

HISTELEEC NEWS

NEWSLETTER OF THE SOUTH WESTERN ELECTRICITY HISTORICAL SOCIETY

Web Site : www.swehs.co.uk

No. 53

APRIL 2013

SOCIETY TITLE CHANGE

At the AGM last year, a suggestion was made to change the title of the Society since 10% of the membership lived outside the South West and also our sponsor was now operational in both South Wales and the Midlands. The committee considered all the ramifications of a change and in the end decided not to go-ahead. It was however decided to expand the committee to encourage other members to take a more active part.

19th ANNUAL GENERAL MEETING

The 19th AGM of the Society was held on 23rd March at the WPD Training Centre in Taunton in the morning and was attended by some 40 members and friends. Chairman David Hole opened the meeting and gave his report on the activities over the last year. Chris Buck presented the Annual Accounts on behalf of the treasurer, which showed that the Society was in a healthy state with £5,775.93 net balance. The proposition as above to expand the committee was approved.

The big news of the election this year is that the Chairman has agreed to do a fourth term, which is unprecedented, but most acceptable as he is very popular. The rest of the committee were voted in as last year and we were delighted to receive one nominee from the floor that of John Dike; he is most welcome :-

Chairman : David Hole
Vice-Chairman : Chris Buck
Treasurer : Clive Goodman
Secretary : Peter Lamb
Committee : Roger Hughes, John Gale,
Marcus Palmen, David Hutton, Keith Morgan,
John Ferrier, David Peacock, David Cousins,
& John Dike.
Ex-officio Memb. Secretary : Paul Hulbert
Hon. Accounts Certifier : David Legg

See report on page 2 for the after lunch talk.

CAIRNS ROAD PREMISES

You will be pleased to know that we have recently completed a new lease with Western Power Distribution for a further ten years at a peppercorn rent. Also with the acceptance of the Cornwall Electric Power Company archival material from Eric Edmonds, which was large including 10 files; we have bought a new storage cabinet. Another purchase has been a new off-peak storage heater for the Museum, since one of the four heaters has packed up. We have been tackling the heater over recent months to try and get it working by putting in a new thermostat, but unfortunately all our efforts failed.

HINKLEY POINT NUCLEAR POWER

Hinkley C with two new reactors has been given planning permission at last.

ENERGY BILL LATEST

This Bill is still being debated in Parliament. It is the committee stage and has yet to go to the House of Lords. This is a long haul since the Bill was completed in basic format in November 2012 and therefore could be changed en route through Parliament. This Bill will put in place measures to attract the £110 billion investment which is needed to replace current generating capacity and upgrade the grid by 2020, and to cope with a rising demand for electricity. It is designed to provide stable and predictable incentives for companies to invest in low-carbon generation and includes an Emissions Performance Standard (EPS) designed to limit carbon dioxide emissions from new fossil fuel power stations. There is also a swathe of other complex investment incentives.

Whilst the arguments continue with this Bill, Siemens, Alstrom UK, Mitsubishi and other major companies who employ thousands of people in the British energy sector, say that lack of decision making is causing them to reconsider their position for investment in the UK. The Unions aren't too happy either with Prospect saying that the Government's market reforms are complex and lack vital detail!!

LATEST SEVERN BARRAGE NEWS

A group of businesses and supporters have set up a group to research the Severn Estuary for smaller ways of harnessing the water power of the River without creating a barrier across the estuary. They have been given some unintentional backing by the Energy Minister who has ruled out any assistance in developing the Severn Barrage, until any developers can demonstrate that they wouldn't disadvantage the Port of Bristol.

OFGEM WARNING

It must be serious when Alistair Buchanan, Chief Executive of the energy regulator Ofgem, warned in a speech in January that falls in Britain's power production could jeopardy supplies and lead to more energy imports and customers paying more. His stark reminder came about since Fawley Oil-fired Power Station had been brought into service to cope with a Winter peak and that next Winter it will not be available. Within three years we will see the reserve margin fall from about 14% to about 5%, which is uncomfortably tight!

ANNUAL LUNCHEON REVIEW

On a surprisingly lovely day on 26th January, (weren't we lucky!) 46 members and friends descended on the Devon Hotel south of Exeter with six people having dropped out in the few days before due to illness. It was a jolly occasion and the food provided by the hotel was exceptionally good and the service was immaculate. Many of those north of the territory hadn't heard of Shelter Box, the speaker's subject, but Virginia McGregor was a first class speaker and proceeded to explain the details of a worthwhile charity.

Shelter Box was established in 1999 in Helston by Tom Henderson to send much needed supplies to devastated areas around the World. Tom started researching the idea, sourcing equipment and twisting arms to get the project off the ground. His persistence paid off in April 2000 when Shelter Box was launched and the Rotary Club of Helston-Lizard in Cornwall adopted it as its millennium project. Little did they know that it would become the largest Rotary club project in the world, with an ever-growing number of international affiliates. The initial project was for earthquake victims in Gujarat, India in January 2001, where they were able to send 143 boxes. Over the next three years the project matured and by the end of 2004 nearly 2,600 boxes had been dispatched, following 16 major disasters.

The speaker had brought a typical box and its contents for display. The contents were considerable including, tent, thermal blankets, insulated ground-sheet, gas stove, cooking utensils & saucepans, tools, drinking mugs and a children's pack. She said the boxes and contents cost between £400 & £500. The members were impressed so much by this unusual charity that their donations at the end amounted to £185.70. Chris Buck in thanking the speaker compared the contents to the camping gear required by boy scouts recalling his youth, which was a very good parallel.

Peter Lamb

NISSAN ELECTRIC CAR

Nissan is due to begin production of its electric car called the Nissan Leaf in April this year in Sunderland. They had big plans for this venture at 50,000 a year, having been handed a Government grant towards the project, it being Great Britain's major venture into this field, but they are intending to cut back their programme drastically because of the lack of charging points in the Country, which inhibits the sales. I would think the price would inhibit the sales since they are twice the price of a similar sized petrol car and I have no idea how much it costs to charge them or how long. The Leaf will have a range of 124 miles between charges. The Government has stated that there are now 2,866 charging points installed with 1,018 in London. I have seen two at Bristol's Long Ashton Park & Ride car park, but I have never seen anyone use them yet!

However it might appear trawling through the internet that this is going to be driven by private initiatives, since there are a number of firms installing charging points for individuals, such as Mr Eavis of Glastonbury Pop Festival fame. I guess he can afford it!!

REVIEW OF THE AGM TALK

"Good Friday, 11th April 1941- A Hard Night for Bristol Corporation Electricity Department"

John Dike's splendid presentation followed the Taunton AGM on Saturday 23rd March. This eagerly awaited event did not disappoint the large number of members and guests present. It cleverly incorporated snatches of rare film, music and sound effects.

John set the scene by explaining that early in the war a Regional War Cabinet was set up in Bristol, with a General in charge. A Control Centre was set up at Cairns Road with telephone links to Temple Back GS and to Feeder Road GS. There was an Air Raid Precaution Centre at 55 Broadmead, and John showed a B&W photo of it, complete with its' ARP sign. We were amused to hear that when a war artist was taken there to record the interior, he had to be blind-folded!

During the blitz on Bristol thousands of high explosive and incendiary bombs were dropped on the city, killing 1300 citizens. John showed an example of an incendiary bomb from his table of artefacts. German bombers were equipped with air-photo maps taken over Bristol before the war, with strategic targets, such as power stations, railways and factories high-lighted. Rare film taken inside a German bomber during a raid was shown, and John commented that the bombers always seemed to have a brass-band on board!

He then described the events of Good Friday 1941. On that fateful day 98 aircraft dropped high explosives, together with 30,000 incendiaries. Bill Dorrington and Caddy Blackett used a ladder to rescue electricity system maps from the burning BCED offices in Colston Parade. Bill then went to Temple Back GS. While he was there bombs fell very close by, sending glass and debris showering onto the rotary converters. They started to slow down and Bill realised the HV ac supply from Feeder Road had been lost. He went outside to discover that the Ha'penny Bridge had been demolished and many cables severed.

Apart from massive damage to the BCED network, the Tramway GS had been isolated from the tram system. This proved to be the end of the Bristol trams! John's talk was very interesting, very sad, but with flashes of humour incorporated.

A few older members added their own wartime experiences and we all came away with the thought, "I'm glad I was too young to be working during that mayhem." Our senior electricity colleagues did so well in those awful times.

John Haynes

NEW CAR POWER SYSTEM

Peugeot Citroen has developed a new system of powering cars called Hybrid Air – yes, running partly on air!! Under braking conditions the car's wheels power reverse drives in its gearbox, which in turn drive oil pumps that compress air held in a long cylinder that runs from bonnet to tail under the vehicle. The energy so stored during compression is then used on its own or in combination with petrol to power the vehicle.

LONDON UNDERGROUND UPDATE

The December 2009 Histelect News (No 43) supplement outlined the history of the London Underground and its electrification. The first line to be constructed ran from Paddington to Farringdon via Baker Street and was constructed by the 'cut and cover' method, i.e. sub-surface as opposed to a deep-level bored tube. This was the first underground railway in the world and started operation in January 1863. So this last January was the 150th anniversary of the London Underground and to mark this significant milestone a number of special events are planned throughout 2013, details of which can be found on the London Transport (LT) museum website (ltmuseum.co.uk). On the anniversary day a re-creation of the original service was run, using period carriages headed by preserved Metropolitan steam locomotive No 1. The train was backed up with a preserved 'Metro-Vick' electric loco. One of the carriages, a 1st class saloon, had been fully rebuilt at the Boston Lodge works of the Ffestiniog railway, having been recovered in a very dilapidated condition following use as a garden shed for many years. Videos of this major restoration project and the steam runs on the anniversary day can be found on the LT museum website. The steam runs are shown alongside normal service trains, including one of the new 'S8' trains recently introduced to replace the Metropolitan line 'A' stock which had come into service in the 1960s at the time of the final stage of Metropolitan line electrification between Rickmansworth and Amersham/Chesham, coupled with widening from 2 to 4 tracks from Harrow to Moor Park (see Histelec News supplement No 43 for further details).

Farringdon station, one terminus of the original line, seems to have maintained its place as an important transport hub in the development of London's railway system. It is a station that I came to know well during my student days in my daily commute from the north-west London suburbs (metroland) to college - the present day City University. The re-opening and electrification of the line through Snow Hill tunnel, between Farringdon and Blackfriars, in 1988 made it possible to run through trains from south to north London (referred to as the Thameslink line), with Farringdon becoming an important interchange with the London Underground. The introduction of this cross-London service had to cope with two different electrification systems, south of the river being 750 V d.c. third rail and north of the river the modern 25 kV a.c. overhead conductor system. Thus special dual-voltage trains operate on this route and Farringdon is the station where the power changeover takes place i.e. the pantograph is raised for northbound trains or lowered for those proceeding southbound.

Currently work is underway on the construction of a further station at Farringdon, adjacent to the existing one, as a part of the new cross-rail line to provide through running between the east and west London suburbs. By the end of this decade Farringdon will probably represent one of, if not the most important London rail transport hub, providing access to towns in the commuter belt north, south, east and west of London as well as to the Underground system itself. *Chris Buck*

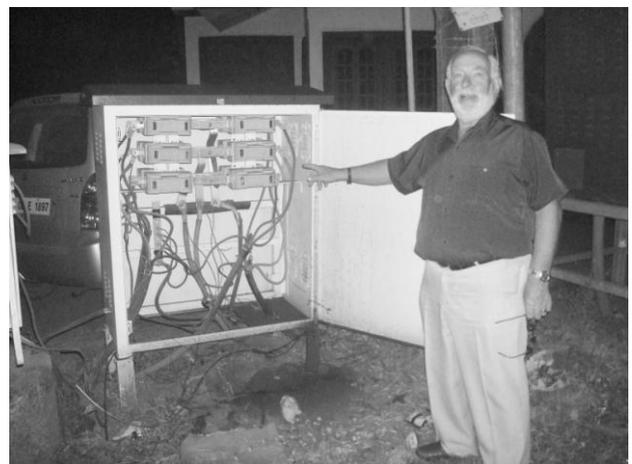
BRUNEL'S OLD STATION

When the Empire and Commonwealth Museum left Brunel's old station building (originally built in 1842) at Temple Meads, Bristol a few years ago it was left empty with no useful task for it in today's world. In mid-March, that has all changed with the City Council purchasing the freehold. A new group will move into the building known as the "Engine Shed" called "Invest in Bristol & Bath". The title suggests that it is a regeneration project driven by a partnership of the City and the University of Bristol, with companies set up by the University taking residence there. It will be managed by Bristol SETsquared, a business organisation of the University and will try to redevelop and regenerate business around Temple Meads, which is a designated enterprise zone.

NEW LMS BOOK

by Member **Graham Warburton**

I write to advise you that my book "Wartime LMS" has been published and covers the many problems faced by the London Midland and Scottish Railway during WW2. The LMS was at its inception the largest company in the world that ran trains from Wick to Bournemouth and Liverpool to Goole. It owned almost 10,000 locomotives at one time, 250,000 employees, 19,000 miles of track. 25 hotels (the largest hotel chain in the world) had 66 steamers, some 8000 horses, operated airways and in addition had interests in bus companies such as Crosville and North Western etc. Four folding maps of the LMS system are included. The book deals with pre-war preparations, ARP, politics, evacuation of staff, children and Dunkirk, bombing (the first bomb to fall on LMS property was the Bristol loco shed), snow, damage caused by aircraft other than the Luftwaffe, train accidents not related to enemy action, the press and the staff etc. The book is published by Noodle Books (Ian Allan) and retails at £30 although if any members are interested a discount can be arranged.



ROGER NECK IN INDIA

The above picture was taken in Majorda in Southern Goa, whilst Roger and his wife were out walking in the evening. The door of the pillar had been left open exposing bare wires connecting up the sets of fuses.

SMART METERING LATEST

An article in the January 2013 Engineering & Technology magazine, published by the IET, highlights concerns regarding the standard of workmanship associated with the installation of new meters under the government-driven smart metering programme. Energy suppliers will be responsible for replacing over 53 million gas and electricity meters. The main roll out of the new smart meters is expected to start in 2014 and be completed by 2019 and suppliers apparently are being incentivised to install as many as they can and as quickly as possible. That alone could be a recipe for disaster!

There have already been reports from the States and Australia of fires associated with the installation of smart meters and problems are starting to emerge in the UK as some companies have already installed a few on a trial basis. Those of us who had an involvement with metering during our ESI careers will appreciate that there is plenty of scope for something to go wrong or for a safety issue to get overlooked, not forgetting aspects relating to the illegal abstraction of electricity. One problem manifesting itself concerns inadvertent loosening of the meter tails into the consumer unit main-switch when the tails are displaced during the meter change.

As all engineers know this is likely to be compounded by the fact that screw connections onto copper conductors may slacken with time due to metal creepage. In days of old when we employed meter fixers, they were our eyes and ears at the customer interface. They were trained not just to fix meters but to check supply polarity, earthing arrangements, PME labelling and, of course, look for any evidence of meter tampering. They were authorised to break cut-out seals to facilitate isolation of the incoming supply to enable the meter change to be carried out dead.

The smart metering programme will require the recruitment of many additional staff, not necessarily with an electrical background, specifically to undertake this giant task. No doubt training will be provided but will this be to a common standard, validated and cover peripheral issues such as mentioned above. One is left with the thought of how long will it be before someone suffers a disabling flash-over injury as a result of a failure to isolate the supply before changing a meter or causes a house to burn down because of arcing resulting from loosened connections. Is this really what we call progress?

Chris Buck

GRID CHALLENGES

The IET had an interesting article about the Grid System in one of their journals last year. Basically the article was about the need to change the Grid to cope with the new landscape of generation with increasing renewable energy sources of wind turbines and solar panels etc., scattered around the system and sub-systems. The Grid as we know it was designed to cope with major generation sources with power flows in one direction. The majority of the monitoring facilities of these power flows are only designed to measure in one direction, so there is a need for these to be updated. On the lower voltage levels, WPD have a specific group monitoring these changes with a view of managing the system better in the future.

GENIUS OF INVENTION

I hope you all watched the 3 programmes on the Genius of Invention (BBC2) at the end of January, since the first programme included the early days of electricity in the UK, and was screened from Drax Power Station. When we came to dealing with Parson's turbines, we visited the Newcastle factory to see steam turbines still being made there but sadly by Siemens. Who won the war, I wondered?

ROYAL INSTITUTION

I guess we should be backing the saving of the Royal Institution building in Mayfair, London where Michael Faraday demonstrated the principle of the first electric motor. It seems crazy management that they have run up a huge debt by spending £22 Million on refurbishing the building and then their only remedy for a financial recovery is to sell the building. It seems that the refurbishment was intended to be financed by the sale of neighbouring properties, but of course that robbed them of their income. Naturally many scientists are mounting a campaign to stop the sale in order to rescue the building. One of the options is for the Royal Society and the Royal Institution to merge thus the RS picking up the debt. The latest news on this is that some kind soul has donated £4.1 million anonymously, which will at least pay off the bank debt.

NUCLEAR FUSION

I have been interested to know what state the fusion research had reached for a long time and recently the IET brought us up-to-date. Research has been going on for many years to try to produce power or energy directly from nuclear fusion i.e. without introducing a boiler system to power rotating machinery. These ideas were first promulgated in 1958 with the Atoms for Peace Conference, but it was another 20 years before the Joint European Torus project (JET) was set up with a research centre at Culham in Oxfordshire.

There is considerable confusion between nuclear fusion, the coalescence of two nuclei, and the current energy derived from nuclear fission, splitting the nucleus. Fission reactions are much more complex than Fusion, but on the other-hand the latter doesn't produce any radioactive materials.

A scaled up version of JET is under construction in Southern France, it will be twice the size of JET with ten times the plasma volume to create similar conditions, which would be expected in any future fusion power station. Construction began in 2010 and is due to be completed in 2018 involving 39 buildings, of which only three are under construction now, a vast enterprise!

OLDBURY LATEST

Horizon Nuclear Power who own the site at Oldbury are pleased at last, since their design is being assessed by the Office of Nuclear Regulation. Horizon is now owned by Hitachi whose particular nuclear design is already in use in Japan, but for safe operation here needs a Generic Design Assessment, which is a rigorous and demanding process.

MIKE WREFORD'S REMINISCENCES

The Okehampton Branch of the SWEB with its Offices at 29 Fore Street Okehampton, and large workshops and a dedicated staff of nearly 100 were lead by experienced Branch Manager C.E.W(Clem) White and I was privileged to be part of that team. In 1963/64 we had a Winter to remember and the conditions were such that the efforts of all the staff were needed to ensure the continuity of the electricity supply. Urgent repairs were necessary with poles snapping, high voltage and low voltage lines being brought down in dreadful conditions. The main and side roads were all blocked and abandoned vehicles made it even more difficult to clear, with the snow banks towering over the vehicles. This meant that the staff had to walk to many of the premises to restore the electricity supply.

I can recollect Engineer RT (Bob) Gale trudging to Bridestowe with a Gang to carry out repairs. It was such an arduous task as with every step, they sank deep into the snow, and were often walking on top of vehicles. Leaving early in the morning, they returned at 10.00 pm and were only able to complete the repairs by borrowing equipment from a builder's yard. Basil Jones and Digger Stoneman, electricians, walked to Belstone and with the snow so high at Tordown Council Houses, that they could look into the Bedroom Windows!!

Electricians Charlie Curtis, Ginger Voaden and Mike Phear were snowbound at Whiddon Down, and they left the vehicle at Whiddon Down, and walked back to Charlie's House at South Zeal for the Night. When they returned to Whiddon Down the following day the only thing visible from their Morris Van was the Wireless aerial peeping through the snow.

One Old Lady had her water pump and associated pipe-work frozen, leaving her without water, and many times Electrician Jim Bulley would struggle to the isolated cottage to get the pump working and restore the water supply, but not before he collected a packet of "Passing Cloud" cigarettes from Bassetts for her !! The last time Jim thanked her for the cup of tea she always provided and she remarked , "Its Ok I always kept the water from the hot-water bottle for your cup of tea". I am not sure whether Jim would have enjoyed it quite so much, if he had known that at the time.

A major problem in Okehampton was that many of the water pipes froze leaving people without any water, and installation Inspector Norman Yeo, with a type of welder was able to carefully thaw the service pipes and restore the water supply, although in some cases the ground was so frozen, that the following day the problem would reoccur. E Drew and Sons was a long established Drapers shop in Fore St (Now Lloyds) and without water faced closure. Mr Drew recollected from his youth hearing tales of a WELL in their Living Room at the Rear of the shop, electricians Bob Slee and George Martin, lifted the floorboards, uncovered the well, installed a Lee Howl pumping set, and connected the water supply to the shops storage tank and this ran for three months, with a good water supply and without a problem.

The Manager of the Chagford Sub Branch, Jack Mills was always one to improvise, and with so many isolated farms and premises without supply he borrowed a Farmer's Tractor and set about the task of clearing the snow with great efficiency. *Mike Wreford*



The Hoovermatic Twin Tub is one of the latest large acquisitions to the Museum.

WIND TURBINE DOWN

Anyone who is against wind turbines would be delighted to learn that one in Devon at East Ash Farm, Bradworthy collapsed in gusts of 50mph causing the blades to spin out of control and set fire to the massive ten storey high structure. Local residents were delighted since their local council, Torridge District Council have approved a second one.

WIND FARMS SUBSIDY

Managing wind farms has got somewhat farcical! They get subsidies to set them up, are given a subsidised tariff and now it would appear that they get paid by the National Grid to turn them off when electricity demand plummets or the amount of generation has increased beyond that anticipated. The problem is that with more wind farms coming onto the system when it isn't wanted, these payments will increase. It is the inflexible nature of the generation. If anyone ever invented a system of electricity storage, they would make a fortune!!

PROSPECT

Many of our engineering members are members of the Prospect Union which absorbed the old EPEA. They have been wrestling with political initiatives recently. Some of the topics discussed were the New Government measures to calculate inflation, i.e. those used to adjust pensions such as RPI, and opposition to the Single Tier Pension proposed from 2017 and many others, most of which seem related to pension matters.

TERRY HOLTOM PASSES ON

It is with deep regret that we have to report that member, Terry Holtom, died in February following a long, brave fight against illness. Terry was popular amongst all of those who knew him and will be particularly remembered for his involvement with the social lives of those around him at Torquay Local Office. He was passionate about his many, varied interests and was truly devoted to helping others. He really will be greatly missed.

BATTERSEA POWER STATION LATEST

The consortium developing Battersea Power Station collapsed last year in debt, which must have been a tricky situation for Robert Ticknell, son of member Bill Ticknell, who was in charge of the project. Many schemes have been put forward for developing the site and the winning bid is a £400 million scheme from two Malaysian developers. The good news is that Robert Ticknell has been reemployed by the new group in overall charge of the development. However local groups and architects say the scheme is not viable or suitable. The Battersea Power Station Community Group says that a Government grant is required to build an extension to the Northern underground line to the South Bank for the developments there to be successful.



BATTERSEA PIG

I was listening to Radio 2 one afternoon on the car radio and they were talking about a pig flying over Battersea old power station and to put it mildly I was perplexed. I looked it up on the internet and found the above photograph. It was headed "Iconic Porker floats above Battersea Power Station again to celebrate 35 years of Pink Floyd album". It seems that when it was first flown above the station, it blew away causing chaos with airliner traffic.

Peter Lamb

BLETCHLEY PARK

The latest news on the restoration of the Code-Breaking Centre is that work begins shortly on a £7.4 million project to restore the top secret Huts 6 and 3 where German Army messages were decoded.

ATOMISER!

Two atoms were out together and one turned to the other and exclaimed "Oh now I have lost an electron". The other replied saying "Are you sure?", and he replied "Yes I am positive".

WELCOME NEW MEMBERS

Stephen Miles and Chris Adams have recently joined us.

MEMBERS NEWS

Glyn England - Glyn has taken on the Chairmanship of a national charity, the Bayswater Institute, which is a social science body. He has also been interviewed about his vast life & career experiences by the British Library who are building up a vocal living library of a wide spectrum of British cultural life.

Chris Buck - Chris and his wife Anne have bought a caravan in Devon, Very convenient for our Devon meetings.

Mike Wreford/ Roger Hughes - Both gentlemen have had a fall injuring themselves but have made good recoveries.

Margaret May - We were sorry to hear that Margaret had had a serious operation in January, but she still managed to make our Annual Luncheon - a stalwart effort indeed!

Marcus Palmen - Marcus and his wife Glenys have had serious health problems, but are recovering satisfactorily.

John Redgrove - John, who left the Society a few years ago and being a founding member of the committee, was then having difficulty in getting around. He has had a stroke recently and has moved to a Care Home near his daughter in the Southampton area.

Peter Lamb - He turned 80 at the end of March making four members on the committee over 80!

John Gale - He has had a hernia operation.

FUNNY NAMES?

Do any of you live in villages with embarrassing names? Well someone has done a survey (it never says who!) and the most embarrassing place name is Shitterton with Scratchy Bottom coming a close second. Surprise, surprise, both villages are situated in Piddle Valley!! Third place went to Broken Wind in Aberdeenshire with Crapstone on Dartmoor fourth.

FOR YOUR DIARIES - COMING EVENTS

Note change of date for the September visit

Sat, 18th May VISIT TO COLYTON - A guided tour of Colyton in the morning, a pub lunch, followed by a historical tram ride in the afternoon.

Sat, 22nd June VISIT COTEHELE HOUSE - Meet at 10.30am for free-flow tour then lunch in NT restaurant, then afternoon visiting the Gardens and the Quay sites.

Tues, 24th Sept. AVONMOUTH & PORTBURY

DOCKS TOUR - Meet at The Priory Inn, Portbury at 10.00am to board coach for Avonmouth picking up guide at 10.45am for guided tour for 1 ½ hours. Return to the Priory for lunch.

Sat, 26th Oct. MEETING IN DEVON - "COLYTON TANNERY - the Last Oak Bark Tannery in

England", Lunch & talk at Nutwell Lodge Hotel, Lympstone with lunch at 12.00noon, Talk at 1.30pm.

Sat, 23rd Nov. MEETING AT CAIRNS ROAD - "JERSEY ELECTRICITY" - Talk by David

Padfield, Ex-SWEB at 2.00pm. David is now Director of the Energy Division of Jersey Electricity plc. Lunch beforehand at Westbury Park Tavern 12.00 for 12.30pm.

20th ANNIVERSARY LUNCH

Sat, 1st February - Castle Hotel, Taunton.

NEXT EDITION - This newsletter is produced every four months. Please send articles, photographs etc to :- Peter Lamb 35 Station Rd, Backwell, Bristol BS48 3NH Tel: 01275 463160 or lbampandv@btinternet.com

