one form or another.

"We are providing space for tea bars in all work rooms, each with a 'talking out' area where factory supervisors may discuss various problems with their people in comparative privacy.

"In the main amenities area itself there will be medical facilities, a main restaurant area and cloakroom accommodation.

"We hope that the cloakrooms will have facilities for drying and storing of clothes; refrigerated cabinets for storing shopping baskets and so on; and showers, wash basins, changing and powder rooms with full-length mirrors and

electrical points for shaving and hair-driers and that sort of thing.

"One definite plan is for a conference room in the amenities area which will hold 25 or 30 people sitting round in comfort or up to 100 people sitting in a cinema-type formation. This room will have projection and amplifying equipment.

"We are going to have space for about three shops, and we hope you will be helping us to decide what sorts would be the most useful — remembering that the Lenton Industrial Estate is some way from any shopping area.

"They could be, for ex-



About Peter Mercer

PETER MERCER, manager at Stirling, is a founder-member of the Horizon Group.

After service in the Royal Navy and reading Law at Oxford, he joined Player's in 1958 as a trainee.

At the end of his training course he held a number of appointments in the pipe factory and later in No. 3 cigarette factory. During this time he visited the

leaf-growing areas of the United States and Canada, and went to India on a company project.

Prior to his present appointment he was an assistant to the production manager.

Fond of all forms of sport, particularly cricket and rugby football, he has played cricket for Player's and is chairman of the football section.

He is a keen theatre-goer and is married with two children.

● One of the amenities suggested for the new factory is a concourse of shops. Here we show an impression of what such a concourse could look like.

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"Our biggest concern, however, is that we do not commit ourselves in detail until we know your views.

"Well, how are we going to find out what you want? There are, of course, the consultative committees which I'm sure are going to be a tremendous help.

"There is also the newly formed Radford Design Group which has been doing some good work, and I very much hope that this group will be expanded in size and scope so that more of the many excellent ideas that people have about decoration, facilities and amenities can be built into Horizon.

"And not only into Horizon. Don't forget that factories and offices at Radford will continue to operate — and we are very anxious that when the move takes place, leaving more space available at Radford, we shall be able to build in at least some of the good conditions which will be found at the new factory.

"Indeed, as you know, we have already made a start on this at Radford and we shall be continuing to do so.

"We want to look at this whole question as a Player's operation, not just a Horizon factory one.

"All the time, we have been planning and talking about the future of the company and everybody in it — and that, of course, includes Stirling.

"I'm very glad to be supported by a contingent from Scotland, because Stirling is very much part of our plans and I have a personal interest in seeing that it stays that way!

"I said at the beginning that we had done quite a lot of research, and it's true that we have. We all have some experience of the type of amenities that people want, but we thought we would go outside to get expert help in seeing what industry as a whole was thinking and doing, so that we didn't miss out on anything.

"So we asked the help of Loughborough University and they called in the Institute of Social Research and eventually produced for us a very long report. This report gave us some very interesting background on the sort of surroundings in which people like to work to-day, as evidenced by what is happening in more progressive industries round the country.

Outstanding

"So there it is. We have seen that our aim is to make Horizon an outstanding factory from a functional and architectural viewpoint. At the same time, the success of the factory must depend on the people who work there.

"We started in what I believe to be the right way, by thinking of the people first and then fitting working conditions around them — rather as Peter Foggo has shown you that the architects thought first of the function of the factory and then decided what it was going to look like.

"By doing this, I believe that we are going to have one of the best new factories in the world. Not just the most efficient, but one where people can feel proud and — even more important — happy to work in."



HORIZON

AN impression of the new factory by a Player's Post artist, based on the design which will now be submitted to the local authorities for detailed planning permission.

• We intend to make our new cigarette factory quite definitely the best in the world •

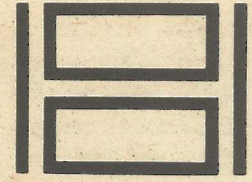
Mr.
R. A.
Garrett



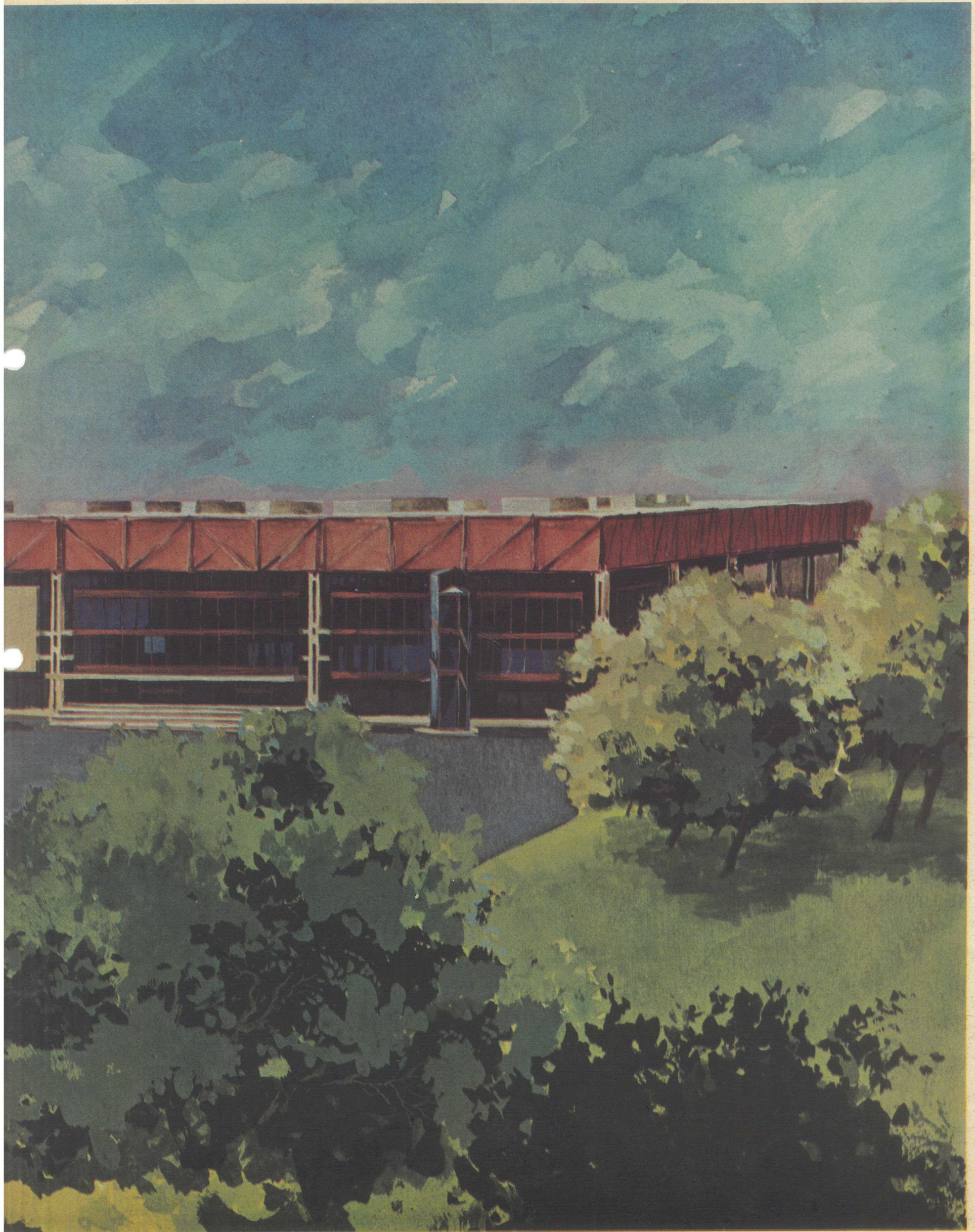
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N DAWNS



Horizon



Meet the four partners in Arup Associates

OVE ARUP, C.B.E., Hon.D.Sc., M.Sc., M.Eng.F., F.I.C.E., M.I.Struct.E., M.I.C.E.I., M. (S.A.) I.C.E., M.Soc.C.E. (France), was born in Newcastle of Scandinavian parents in 1895. He graduated from the Royal Technical College, Copenhagen, in 1922 and worked for Christiani and Nielson, first in Germany and then in England for ten years before joining J. L. Kier as Director and Chief Designer. In 1938 he formed the design and contracting firm of Arup and Arup Ltd. with his cousin. Leaving this in 1945, he founded the consulting engineering practice Ove Arup and Partners, and in 1963 he founded the firm of Arup Associates, Architects and Engineers.



Ronald Hobbs, B.Sc., M.I.C.E., was born in 1923. He graduated from Bristol University in 1943 and at the end of the war he joined Oscar Faber and Partners. In 1948 he joined Ove Arup and Partners. In 1961 he became a Partner of Ove Arup and Partners and in 1963 the Partnership of Arup Associates, Architects and Engineers, was formed.



Derek Sugden, M.I.C.E., A.M.I. Struct.E., A.M.Inst.W., was born in 1924. He studied engineering at Westminster Technical College, and worked for contractors and consulting engineers prior to joining Ove Arup and Partners in 1953. In 1963 the Partnership of Arup Associates, Architects and Engineers, was formed.



PHILIP DOWSON, C.B.E., M.A. (Cantab), A.A.Dip., A.R.I.B.A., was born in Johannesburg in 1924. His parents were British and the family returned to England in 1927. He served in the Navy during the war and after the war studied architecture at Cambridge University and the Architectural Association. In 1953 he joined Ove Arup and Partners and in 1963 the Partnership of Arup Associates, Architects and Engineers, was formed. He has been the external examiner at the School of Architecture of Cambridge University since 1964 and has been an assessor for both the Civic Trust and Financial Times awards for industrial architecture. He was awarded the C.B.E. in the 1969 New Year's Honours List.

LEADERS IN HORIZON DESIGN

THE ARCHITECTS commissioned to design the new factory are Arup Associates, a British firm, whose headquarters are in the West End of London. The firm is a Partnership of architects, engineers and quantity surveyors, formed in 1963 to provide a complete service for the total design of buildings.

A special management team carried out an international survey of architectural firms before selecting Arup for the project. Professor Arthur Ling, Professor of Architecture and Civic Planning at Nottingham University, acted as consultant.

Ove Arup, the senior partner in the practice and one of the early members of the modern movement in this country, founded his own consulting engineering firm—Ove Arup and Partners—in 1946. It was within this organisation that a group concerned with the total design of buildings grew up. The firm has just received the Queen's Award to Industry.

Expansion

Philip Dowson joined Ove Arup and Partners in 1953, and over the next few years the new design group was built up with the addition of other architects, engineers and quantity surveyors. In 1963 the group was formed into a separate Partnership under the title of Arup Associates, Architects and Engineers.

Since its formation the firm has continued to expand and now has a staff of about 125. The practice is organised into four groups, each of which has representatives of all the professions engaged in the design of buildings. The present Player's project is the responsibility of one of these design groups.

With the greatly increased complexity of modern buildings, Arups believe that this close collaboration between the professions is becoming more and more essential.

Much of the work of Arup Associates has been con-

cerned with new university buildings. Their reputation in this field was firmly established by the design of the Mining, Minerals and Metallurgy building at Birmingham University, which

quickly attracted the attention of other university authorities.

This led to further major developments for the Universities of Oxford, Cambridge and Leicester, as well as the

development plan and new buildings for the University of Technology at Loughborough. University work has also included many new buildings for colleges. Examples can be seen at Somerville,

Corpus Christi and Trinity Hall. On the industrial front, Arup's work includes such sophisticated buildings as the computer building for IBM at Havant, the factory labora-

tory buildings and offices for Smith, Kline and French at Welwyn, a new warehouse for Penguin Books at Harmondsworth, a factory for York Shipley at Basildon, and factory development at Duxford for CIBA.

Other representative work includes the Point Royal High Flats at Bracknell and a swimming pool of advanced design at Walton-on-Thames.

An unusual assignment, and one dear to the heart of music-lover Derek Sugden, one of Arup's partners, was the conversion of the Maltings at Snape in Suffolk to a concert hall.

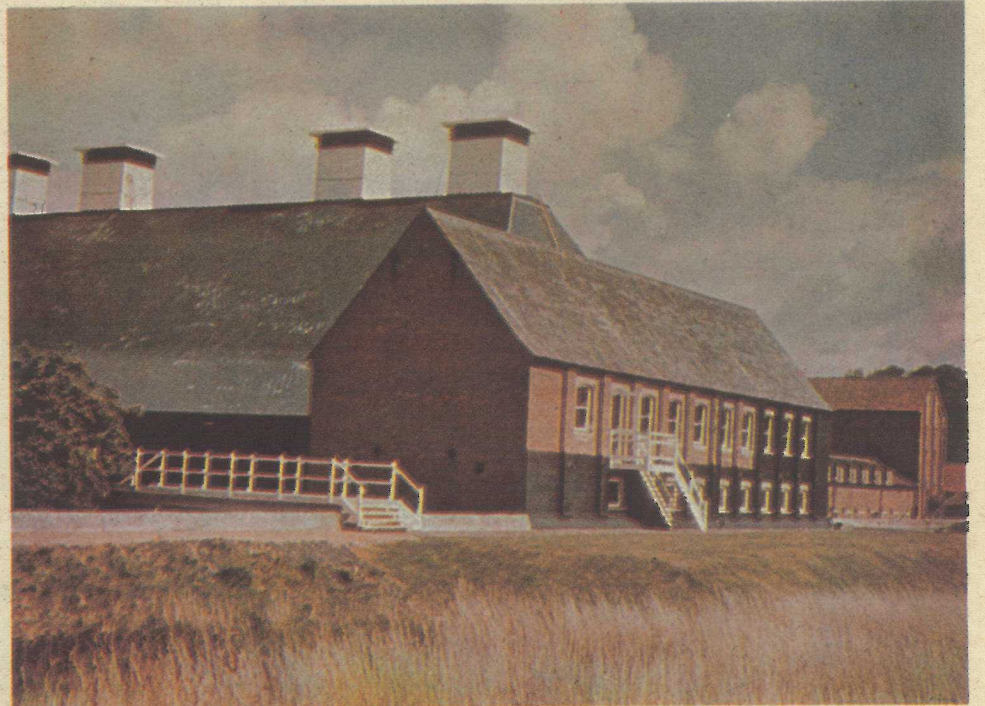
Successful

The original purpose of the Maltings, as its name implies, was to produce malt by the germination and fermentation of barley. Arups felt strongly that the whole conversion both inside and out should retain the character of the buildings and preserve as much of the existing structure as possible.

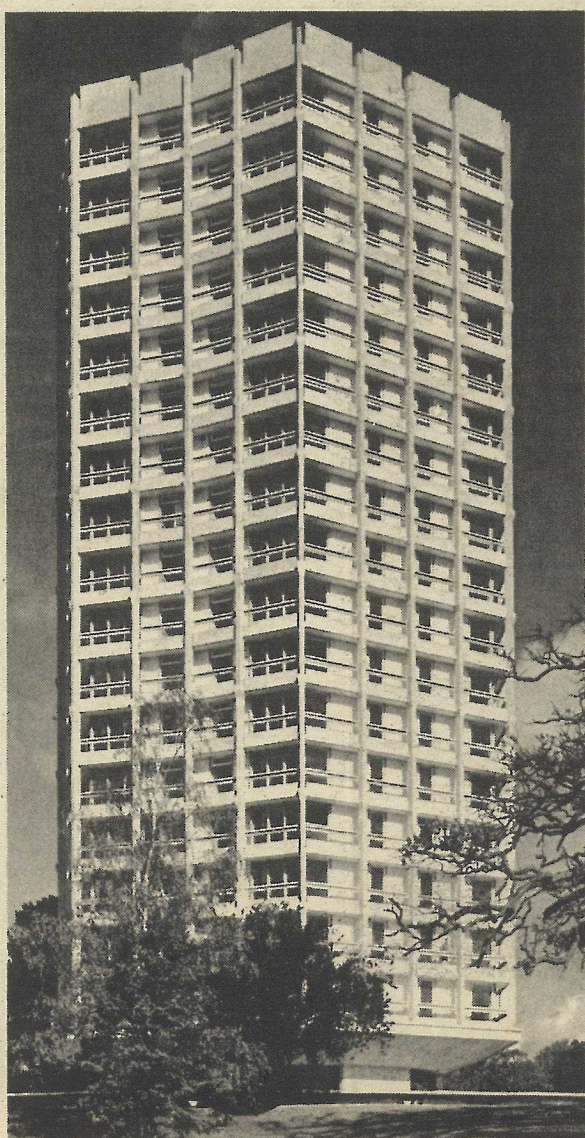
The result was so successful that Arups later received many enquiries about possible conversions to similar buildings in other parts of the country.

The Hall was opened on June 2, 1967, by H.M. Queen Elizabeth and H.R.H. the Duke of Edinburgh. At the opening concert Benjamin Britten conducted his new overture, "The Building of the House."

Famed now as the home of the Aldeburgh Festival of Music and the Arts, the converted building is also widely known to television viewers as the setting for the programme, "Jazz at the Maltings."



The Maltings concert Hall at Snape, Suffolk.

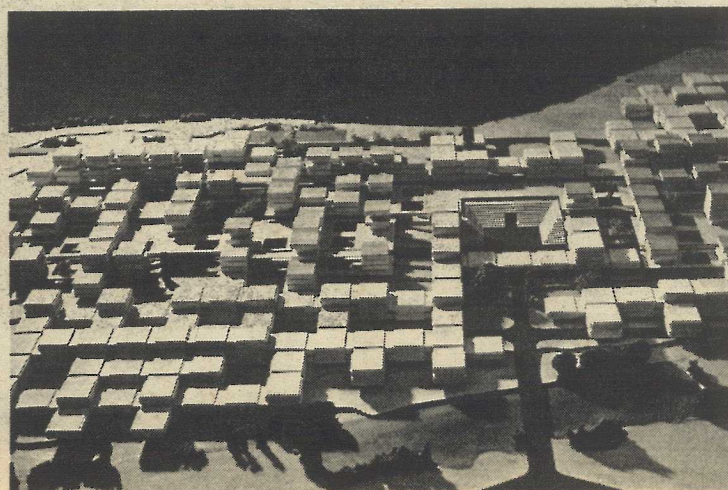
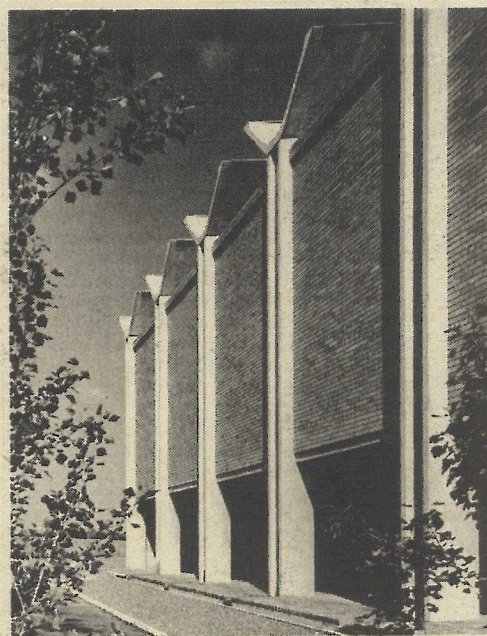


ARUP AT WORK

The Point Royal High Flats at Bracknell.

A new warehouse for Penguin Books at Harmondsworth.

A model of part of the development plan for the University of Technology, Loughborough.



Horizon takes shape in drawing office

● Arup's design team at work on the Horizon project. Each group has representatives of all the professions engaged in the design of buildings.



SOLVING A THOUSAND DESIGN PROBLEMS



ARUP ASSOCIATES WERE ASKED BY PLAYER'S TO DESIGN A MODERN FACTORY WHICH WOULD ACCOMMODATE THE CHANGING NEEDS OF MACHINE LAYOUT, SERVICES, COMMUNICATIONS, RAW MATERIALS, TRAFFIC, CAR PARKING AND SO ON, AND, MOST IMPORTANTLY, PROVIDE THE BEST POSSIBLE ENVIRONMENT FOR PEOPLE TO WORK IN.

"This is a very difficult problem," said Mr. Peter Foggo, of Arup Associates, in his presentation, "because there is often a conflict between the requirements of people and machines.

"Only too often, factories in the traditional sense cater mainly for the needs of machinery and services. But in our brief we were told to provide as a main priority the best working conditions and surroundings for people, while at the same time allowing for flexibility of production.

"The brief also said that the building should be an outstanding example of architecture, and should be able to cope with the problems of high noise levels, extremely heavy floor loads, special air conditioning, and the needs to have services readily available in all parts of the building.

"The site, on the Lenton Industrial Estate, is immediately to the north of Thane Road. The Beeston Canal makes the east boundary and the first part of Bull Close Road the west boundary. It is close to Clifton Boulevard which gives access eventually to the M1 Motorway.

"The whole area of the site is about 45 acres, of which 30 are ready to build on. The rest is scheduled to be ready within the next five years. If, after that, more land is required in the future, a further 14 acres or so have been granted to Player's on option.

"Let us now look at the basic principles upon which the design of the building is based. I have already mentioned the requirement of the brief for a flexible building, so that the first problem was to identify the immediate specific needs and the areas of likely future change. It was decided early on to concentrate on the problem of designing a unit of factory

which would fulfil the requirements, and which could then be multiplied to make as big a factory as required.

"Although there was some thought originally for a single storey factory, this has not

been possible on the site available, by the time needs of roads, docking areas, car parking, landscaping and so on have been taken into account. So a factory on more than one storey is essen-

tial. "The proposal, then, is for a unit of factory, about 100ft. square, which can be added to on any side to make a factory of whatever shape is required. It is like a sandwich with a

ground floor, a section for all the production services; on top of that is the main production floor; above that again is the area below the roof and above the ceiling which will accommodate the building's services, as distinct from the production services.

"The internal planning of the production departments has been arranged almost entirely by the Horizon Group, who tested the concept very thoroughly.

"The ground floor accommodates the Primary department, the loading and unloading docks for engineers and offtal departments, and the despatch department.

"The main production floor will accommodate engineers, stores, making and packing areas, collation, and the upper part of despatch.

"There are two types of what we call amenity areas. Firstly, there are the relaxation rooms, lavatory and washing areas, on the production floor; and secondly, a central area which will have shops, restaurant, some offices, a medical centre, and the central locker, wash and shower areas.

"However, at this stage plans for the amenity areas have been left open for discussion as much as possible because the Horizon Group want the people who are going to work in the factory to be consulted about what amenities will be provided.

"When you realise that the production floor is about 360,000 sq. ft., or the equivalent of about six good-size soccer pitches, you get some idea of the scale of the building.

"To some extent the shape and size of the factory, and the need for room to expand, pre-determined the position of the building. A major factor, however, is the consideration of the flow of traffic in the site. Service traffic will enter from Bull Close Road, and

domestic traffic from Thane Road.

"A survey has been carried out to discover how traffic will build up during rush hours, especially in relation to the traffic which will be generated by Boots, who also have an entrance from Thane Road.

"Parking areas have been based on a predicted number of about 1,000 cars in four or five years from now. This represents the total car parking requirements for two shifts, although, apart from the period of shift change over, only half of the parking spaces will be used at any one time.

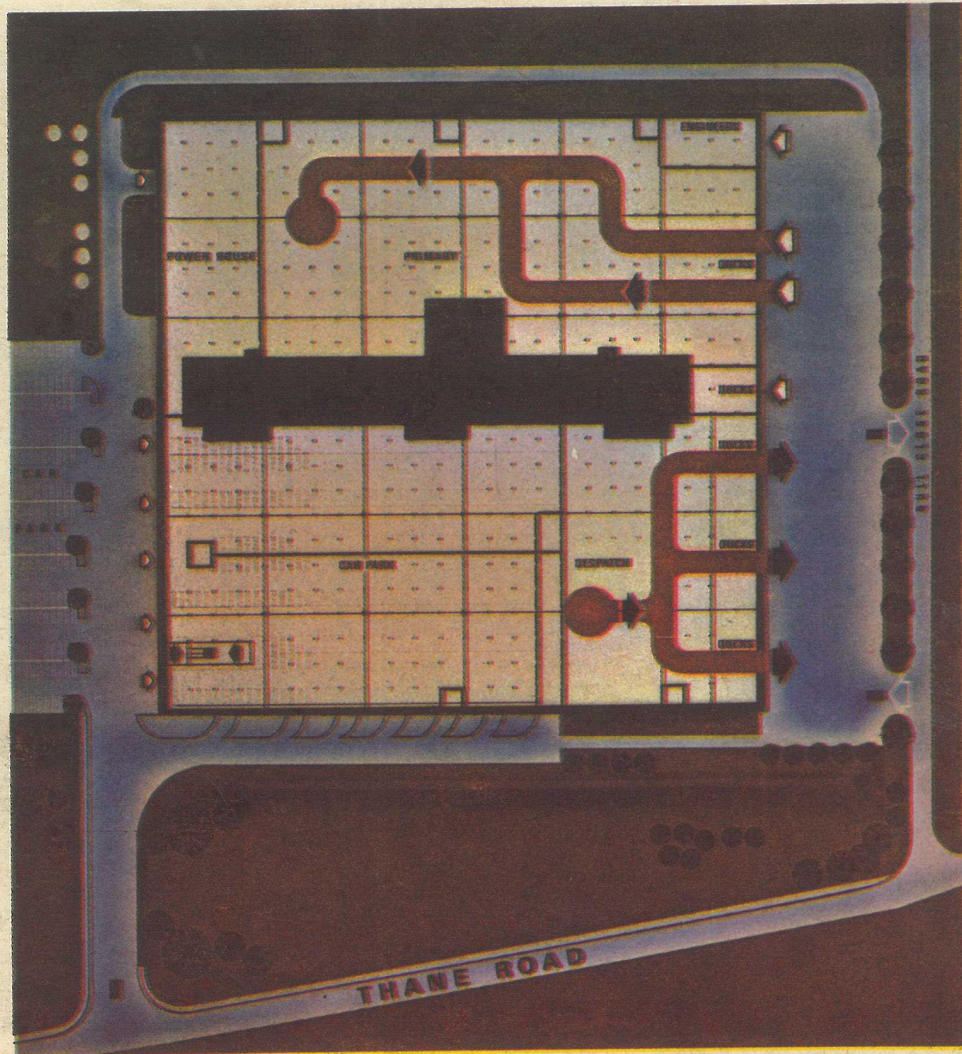
"The present plan allows for about half of the cars to be parked under the building, and the other half on an outside area to the west of the building, adjacent to the main entrance.

Important

"Landscaping, of course, is another very important part of the final design, where we would like to consult closely with people who will be working in the new building.

"A lot of work was done to find out whether people like to have windows in their working areas or whether they find them distracting. Windows were eventually included in our brief, firstly so that people inside could see whether it was light or dark, sunshining or raining, and secondly so that they could occasionally go and have a look out.

"There are many other details, of course, that have had to be considered, such as air conditioning, electricity supplies, communications, loud-speaker systems, and so on, but in this very short time I have tried to give you an outline of some of the major problems which have had to be considered in planning this factory."



● The ground floor plan of the proposed new factory. Main production will be on the floor above. The present No. 2 factory ground floor area is superimposed in black to show relative sizes.

STIRLING HAS A VITAL ROLE

THE decision to go ahead with Horizon does not mean that the role of Stirling will be in any way lessened. On the contrary, it is planned that Stirling's output will be expanded so as to play a more vital part in the company's future production plans.

Double day shift working, for instance, has been operating successfully at Stirling for many years, and the experience gained in this field by both management and employees will be of real practical value to the Lenton planners.

But it is as a "proving ground" for the latest in modern machinery and production processes that Stirling will truly come into its own.

By employing these new techniques for the first time, the Stirling factory itself will be forging ahead in the cigarette-manufacturing world.

The factory cannot help but reap many benefits and its own future prosperity will be fully assured.



About Mr. Paul Taylor

PAUL TAYLOR, Primary Development manager in Research and Development and assistant secretary to the Board, was educated at Framlingham College, Suffolk, joined the Army in 1951, obtained a National Service Commission and served in Malaya and Trieste.

With the British-American Tobacco Company from 1954, he trained in Liverpool and London, and served in Production Management overseas from 1956 to 1963 in Hong Kong, Malaya and South Vietnam.

Joined Player's in 1964, since when he has concentrated on primary matters, travelling widely in U.S.A., Canada and Europe.

Married, with two children, his hobbies include golf and rough shooting.

ODE TO LENTON

O ancient and honoured fields of Lenton
Where in my wasted youth I played so hard,
What is this wondrous site I see before me
Close to the busy Clifton Boulevard!

Can it be true that this will be the spot
Where hordes of hairy workmen will descend,
To sweat and swear and lean upon their shovels
And see the thing through to its bitter end?

O stirring thought! To see the portals rise
As Phoenix from the ashes did of yore:
To walk amazed within those hallowed precincts
(With much better amenities than before).

But when the hosts have come and then departed,
I beg you pause, dear friends, lest we forget
To what the Monument has been erected—
The future of the Player's cigarette.

Anon.
(circa 1969)



● Taking part in a discussion before the Horizon presentations are (left to right) Mr. Paul Taylor, Mr. Tony Davies, Mr. Peter Foggo, Mr. Christopher Bosanquet and Mr. Peter Mercer.

WORLD'S MOST MODERN PROCESS

MACHINERY AND PROCESS development for the new factory is now well advanced, and every effort is being made to ensure that the process, as well as the factory, is "the best in the world."

In his presentation, Mr. Paul Taylor, primary development manager in research and development, spoke about the way it was proposed to use the new building.

"For practical purposes," he said, "we have two main floors, ground and upper production. On the ground floor we have the main entrance in the amenity block and a covered park for some 400 cars.

"On the east side of the building we have all the docks, including those serving the primary department, and the primary itself, culminating in a stowed tobacco storage area, using silos.

New System

"Tobacco will be pneumatically transferred on demand from the storage silos to the making machines, using a new system which is currently being developed in No. 3 factory.

"Moving on to the upper production floor, we have the making and packing departments, with machines linked by a tray transfer system, which is also under development.

"Packets of cigarettes will be pneumatically transferred from the packing machines to a centralised parcelling, collation and case sealing area next to the despatch department. All of this floor will be served by a central stores area.

"I would like to say a word about these pneumatic conveying systems. Using air to

convey materials is not new, and is currently used in some parts of our existing process.

"Many of us believe, however, that the true potential of this type of system has not yet been fully realised, as it is extremely fast, clean, flexible and rather surprisingly gentle on the material being handled.

Under Test

"Machinery and process development aimed at the new factory is now well advanced, any many of the ideas that will eventually be installed at Lenton are under test in our existing factories.

"I have already mentioned one example, and the process control computer, now being installed in No. 3 factory, is another.

"Primex 3, as this project is known, and all the other work that is being carried out, should ensure that our process, as well as our factory, is the best in the world.

Minimum

"Returning to the general layout, the despatch department stock storage area has been planned with the aid of consultants, Urwick Orr and Partners, and will be able to handle large stocks with minimum effort and expense.

"The floor is at ground level, but part of the department extends upwards some 46 feet through the service void and upper production floor. This allows very tall



● A view of part of the process control computer now being installed in No. 3 factory.

storage systems to be used, thus saving floor space.

"The slitting and centralised offal collection area and part of the engineers department are also sited on the upper production floor.

"As I said earlier, all the docks are grouped together, and the whole problem of traffic flow is being discussed with the local authorities and

with our future neighbours, Boots.

"The number of private cars on the road is expected to increase considerably during the next few years, and the facilities that will be required to deal with them is one of the many questions that are being considered by the Horizon Group when looking into the whole area of amenities at Lenton."