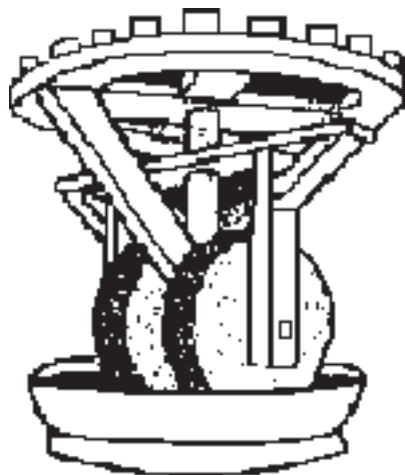


Touchpaper

The Newsletter of the
**WALTHAM ABBEY ROYAL GUNPOWDER MILLS
FRIENDS ASSOCIATION**

[a registered charity No. 1115237]



**DECEMBER
2009**

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PLEASE NOTE: Deadline date for submissions to the
next issue is 15th March 2010



Editorials

Welcome to what is not quite my last edition of Touchpaper. Although I am giving up producing it I will still be responsible for the content , so keep sending me the articles that you wish to have included. I will also write the editorial , but let somebody else do the hard work of production.

Please read the treasurer's message on page 3. It is very important that as many of you as possible renew your subscriptions and come to the AGM and Social Day.

Finally I would like to wish you all a very merry Christmas and a Happy New Year.

Malcolm Bergh



CHAIRMAN'S CHAT

Welcome to the December issue.

Regrettably, after early high hopes, visitor numbers overall were lower than last year, so next season please do come yourselves and encourage your friends to come as well. We need as many visitors as possible to help the company's financial situation.

Work has continued on the full scale model of a gunpowder mill in L157. Already it looks very imposing and it will be completed in time for next season. Visitors will be able to operate it by pressing a button. All credit for this goes to Dave Sims who has masterminded the whole thing. John Smith's model of the underfloor workings showing how power is transmitted to the mill from the beam engine will also be completed and on display for next season.

Following this issue Malcolm will be reducing his editorial workload. However please continue sending any items for publication to him which he will collate. Organising how they will fit in Touchpaper will be done by Michele Moore. Malcolm will then organise printing and distribution as before. Thanks to Malcolm for all the work he has done for Touchpaper. We hope the new system will work well.

With my very best wishes for Christmas and the New Year.

John Wright

WARGM Friends Association Social Day
Gunpowder Cafe
7 th May 2010 at 12 noon.
Preceded by AGM at 11am

This is a slight departure from our usual reunion and is open to ALL Friends “old” and “new”.

Programme

Buffet Lunch with tea, coffee and soft drinks

Land Train Tour (with Guide)

Model rocket motor firings (weather permitting)

Model Flying Saucers (weather permitting)

Cost £7

The number of attendees has declined considerably in recent years, which has meant that the bar provider has advised us that the event is not economically viable. Last year we had to pay for the license ourselves at a cost of £25. After a great deal of thought we have decided to dispense with a bar this year. Naturally, anyone who would like to bring their own drink(s) is free to do so.

We would like to stress that the “Friends” comprises many people who have never actually worked at WARGM during its operational period as well as veterans who have. Therefore, it is very important that as many members as possible attend to meet old friends and new.

The AGM is a necessary event and we would appreciate the presence of as many of you as can make it by 11am.

Daphne Clements
Treasurer/Membership Secretary

T.E. Lawrence and the Hejaz Railway

The South Site Guncotton Connection

‘ We were interested in the Hejaz Railway ‘ – so began a commentary written by Lawrence for the Royal Engineers in 1919 on his leadership of the campaign to destroy the Hejaz Railway – The Royal Engineers Journal, Vol. XXIX, No.1, January 1919. All quotations in the following are from this commentary.

A key element in Lawrence’s campaign against Turkish Forces in WW1 was the sabotage and eventual destruction of the infrastructure of the Hejaz Railway. Fundamental to this was the availability of effective explosives - self evident but often forgotten. This article elucidates the explosives employed by Lawrence and traces their origin.

The Hejaz Railway was built over the period 1900 – 1908 running from Damascus to the holy city of Medina. The toil involved in constructing it in searing heat over a terrain much of which consisted of shifting sands can be imagined. Its main commercial function was the transport of pilgrims and it became known as the Pilgrims Express. It symbolised Ottoman technical superiority and fulfilled an important strategic role in reinforcing Turkish rule by facilitating communication, transporting troops etc. With the outbreak of war this function became paramount.

The Railway was also known colloquially as The Iron Camel. It was an object of hatred to the Bedouin tribes. The provision of services to the pilgrims – camel transportation, supplies and goods for the arduous cross desert journey, was the principal source of their income and the Railway had made substantial inroads into it as many pilgrims opted for the soft technological option of the Railway.

When he arrived Lawrence therefore came to a situation of seething unrest. What he had to do was to unify and channel this resentment into a co-ordinated action which would further the interests of the British and the Bedouin – not an easy task when dealing with a number of tribes and factions given to mutual suspicion and feuding. However his task was aided by the neat dovetail of the British strategic aim of destroying the main Turkish war transport artery and the Bedouins’ aspiration to eliminate the source of their economic woes and overthrow Ottoman rule..

What explosives did he use and what was their origin ? At this point we have to move forward forty seven years to an amazing piece of luck which lay in the forlorn remnants of the Hejaz. On December 4th.1964 an article appeared in the Times written by the Director of a consortium of British firms which had won a contract to examine the possibility of rehabilitating the Hejaz Railway. Prior to commencement of the work he undertook a journey over about 200 miles of the southern part starting about 20 miles north of Medina and the article was a description of this journey. After the first 8 miles, which took about one and three quarter hours, the party came across the first major destroyed bridge and here to their astonishment they discovered a perfectly preserved pack of guncotton complete with fuze. The writer reported that the the pack had been stamped ‘ ROPF 1916 ‘ and conjectured as to what the initials might have stood for. His guess was ‘ Royal Ordnance Powder Factory ‘ – a brave try but what he didn’t realise was that the letter he had read as an O was almost certainly a G, giving the reading ‘ Royal Gunpowder Factory ‘.

It was thus confirmed that the explosive had originated in the Royal Gunpowder Factory, which was situated in the small market town of Waltham Abbey in Essex - which brings us back to our starting point forty seven years previously.

What was guncotton and what was the history of the Factory. Guncotton was one of a group of the chemically based explosives which had supplanted gunpowder at the end of the 19th century as the main explosive for military and for extensive civil use in applications such as mining, quarrying and infrastructure projects in general. Guncotton was produced by the action of a process termed nitration on the cellulose cotton to produce an explosive employed by the military for filling mines, the warheads of torpedoes and for demolition, hence the term guncotton. The Royal Gunpowder Factory, previously the Royal Gunpowder Mills, had been founded in 1787 after purchase of the establishment from a private owner. Under the visionary leadership of Lt. Gen. Sir William Congreve and later his son, also Lt. Gen. Sir, of rocket fame, the Mills became a centre of excellence in explosives production, introducing quality control and scientific method and this lead continued over 200 years of Government production and later after WW2 into its function as a research centre.

The significance of guncotton in the campaign is confirmed in Lawrence’s words ‘ Our explosives were mainly blasting gelatine and guncotton ‘. Waltham Abbey was the main producer of WW1 guncotton, confirmed by the pack, and we thus know that guncotton which moved from the deceptively tranquil

surroundings of the Factory down the Lee Navigation to the Thames and on to an Ordnance depot somewhere in the Middle East to complete its journey on the back of lurching camels was a significant element in the eventual destruction of the Hejaz.

Does anything in his commentary to the Engineers reveal anything of Lawrence's thoughts on the War – unlikely in a technically based piece. However there is one description which suggests a wry laconic attitude to the realities and two phrases which are quite out of keeping with the general technical tenor of his commentary.

The first concerns running towards the point to be demolished, under fire. It has to be remembered that the effort on the Hejaz was directed to demolition rather than large scale destruction of enemy personnel. After a rather hair raising description of how they manhandled blasting gelatine into 50lbs. bags Lawrence describes the run to the bridge etc.

The impact of a bullet may detonate a sack of it but we found in practice that when running you clasp it to your side, and if it is held on that furthest from the enemy, then the chances are that it will not be hit, except by the bullet that has already inflicted a mortal wound on the bearer.

which seems to put the importance of the explosive a little bit higher than the bearer !

The second is a description of the appearance of demolished rail tracks :

The appearance of a piece of rail treated by this method is most beautiful, for the sleepers rise up in all manner of varied forms, like the early buds of tulips.

A surprising departure from the technical.

The third concerns the use of armoured cars

An armoured car is very useful in bridge demolition. To hold the explosive and the artist

The use of the unwarlike word artist is startling. Could one, indulging in a highly fanciful piece of textual analysis, suggest that in demolishing the Hejaz Lawrence found a kind of peace, far from the mud of Flanders, which eluded him after the War ?

In WW1 the Royal Gunpowder Factory at Waltham Abbey produced the gun-cotton which was a major element in Lawrence's explosives resource, providing him with a safe, reliable and effective means of pursuing his strategy of negating the Hejaz Railway, a process which led on to the capture of Aqaba, playing a leading part in eventual sorely needed victory in Palestine.

As a postscript :

There is a further Lawrence connection with Waltham Abbey, albeit rather tenuous. On Pole Hill in North Chingford in the Forest there stands a Meridian Monument obelisk. For a time Lawrence stayed in a weekend house on the site owned by a friend. Recently the TE Lawrence Society placed a plaque on the Monument commemorating Lawrence’s connection with the site. This overlooks the Lea Valley and the Factory.

Les Tucker



Guncotton workers with beating (pulping) machinery 1917. During WW1 the staff of the factory increased from a pre-war level of around 1,200 to a peak of around 6,200. Of this around 3,200 were female, recruited for the duration , from North London and surrounding areas - a major social phenomenon.

Royal Gunpowder Mills
Guncotton Factory ca. 1900

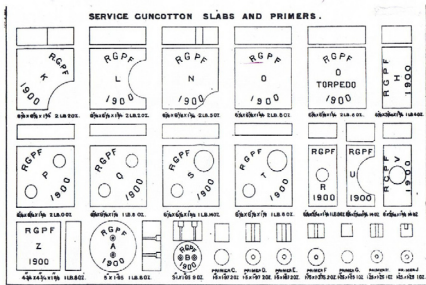
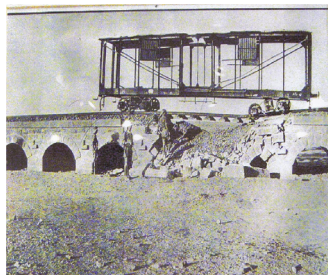


Diagram showing marking on Guncotton slabs and primers , including RGPF and date.

Subsequent to the above article , a talk was given to the Lawrence Society exploring the wider aspects of guncotton and it is hoped that this and the article will have introduced an element into their knowledge of Lawrence’s operations not previously known to them.

Damage to Hejaz Railway by arabs led by T E Lawrence 1916



WASC 580

Red Wheel Plaque Unveiled

Actor, Timothy West CBE unveils plaque

A volley of musket fire from Rawdon's Regiment of Foote heralded the arrival at the Royal Gunpowder Mills, of two of Britain's most respected actors, Mr Timothy West CBE and his wife, Prunella Scales CBE.

Timothy West support and enjoyment of British waterways is well known through his television programme 'Waterworld'. He said that it was wonderful to be at such an extraordinary site and remarked that, in his lifetime, he had seen the demise of freight transportation by canal, steam railways and the end of shipbuilding in Britain. He was warmed by the number of both railway and canal projects and places, such as the Royal Gunpowder Mills, ensuring that our transport heritage was preserved and valued and commented that there was no better place to showcase and celebrate Britain's industrial heritage.

Kept secret for over 300 years, the Royal Gunpowder Mills was a hidden jewel in Britain's military crown as a dominant producer of explosives and was instrumental in sustaining the country's influence and territorial expansion around the globe. It was a truly integrated production facility and from the early days of gunpowder manufacture, in 1735 it was described as 'the largest and compleatest works in Great Britain.'

At the heart of its technology was water. Initially used for power, the Mills became reliant on the most complex and intensive use of waterways ever seen in a British location. The system of canals, locks and aqueducts permitted not only an efficient internal conveyor systems for raw materials and the finished product – and a link to the Thames by the River Lea – but also segmented the site into separate zones to minimise casualties in the event of the inevitable unexpected detonation, exclusively utilising wooden barges to maximise levels of safety in the explosive atmosphere. At its height in the nineteenth century, the waterways were on three levels and extended to about ten miles across Waltham Abbey.

Neil Marshall from The Transport Trust said ‘the most significant remnants of the Royal Gunpowder Mills have remained mercifully intact – and are now no longer hidden from public gaze. On this single site there are three of Britain’s twenty six cast iron aqueducts, as well as the remains of the later railway network, almost as extensive as that of the railways.’

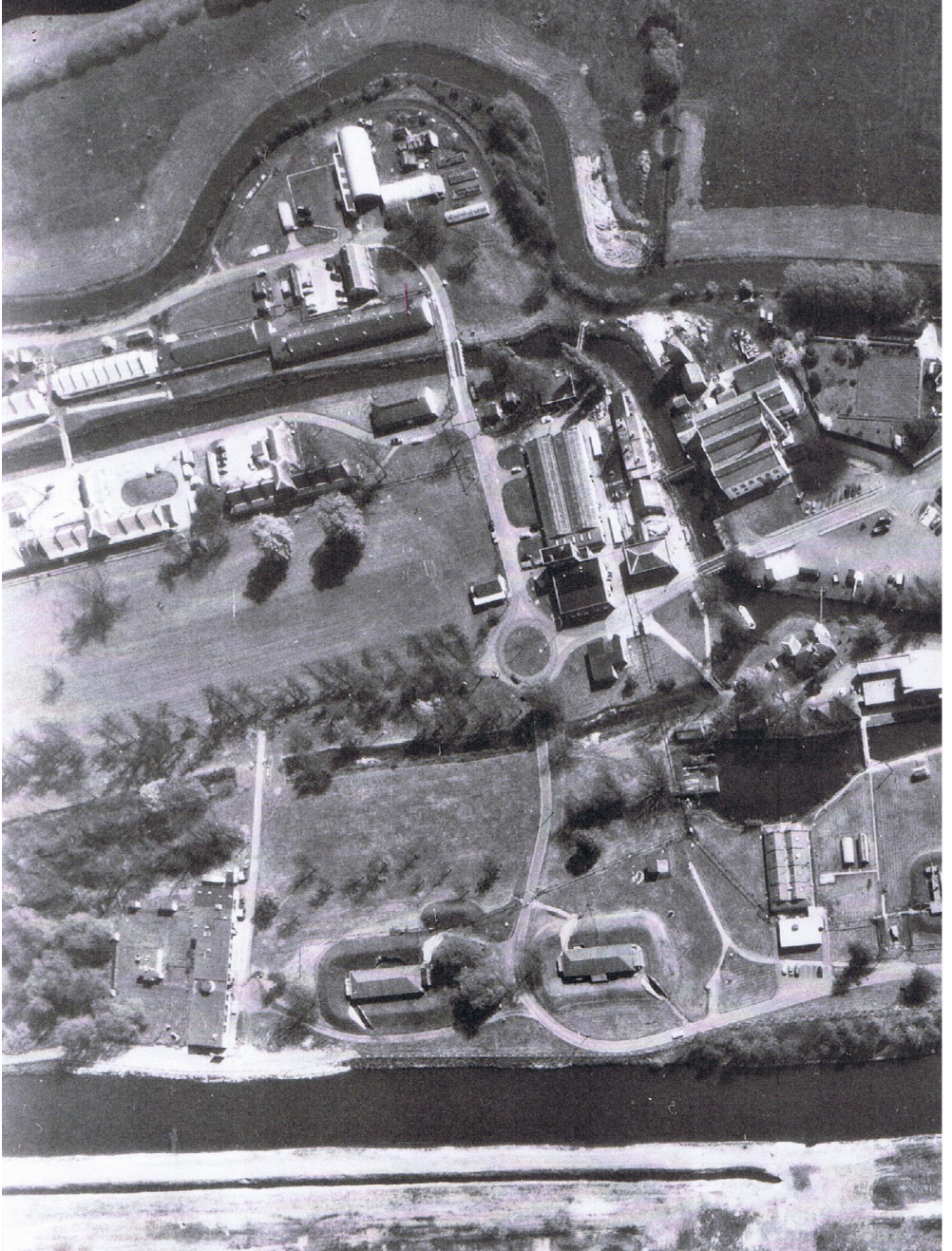
This weekend also saw the launch of a new book unravelling the complexity of these waterways. ‘The Waterways of the Royal Gunpowder Mills’ has been researched and written by Richard Thomas, who has for many years has had an interest in the Lee and Stort navigations and was pleased to have an opportunity to study the origins of the canals using archive material. The book is available from the Royal Gunpowder Mills for £3.99 (or £5.50 including post & packaging).

The unveiling ceremony took place during the special weekend of family fun activities - ‘The Guy Fawkes Experience’ and the day’s events were concluded with a spectacular firework display, the first time the general public have been able to watch such a display at the home of gunpowder in it’s long history.

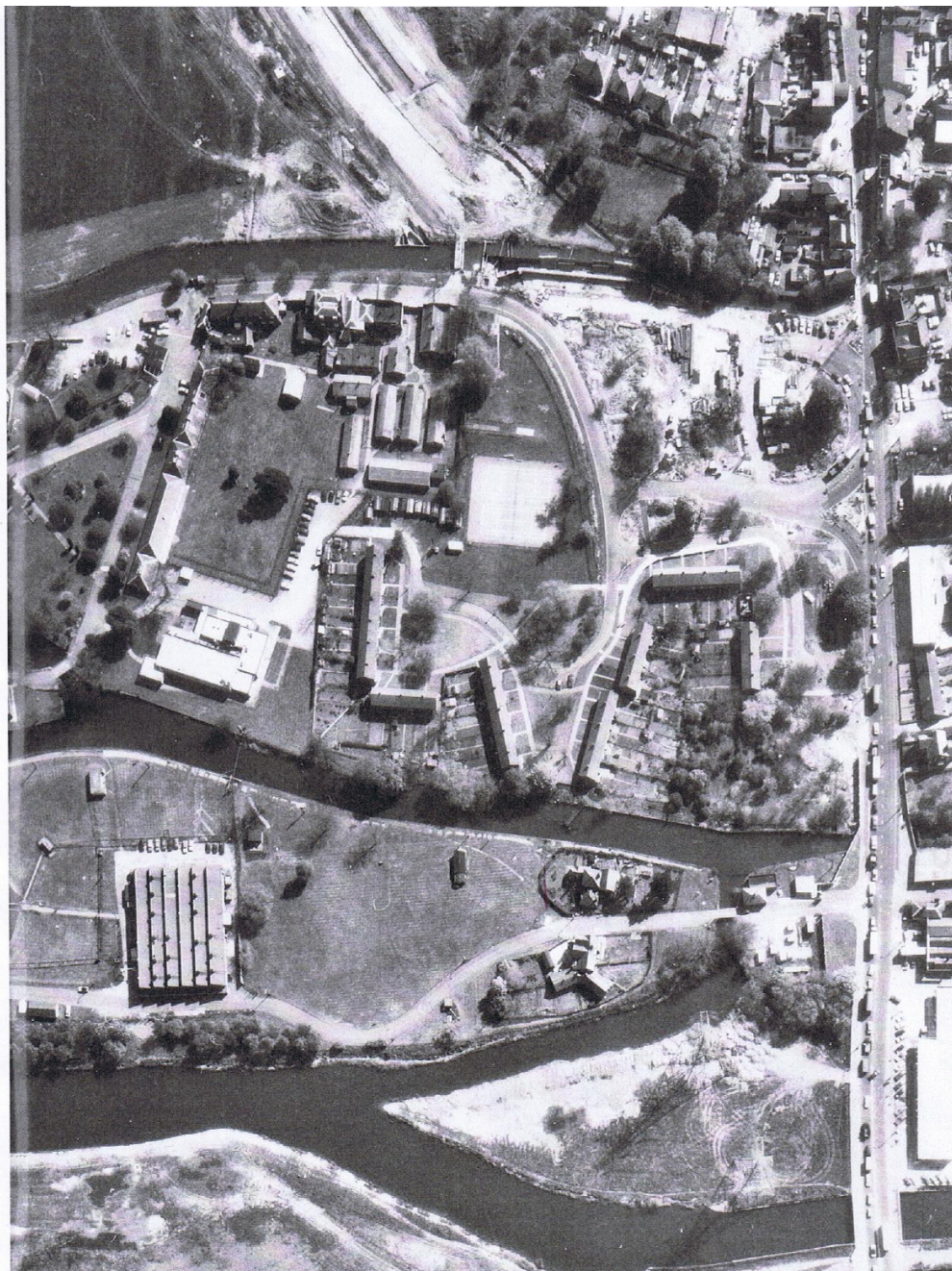
1. Eleven Photographs are available for download using the following link
http://www.royalgunpowdermills.com/press_photos.htm

2. The Transport Trust www.transporttrust.com Transport Heritage website
- Royal Gunpowder Mills entry www.transportheritage.com/find-heritage-locations.html?sobi2Task=sobi2Details&catid=36&sobi2Id=256

Aerial View - North Site



Aerial View - North Site



Red Wheel Plaque Images



L to R
Mr Timothy West
Mr Trevor Knapp (Chair-
man of the Royal Gunpowder
Mills)
Mr Neil Marshall (Transport
Trust)
Cllr Mrs Ricky Gadsby
(Waltham Abbey Mayor)
Ms Prunella Scales

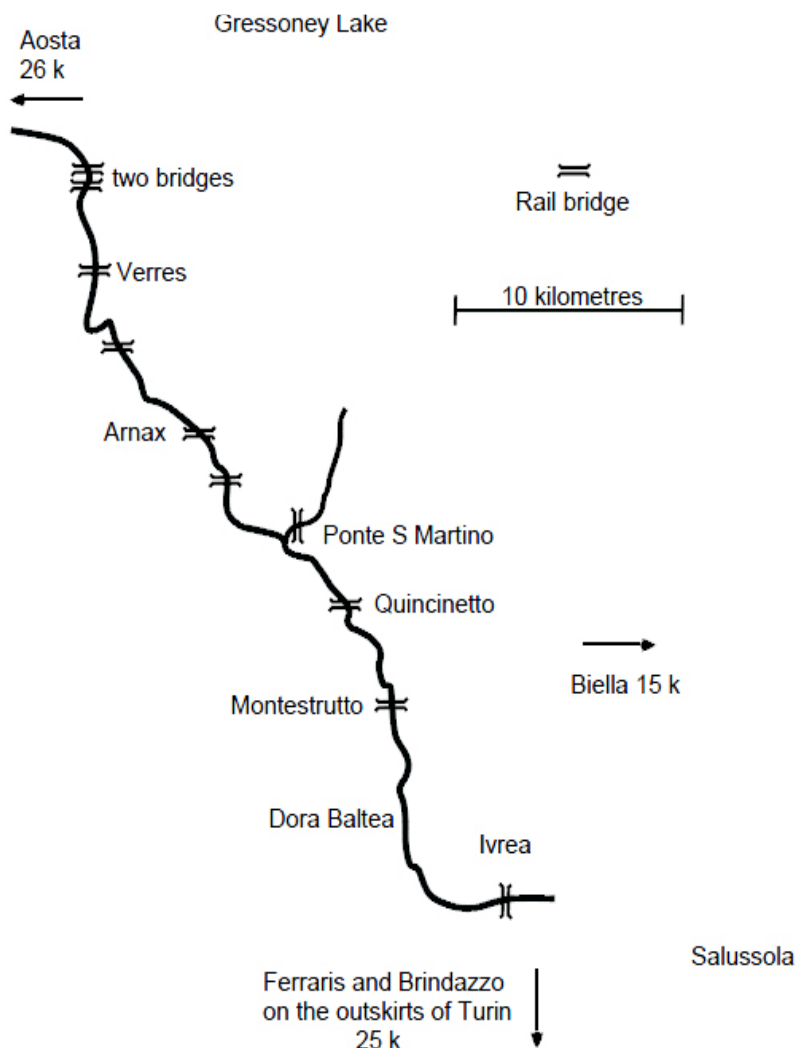
Transport Trust Plaque



Mr Timothy West

The Jim Bell Story

continued from the September issue



This sketch map (traced from Google Earth) shows the location of some of the places named in the report and the distances the group had to walk . The only railway line up the valley follows the river Dora and crosses it several times (as does the old road and modern Autostrada).

I have not been able to find Serra, Livorno or Trozzano.

10) BRIDGES FALL & THE AMERICANS ARRIVE

Things settled down, we were very busy receiving supplies; the partisans were becoming very accomplished at sabotage. Staff Sgt. Johns and Bill Smith made lightening strikes at Livorno and Trozzano, destroying two locomotives; they also dropped a mains electric pylon and damaged a bridge at Salussola, which caused major disruption.

We were now so well established that we received reinforcements, Lieutenant Amoores, Captain Burns (Polish) and a young Nigerian Lieutenant. Captain Burns was everywhere and the other two moved around the different bands of partisans. The main theme was to arm the partisans should the enemy attempt a scorched earth policy. (This was likely as the Olivetti works were situated in Ivrea and steelworks in the Aosta valley).

At the beginning of 1945 we learned that the bridge in Ivrea was almost repaired and Captain Bell decided that a bridge at Monestrutto should be the next target. Charges were prepared and on the night of February 6th Captain Bell, Noto and Elimiro attacked the bridge which unfortunately jammed and did not fall into the river but it took the enemy a month to repair. We then moved into the Val d'Aosta to organise anti-scorch policies.

February and March were very busy months, supplies were arriving weekly and we had to be very mobile which meant walking everywhere. News came that the bridge at Monestrutto had been repaired so Captain Bell and Staff Sgt. Johns decided to carry out an operation on a bridge at Quincinetto; on the night of April 6th they succeeded in destroying it completely. It was observed that with the threat of the French advance, the enemy were moving troops and materials up the valley, transferring the wagons to trucks and entraining again at Ponte S Martino. The men marched from Quincinetto to Ponte S Martino.

Captain Bell decided we would attack two small bridges higher up the valley; this was planned for the 13th April 1945. During the walk to the objective, guards on a bridge at Verres spotted us and we came under heavy machine gun fire; we were forced to take cover until dark when we proceeded to the target. The two bridges were fifty yards apart, unfortunately the road ran parallel with the railway line and mobile guards passed by every hour and as was usual they expended a few rounds of ammo.

We took two partisans with us who stood guard, one at either end, while Captain Bell, Bill Smith and myself placed and fixed the charges. The explosive we used was plastic stock number 808. Captain Bell suddenly realised it was Friday 13th, but everything went well and the time pencils were set to activate after three hours and fog signals should they not be activated. A train came down the valley two hours later and set off the fog signals thereby activating the charges on the second bridge which in turn activated the charges on the first bridge. This meant that the engine was on one bridge and a mass of carriages was on the other. We viewed this from the mountainside and when a group of partisans arrived they were dispatched to attack the train with bazooka shells, thereby making a real mess of things.

A few days later a group of partisans blew up another small bridge at Arnaz thus making it impossible for the enemy to use the railway in the Aosta valley, at this time anything travelling by road was harassed by the partisans.

Things were moving very favourably for us for we had made our HQ at Gressoney San Giovanni, we had blown the approach road and we enjoyed life in a hotel. Everything was going our way. Planes were arriving in daylight, dropping arms and supplies in the Biella region so we decided to move down into Ivrea and await the arrival of American troops.

We were now in complete charge of this area and comfortable in the Hotel Dora when the Americans arrived.

11) ACKNOWLEDGEMENTS & CONCLUSION

I would like to pay tribute to Major Macdonald for his arrival completely changed the scene in the Biella and Aosta area. His award of the MC was much deserved. We later met up with him when we travelled down through Italy to be repatriated; he was on his way to take up the post of Military Governor of Biella and Aosta.

I would also like to pay tribute to the many Italian civilians who helped me after my escape from the working camp.

The fact of being English and Italy being at war with us previously made no difference to them, they were just willing to help. They referred to the war as Mussolini's, in other words; it was 'his' not theirs.

The Germans offered a reward of 1,200 lira for information and capture of any POW, but I never heard of anyone in our area being betrayed.

I was able to return and thank many of them after hostilities were finished for which I was thankful.

I would also like to thank the S.O.E. advisor, Mr Duncan Stuart CMG, for his assistance in providing Captain Bell's report on the activities of the British Military Mission 'Cherokee' of which I was proud to be a member. He also provided the evidence for me to claim the Italian Star medal. Myself, I feel very fortunate to be able to write these memories down.

G E Evans



L to R Sgt. Bell MM, George Evans, an Italian Partisan, Jimmy Warren, Bill Smith (Australian), Capt. Bell, in the front a Partisan with dog.

Roy Atkins

This article will be concluded in the March issue .

Editor

TOUCH BYTES

Living in the Explosives Research and Development Establishment

Childhood memories written by Valerie Clifford in collaboration with
Raymond Clifford

Written for the Waltham Abbey Royal Gunpowder Mills Newsletter

Postwar photographs are in black and white and many shades of grey. The colours reflect the hardness of those times: the joy that the war was over but the mourning of the many who died; the children who would never see their father; the living with the physically and mentally wounded; the shortage of housing; the rationing of food and many other commodities; the women who had been keeping British agriculture, industry and transport going returning to the non-status of domestic servant; the returning men adjusting to routine jobs and domesticity. This is the world that I entered, my parents living in a Nissan hut with no bathroom and no kitchen with a toddler and a new born baby, but our lives were about to change.

When I was four months old we went to live in the Explosives Research and Development Establishment. I say ‘went to live in’ because that is what we did, we moved into Sandhurst Flats, inside the Establishment’s perimeter wall, our exit to the real world being through locked gates manned by Ministry of Defence police. The police must have known the mothers and children who lived inside the Establishment well as shopping was almost a daily routine with no fridges to keep fresh food, and they had to let us out and then grant re-entry on our return.

Sandhurst Flats was the former factory hospital, a two-storey wooden T-shaped building painted black. We lived in the ground floor flat of the T and Mum thought it was heaven as she had a kitchen, a bathroom, a living room and two bedrooms. On one side there was a beautiful garden surrounded by a thick hedge of roses. In my childhood memory I spent long sunny hours on my swing smelling the sweet scent of the many pink roses. Sometimes the men passing by on their way home from work would stop and pick a few roses, perhaps for their sweetheart. On the other side, the kitchen door opened onto a shared courtyard where a dog and crowd of children always seemed to be chasing a ball around.

There was my brother Ray and I, Peter and Michael Bell, Tony Owens (Nobby, Sheila and Margaret Owens being too old to bother with us little kids) and sometimes the Loft girls from across the road. We also spilled out of the gate as there was little to fear on the road. Occasionally I was invited into the Loft's house opposite to wait for Renata to get ready to come out to play. I always stood very still and rather fearful. The red brick house had large rooms and felt cold, formal and quiet, so different to my home where I was up and down the two steps, in and out of the kitchen and yard, and Mum always seemed to have something smelling good simmering on the stove and the latest popular music from the likes of a young Frank Sinatra and Bing Crosby wafting from the radio.

Across the road there was another small brick house where Nurses Salt and Pepper (who also lived in the flats) held their daily surgery to deal with minor and major problems, researching explosives not always being a safe occupation.

For my brother the old gunpowder factory was a boy's idea of heaven on earth. There was no security fence between Hoppit Hall and the flats so the boys could go anywhere, and did. First there was the canal. The canal was built to transport explosive materials in the days when the Establishment had been a gunpowder powder factory. Our parents seemed quite relaxed about us playing at the canal and we spent many hours fishing with our bits of stick, string and bent nails, never daunted by the disdain in which the fish held us. The canals had not been fished during the war and Mum and Dad have photos of four foot long pike which they had caught dwarfing the children standing next to them.

But the canal also had its days of drama. One day my Mum ran in the front door of the flat yelling,

'Vic, Vic, Valerie has fallen in the water'.

My dad rushed out the back door and ran up and down the canal bank and could see no sign of me screaming and flailing about or floating face down. He rushed back into the flat panicking,

'I can't find her, I can't find her!'

'I fished her out before I came in,' said Mum, presenting him with a soggy, grinning, bundle wrapped in a towel. The adventure didn't seem to stop the fishing or the clamour for a ride in the wooden framed, canvas covered kayak that Dad made.

As well as the canal there was the narrow gauge railway system which had been abandoned after the war but still worked. There was a swing bridge over the canal which led to a warehouse full of wagons containing stainless steel ball bearings. The older boys soon acquired the best marbles in town! More fun was had with the empty wagons, having figured out how to release the brakes the boys would push them around the railway system. The railway passed from North Site to South Site through a tunnel under Highbridge Street which was flooded. The boys would push the wagons to the slope and watch as they gathered momentum and hit the flood water at speed causing a spectacular wave, the noise booming through the tunnel. They then depart rapidly. Eventually the staff realised who were the instigators of the nocturnal traffic on the railway system and, rather unsportingly, locked the swing bridge in the open position thus denying the boys access to the flooded parts of the system for their games.

Some days Dad took my brother or myself over the canal rabbit shooting. This was a great adventure into woods and long, wet grass, imagining tigers about to pounce. Sometimes we even came home with a rabbit, although Mum would have rather that we had been unsuccessful as it was then her job to skin and gut the scrawny animal and chop it up for the stew. I remember watching fascinated as Mum slit the skin and then peeled it back from feet to head just like she was taking off my jumper. I could feel the rabbit pink and shivering minus its jacket.

This was a sociable world. All the men from the Establishment passed our door to-ing and fro-ing to work and several became regular visitors, enjoying a cuppa and home made cake. There always seemed to be activities on at Hoppitt Hall, the canteen for the Establishment. There was a drama society, with plays and musicals produced and Saturday night dances that were still going when I was a teenager. Hoppitt Hall to me was an enormous place where the children's Christmas party was held and I stared in astonishment at all the children that appeared that day who I had never seen before and at all the decorations. Then Santa came in his red suit and white beard and had a toy for every child. In those days our few toys being much loved and much mended.

To be continued in the March issue of Touchpaper.

Essex Tourism Awards

Len Stuart received a Highly Commended Certificate for Outstanding Customer Service at the first Essex Tourism Awards presentation dinner at the Cliffs Pavilion at Southend-on-Sea on 10 September.

The Royal Gunpowder Mills and the Waltham Abbey Town Partnership were also proud to receive Finalist Certificates in the Best Small Essex Attraction and the Best Tourism Experience categories in recognition of their contribution to tourism in the County. The awards sponsored by Essex County Council, highlight the best of Essex Tourism and aim to raise the profile of the industry.



Len Stuart



Len Cathy Morton LLOYD



**Highly
Commended**

Outstanding Customer Service

Len Stuart

Signed: *Stuart McCreery* Stuart McCreery, Archant



Cathy Morton LLOYD

Last of the Summer Wine

Now in its third year , the Christmas Party was held on December 4th. However a second event was scheduled for the 11th because the pub kitchen and seating was pushed to the limit with 20 dinners plus an egg and bacon meal for Jock McDougal who hadn't booked in 2008.

Twelve came to the October meeting , including Eric Kendrew who is one of our regulars and took me to task for leaving him off the list in the last L.S.W. article.

The surprise visitors were Graham Tant , who worked with Ron Treadgold before WW2 at R.G.P.F. The other surprise was Geoff Hooper , who is now working at Shrivenham and clearly enjoyed the chit-chat of L.S.W. His capacity for ale is undiminished , unlike Jock McD who has been rationed by the medical profession (Tough !).

Since the last Friday in December is on Christmas day , the next meeting will be in the Crown on January 29th 2010.

Bryan Howard

Anniversaries

1. Congratulations to Dave and Brenda Sims who have survived 50 years of marriage ! To celebrate they have bought a Golden Labrador puppy who likes the taste of Dave , judging by the scars on his hands. Brenda bought the head end , guess which end Dave got !

Celebrations were scheduled for the Guy Fawkes weekend and included a 'small' group of friends and neighbours , followed by a second night devoted to the gathering of the clan (including 2 great grandchildren).

2. A second anniversary occurred on St Andrew's day (Nov 30th to us sassenachs) when Bob Brown , Chris Evans , Kim Henshaw , Bryan Howard and Alan Short mark 20 years of retirement ; Yes it is 20 years since South Site ceased as a scientific research site.

Bryan Howard

ROYAL
GUNPOWDER
MILLS
WALTHAM ABBEY

‘TOUCHPAPER’©

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