Spring 2012



The Newsletter of the Royal Gunpowder Mills Friends Association

2011 AGM

H67

**WWII Evacuation** 

**HMS Orford** 

Watson-Watt

Letters:

**Dusting mills** 

Railway



WARGMFA

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Deadline for the next issue is 4th May 2012

# **Chairman's Chat**

Winter is finally upon us (early February) and working in buildings with only limited heating means we have to be doing something to avoid getting cold particularly early in the morning.

Here are just a few of the recent changes to bring you more up to speed on what is happening at the Mills.

Progress is rather slow on the refurbishment of the third cordite drying truck but we expect it to look good when it is finished. All the trucks we are doing differ in their design so fresh challenges occur each time! Work has also started on the recently acquired Stentor engine powered by very high strength hydrogen peroxide and kerosene. It has been stored outside for a considerable time and some corrosion of non-stainless parts has occurred.

Volunteers have been cleaning the area to the east of the main concrete ready for installation of several different firing ranges for cars, rockets and archery. So in the summer there will be more variety of things to do for children of all ages.

Work on the railway is delayed by getting planning permission for the route of the track.

It is very sad but some of the buildings are deteriorating significantly with age and there is a shortage of money and effort to do much about it.

As always we look forward to seeing Friends visiting the Mills.

John Wright

# Editorial

Welcome to the first issue of 2012 and may we wish you a somewhat belated Happy New Year. Observant members will have noticed that the last issue did not have an editorial. This was because we are still without an official editor. Any offer would be gratefully received. However, the committee and in particular Brian Clements again, have worked together to get this issue out to you on time. This year will be a busy year with the RGPM opening on all school holidays and with resumption of a number of our special events. In addition the activities will be widened with archery and shooting being offered. We hope also that last year's problems with the Café have now been finally overcome.

We have had some feedback complaining that Touchpaper was getting thin and bemoaning the lack of funnies. This issue is bigger and can accommodate more articles but the remedy is in all your hands by sending in interesting pieces that we can print.

Dave Sims

## 2012 AGM and Social Day/Reunion

On Friday 25th May the Friends' AGM will be held at 1100 and Social Day/Reunion at 1200 in the new café at the Mills. A buffet lunch will be provided for which there will be a charge of £8.00. A booking form is enclosed or attached to the covering email.

## AGM and Reunion 2011

Now that the 2012 AGM and reunion is scheduled for 25th May we felt it was about time the photos of the 2011 meeting were published.

The AGM line-up includes a mystery person, the top of someone's head next to Dave Sims.

John Wilson, who was at the AGM, took the photo so he doesn't feature in the print.

The reunion photo was taken later when the bar had opened (note evidence in a hand just above Malcolm Bergh's right shoulder). Another mystery face has appeared: who is the man between Len Stuart and Bryan Howard?

This second photo was taken by Ian MacFarlane. (Further copies may be obtained through the Mills web site). The Friends Committee would like to thank both John Wilson and Ian MacFarlane for making these prints available.

Bryan Howard.

## **AGM Group**



Photo by John Wilson



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- 1 Ron Treadgold
- 2 Richard Penfold
- 3 Anne Steel
- 4 Michael Seymour
- 5 Lin Hazel
- 6 Gordon Bromberger
- 7 Michelle Moore
- 8 David Steel
- 9 John Wright
- 10 Daphne Clements
- 11 Brian Clements
- 12 John Cook
- 13 Jean Church
- 14 Minnie Fenton

- Beatrice Hide
- Len Stuart
- Dave Sims
- Suzanne Leeson
- Bryan Howard
- Dave Manners
- Sheila Cooke
- Dave Hewkin
- Les Bates
- Malcolm Bergh
- Les Tucker
- Les Tucker
- John Evans
- Liz Chapman

## **Reunion Group**



Photo by Ian MacFarlane



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24 25

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1	Dave Hewkin
2	David Cole
3	Chris Hewkin
4	Michelle Moore
5	Edna Cole
6	<b>Richard Penfold</b>
7	Brian Clements
8	Lin Hazel
9	John Wright
10	Diane Howse
11	Les Bates
12	Beatrice Hide
13	Dave Sims
14	John Cook
15	John Vernon
16	Dave Manners
17	Michael Seymour

- Geoff Hooper
- Malcolm Bergh
- Jean Church
- Daphne Clements
- Les Tucker
- Len Stuart
  - ?
- Sheila Cooke
- Bryan Howard
- 27 Eric Kendrew
- 28 David Steel
- 29 Steve Bell
- 30 Gordon Bromberger
- 31 Pam Colley
- 32 Ron Treadgold
  - Barbara Bell
- 34 Geoff Colley

## H67 – 1960's My Internal Combustion Years

Following a year in the Combustion Section – see September 2009 Touchpaper I moved to the Internal Combustion Section in building H67. This was a 1950's building situated where the visitors car park is today.

My main job was operating a Closed Vessel apparatus to assess the performance of gun propellants. The propellant was ignited in a sealed bomb and a record of pressure against time obtained in, what today's digital era would consider, a laborious process but at the time was hi-tech. A plot of pressure-time was produced on a cathode ray tube which was photographed, developed, and then measured using a travelling microscope. Results were compared with "standard cordite" which we stored in what was, until last year, the visitor entrance building H7. The operator stood in front of the control panel next to the steel door entrance to the firing chamber. When a valve or a seal failed on the bomb there was an explosion which rattled the steel door. Damage to the bomb often involved major repair work for the site workshops.

Another project was to set up apparatus and measure smoke produced by rocket propellants and the inhibitors which coated them. A long length of concrete sewer pipe was coated on the inside with polyurethane varnish. Small rocket motors were fired into this pipe and smoke levels were measured using a car spotlight at one end and a photocell at the other.

I also had to determine the delay times of electric fuses. These very short time intervals were measured using a drum camera, a fast spinning drum with a strip of photographic paper on the inside. This job for me was almost fatal! To test a photocell in the drum I borrowed a banker's table lamp from the Section Leader's office. Not realising there was no base on the lamp I tipped it upside down into the drum. My left thumb made contact with the live on/off switch while my right hand was gripping the earthed metal stem of the lamp so the current passed through my body from one hand to the other. What saved me was the small area of the switch so I was disconnected when a hole was burnt in my thumb.

Cameras were generally forbidden on site and an official photographer took photographs for reports etc and developed them on site. For some reason we acquired a Polaroid instant camera - a print developed as the paper came out of the camera. A "test" photograph is of me (on the right) with John Littlefair in the Calorimetry Lab in H67.

Tony Barratt.





20 Ton/sq.in. (300MPa) Large Closed Vessel

(Water Jacket External to Vessel)

## H67 - The Gargoyle

H67 was sited at what is now the north end of the car park. It was the only purpose-built laboratory on North Site for assessing the balllistics of gun and rocket propellants.

Dr Donald Hodge was originally in charge and on his retirement Geoff Stocks took over. The proximity of H67 to the North Site 'jungle' earned it the nickname of 'the stockade'.

H67 was well built and the main corridor boasted a parquet floor. In later years, after the building was abandoned, water ingress caused the floor to buckle and it was like walking on air to stroll down the corridor.

In spite of its modern design there was a problem with keeping the building weather proof. On the flat roof was a cylindrical housing for the water tank which also had a flat roof with a raised edge. Rainwater collected on this tank roof seeped through the felt and into the electrical ducting underneath.

BWD (Building Works department) failed to cure this problem and in desperation we decided to divert the water from the tank housing onto the main concrete roof. This was achieved by Bill Smith and John Ayres modifying a plastic 'in' tray (or should that be an 'out' tray?) to act as a gargoyle, and the problem was solved. As far as I am aware the gargoyle was still in place when the building was 'thermally remediated' in the 1990's.

Bryan Howard.

# Evacuated to Frinton on Sea, Essex January 1940 to March 1940

From A Collection of Notes Written for The St Just and Pendeen Old Cornwall Society October 2000

The part of the Essex coast comprising Clacton, Frinton and Walton-on-the-Naze consists of a 10 mile strip of flat sandy beach, ideal for a German invasion landing area, allowing easy access into the countryside.

A government expert decided this would be an ideal area in which to deposit hundreds of child evacuees, although the logic of such a decision is hard to understand.

Early in 1940 my brother Leslie, age 11 years, and myself, age 8 years, arrived in Frinton by train with a group of evacuees from London.

No cafés, ice cream barrows or "kiss me quick" hats were seen here.

My brother and I were taken to a large house complete with tennis court near the sea front.

Our foster parents were two old ladies, the Miss McLaren's. They did their best to look after us, but I don't think they had ever looked after children before. For instance, when we arrived at the house after school we would have a meal and then be locked in our bedroom until school the following morning.



'Bedlam'

The two ladies smoked Abdulla cigarettes and occasionally we were able to acquire one or two, which we would then enjoy in our bedroom. To our minds this balanced up the equation a little.

After a while we made it known that we were not very happy with our treatment, so we were relocated in a very large hotel type house called "Ivanhoe". Approximately 100 children were housed here which completely swamped the available staff.

I remember tea was taken on form seats at long trestle tables. Discipline was non-existent and the main object seemed to be to fill one's spoon with tea and flick it at the person sitting opposite. It was here that I contracted impetigo on both legs.

I was told to attend daily the clinic at Walton-on-the-Naze for treatment, and I enjoyed the walk along the sandy beach which was about 2 miles each way.

On arrival at the clinic I was told to wait in the hall until called by the nurse. Against the wall opposite me was placed a large red machine with lots of dials, levers, etc, on it. I was rather worried wondering what function it performed.

The lad sitting next to me told me that the machine is used by the nurse to drop one's eyeball out on the cheek for scraping and then replacing in the socket. As he was about 11 years old and almost a man I accepted his explanation.

When the nurse called out my name I entered the treatment room and hastily assured her that my eyes were perfect and that I had come for treatment to my legs. The nurse sat me down and with a piece of lint scraped away the crusty sores on my legs until they bled, then coated them with yellow ointment.

After a few visits to the clinic I decided that I liked the 4 mile return journey along the sea front which was relaxing after the bedlam which existed at my billet. Also I had come to accept the treatment at the clinic, so in order to ensure a few more visits I rubbed dirt into my sores, which delayed healing to a certain extent.

The beaches of England should have been bristling with barbed wire, machine gun nests etc. but all I saw on my seafront walks to Walton Clinic were the occasional Local Defence Volunteer men (the forerunners of the Home Guard) armed with wooden drill rifles, but I'm told some had shot guns and pitch forks although I did not see any of these men. How could our Government have been so stupid as to leave us undefended knowing that Hitler had prepared such a vast war machine?

As we now know the early part of 1940 was known as the "phoney" period. Not much else happened in England at this time, the expected bombing had not materialised, perhaps Hitler thought we might negotiate a settlement shortly.

It was therefore decided that as things were quiet and also my brother and I were unhappy at Frinton we could return to London, which we did in March 1940.

Terry Griffiths.

## **Congratulations to Phil Pye**

who celebrated her 90th birthday on 25 February.

## Happy Birthday Jock McDougall!

Jock reaches his 90th birthday on 18th March so he is going to celebrate in the 'Jigsaw' wine bar on the 17th March. Henceforth he will be known as 'Paddy' McDougall.

Bryan Howard.

## **Orford - A Maritime Mystery**

On holiday in Dorset I came across an unusual surname – Rhudde. John Rhudde was described as vicar of Weymouth and Portesham from 1747 to 1778.

Portesham was the home of Admiral Hardy of Trafalgar/Nelson/'Kiss me Hardy' fame.

Rhudde seems to have been something out of the ordinary and of some substance. His portrait is in the National Gallery.



Rev. John Rhudde MA

- 'a very singular and eccentric turn of mind' Later I was looking through a book written in the 1930's on the ancient Dorset trackways and the following caught my eye :

'He was John Rhudde, who held the living from 1747 to 1778. He was distinguished for the honest simplicity of his manners but was of a very singular and eccentric turn of mind. He had had the cure of souls in the West Indies and had also been a naval chaplain. His chief service was in H.M.S. Orford "a prime sailer, the flying Orford", which was burnt by her crew in the Caribbean Sea rather than that she should fall into French hands.'

Unfortunately the author does not quote his source.

There are five vessels listed as serving in the Royal Navy from the 17th. century with the name HMS Orford. This seems surprising in view of the size of the town. However it could be that Orford was of more maritime importance then and in fact only the first in 1695 was directly named after the town, the rest were named after Edward Russell who was created Earl of Orford in 1697.

The second was a third rate 70 gun frigate. In the lists it is described as being wrecked in 1745 with all the crew saved. This would tie in well with Rhudde returning to England and taking up the Weymouth living in 1747.

The mystery involves three aspects:

i) Is the story of the deliberate burning true or is it fiction. The use of the word wrecked would normally indicate normal shipwreck on rocks etc. If true was the burning deliberately concealed in official records.

ii) If true would Admiralty orders of the time countenance such an

action rather than a fight to destruction.

iii) If true what happened to the Captain when he got back to England.

There is a further artistic connection to Rhudde. He was great grandfather to Maria Bicknell who married the great landscape painter John Constable.

Les Tucker

## More from Orford

Sir Robert Watson-Watt



Apart from the well known courage of 'The Few' in the Battle of Britain, one of the crucial factors in Britain's survival in 1940 was the existence, just in time like so many elements of survival at that time e.g. the Spitfire and Hurricane, of fully functioning radar. Two names stand out as the scientific leaders whose efforts ensured this situation - Watson-Watt and Tizzard.

Robert, later Sir Robert, Watson-Watt had first been associated, in 1935, with the idea of using radio to detect the presence of hostile bombers at a distance as Superintendent of the Radio Research Laboratory at Ditton Park. He was later appointed head of the team assigned to the development of what became known as radar.\* The site chosen for their first trials was Orford Ness.

Watson-Watt was a superb salesman of scientific projects and expert practitioner of the art of surmounting the many hurdles which were placed by the British bureaucracy in the way of any Governmental scientific project. What clinched his success in pushing through the development of radar was the support of the equally able administrator, Henry later Sir Henry, Tizzard – Chairman of the Committee for the Scientific Survey of Air Defence.

Watson-Watt apparently had a charming personality with a mawkish sense of humour and was a shrewd self publicist. He had entered the world as Robert Watson. However he was a direct descendant of James Watt of steam engine / Industrial Revolution fame and from 1942 styled himself Watson–Watt.

After the War, in a barely believable coincidence, he became one of the first victims of a police radar speed trap. He was fined  $\pounds 4.9s$ . In addition to his scientific accomplishments he fancied himself as something of a poet and later delivered the following to a bemused captive audience at a scientific conference in San Francisco.

#### A Rough Justice

Pity Sir Watson-Watt, strange target of this radar plot and thus, with others I can mention, the victim of his own invention. His magical all-seeing eye enabled cloud-bound planes to fly but now by some ironic twist it spots the speeding motorist and bites, no doubt with legal wit, the hand that once created it. Oh Frankenstein who lost control of monster man created whole, with fondest sympathy regard one more hoist with his petard. As for you courageous boffins who may be nailing up your coffins, particularly those whose mission deals in the realm of nuclear fission, pause and contemplate fate's counter plot and learn with us what's Watson-Watt

Whether he uttered the immortal words 'Do you know who I am ?' to the policeman is not recorded.

Sadly Watson-Watt's later years did not continue the glory days of the 1940's. His marriage broke up and he emigrated to Canada. Like many expatriate Scots, he returned to Scotland for his final years dying in 1973, in an Inverness old peoples home, almost forgotten and unrecognised.

\* The radar project was originally given the code name RDF – Radio Detection and D/F ( direction finding ). In 1943 the code RADAR was adopted – Radio Detection and Ranging.

Les Tucker.

### A bit of light relief before the letters

Following the tragic death of the Human Cannonball at the Kent Show, a spokesman said "We'll struggle to get another man of the same calibre."

Just been to the gym. They've got a new machine in. Only used it for half an hour as I started to feel sick. It's great though. It does everything - KitKats, Mars bars, Snickers, Crisps, the lot.

If a pig loses its voice, is it disgruntled?

Is it true that you never really learn to swear until you learn to drive?

## Letters to Touchpaper

### **Building Enquiry**

John Wilson's enquiry in the December Touchpaper for information on two buildings drew attention to what are two historically important sites. So in the hope that this will be of general interest I am replying to him in the shape of a letter to Touchpaper. The following summarises information available from the Archive.

### The Last Mill and Land Mine damage



The date of the land mine damage referred to was 15th. November 1940. The parachute mine is an imprecise weapon. Whether the Luftwaffe pilot who released it was actually aiming specifically at the factory will never be known. They certainly knew the factory was there. The Archive has a Luftwaffe reconnaissance photo clearly showing and identifying it.

WAI 1163 Luftwaffe aerial reconnaissance photograph of RGPF Waltham Abbey. Taken 17.8.1940

### The Millhead Stream Incorporating Mills

From the days of the Hudson family converting an 'oyle' mill into gunpowder in the mid 17th. Century gunpowder processing concentrated on the Millhead, gradually spreading north up the Millhead Stream to create by the mid 18th. Century one of the first factory complexes in Britain. The most prominent buildings were the incorporating mills ranged in line down the Stream.

Although steam replaced water power from the 1860's and cordite replaced gunpowder from the beginning of the 20th. Century gunpowder production still continued along the Millhead until 1940. It was found to be superior to chemically based products for use in fuzes and continued as a material for detonating chemical explosives. [When the product RD 202 was developed in the 1920's as an AA fuze powder and a production area established on the chemically based South Site, exceptionally the composition of RD 202 still harked back to a gunpowder form].

The buildings affected by the land mine were: Reel Store No. 2 Gunpowder Incorporating Mill No. 4



WAI 443 / 68 No. 4 Incorporating Mill. The last working mill on the Millhead Stream. Damage from parachute mine 15.11.1940.Gunpowder production ended.

### Location / Identification Reel Store No.2

This building lay alongside the Reel Drying Stove which ultimately became Bldg. H7, the previous entrance to the Royal Gunpowder Mills.

It was demolished by the land mine and its location is marked by the tree covered mound alongside H7 beside the car park.

### Gunpowder Incorporating Mill No.4 Bldg. 191 (previous

numbering, no alphabetical prefix)

Moving east across the car park and across the leat you come to the site of Gunpowder Incorporating Mill No. 4. situated on what is now a grassy strip running down the length of the Millhead Stream. This was one of a group established in the early 1800's in response to the massive increase in demand for gunpowder during the Napoleonic Wars. The flimsy structure of the Mill was demolished but its machinery remained undamaged. However by this time gunpowder production had largely transferred to safer areas and production at Waltham Abbey was terminated.

Thus unwittingly the pilot brought to an end 150 years of gunpowder production for the Crown.

### **Information Board**

It is surprising that this historic event has so far been neglected. The site of Incorporating Mill No.4 lies directly alongside the entrance road to the Mills and is passed by all visitors exiting from the car park and so is an excellent position for an information board, although bearing in mind that the Mills are an anchor point for the European Route of Industrial Heritage a fond memory is conjured up of Basil Fawlty's immortal abysmally failed attempt to follow his edict 'Don't mention the War'.

### **Dusting House**

**Dusting House No.3 Bldg. 159** (previous numbering, no alphabetical prefix )

Moving up the Millhead a short distance Dusting House No. 3 is reached. Looking across Queens Mead it is roughly in line with the centre of Group G Mills L148.



WAI 448 / 1.01 View of incorporating mills looking north up Millhead Stream. Description refers to 'Dusting House ... the white building in the distance' –

Believed to be Building 159 Dusting House Illustrated London News 11.11.1854

Built on the site of what was called a Running House, it is contemporaneous with Incorporating Mill No.4. It is particularly noteworthy for two reasons:

i) It is the sole instance of above ground remains of a water powered process building on the Millhead Stream. –sluice machinery, wheel bay, floor area, some machinery bases and location of subsidiary

wheels. Also mass concrete traverses survive, taken down to half height.

ii) It is the only site remaining on the Millhead where its function remained unchanged throughout its life. It is possible that the previous Running House also performed a dusting function, in which case the history stretches even further back.

Dust was an inevitable part of gunpowder manufacture. It was undesirable as it was hygroscopic, i.e. moisture absorbing, lessening storage stability and impeding performance. Perhaps dusting should have been called de-dusting.

The dusting equipment consisted of a silk covered sloping reel. The powder grains were revolved in the reel and dust fell through the silk into the reel cases with the grains falling out of the end of the reel into a container, to be passed back for glazing.



WAI 1583 Site of Building 159 Dusting House after clearance. Photo by Russell Orchard November 2011



Building 159 Sluice Gate Photo by Russell Orchard November 2011



WAI 479 / 20 Dusting House. Frederick Drayson Treatise on Gunpowder 1830

#### **Information Board**

From the point of view of visibility, it is unfortunate that viewers from the Long Walk are separated from the site by vegetation and by the Tail Stream, accentuated by the low level of most of the remains. Three of us, Richard Thomas, Dennis Ashby and myself, cleared the area in 2002 and put in an Acrow, which had been left by contractors, to support the bay walls. At that time the idea was to maintain a watch and return to re-clear vegetation, but the rate of regrowth was formidable and we had to give up. The site was again cleared in 2011 by 'The A Team'.

The sluice machinery was in a particularly good state of preservation. It is hardly likely that it is the original, guessing that it was replaced in Victorian times.

An information board would still be worthwhile, particularly if a continuing maintenance programme could be devised to keep the sight lines clear.

Les Tucker.

### Railways

On Thursday the 5th January at 6:30pm, Michael Portillo's BBC2 series Great British Railway Journeys, had a short piece on the Royal Gunpowder Mills in which a number of errors crept in, much to my annoyance, being the pedantic old sod that I am.

The first error was a statement that the 18" gauge railway was made of wooden track. Strike 1. The original 2'-6"/ 2'-3" (some question remains over the gauge) was built around 1856/7 to feed the newly built steam incorporating mill. This indeed had an all wood track capped with metal used to stop wear on the rails.

There is a photo of the railway in 1895 (taken by the Strand Magazine) which illustrates this track and if you look closely, you can just make out the angle cap.





In the 1890's steel rail started to replace wood and at the same time new track was laid to 18" gauge to bring us in line with Woolwich Arsenal and Chatham Dockyards who had used 18" gauge railways for some years. Wood track without capping was only used at the entrance into process buildings & magazines and evidence of these rails can be found in at least two locations on the site, one near Newtons Pool and one in New Hill. The New Hill example is very interesting as it has the 18" steel track running up to the building and converting to timber track as it enters the short tunnel to the building.

The next error is that the Mills used Diesel Electric Locos. Strike 2. The first locos introduced in 1916 were Ruston Proctor Petrol/Paraffin 0-4-0 locos, and for anybody not familiar with the term Petrol/Paraffin, it was quite common up to the end of WWII and well into the 1950's for internal combustion engines (particularly on farm tractors) to be started on petrol and once running, switched over to paraffin which was a much cheaper fuel. Soon after the introduction of the Ruston Proctors, battery locos were also purchased and there were at least two types, one an open loco (no cab), possibly by Edison and a Greenwood and Batley with cab.

For anybody interested in finding out more about the railways on the site, there is a very good booklet by J. M. Jenkins (who worked on the site for some years), published in 1989 by the Industrial Railway Society, a copy of which is in the Archives. There were plans for the Mills to make a reprint.

The last mistake that I picked up on was the statement that the Mills supplied Dynamite to the railways for tunnel & cutting work. Strike 3. As I understand it, Dynamite was purchased by the Mills from the end of WWII as a way of extracting nitroglycerin for experimental purposes, since we had stopped manufacture of Nitro.

Perhaps one of the Friends can confirm when this practise started & ceased. But as I understand it, The Royal Gunpowder Mills never sold Gunpowder or any other explosive/propellant to civilian organisations throughout its existences.

John Wilson.

## Obituary

## June Wright 26/2/1930 - 22/12/2011

June started work at 14 in Parker's Department Store in Waltham New Town after leaving Upshire School. She worked her way up to head sales assistant and buyer for most of the store.

In 1968 the store closed and the following year June came to work at ERDE, as it was then, in P704 on the South Site. P704 was the measurement laboratory for propellants based on nitrocellulose/ nitroglycerine. Her duties included measurement of properties such as tensile strength and brittleness over a range of temperatures and strengths of propellant/inhibitor bonds in rocket motors among many other things. June worked in P704 until her retirement in 1990 by which time the South Site had transferred to Royal Ordnance ownership.

June was a well known and popular member of the group who got on well with everyone. Her popularity extended throughout Waltham Abbey as was evident from the large attendance at her funeral. She seemed to know nearly everybody in the town, partly at least because she was part of a large family (20+ first cousins). She had no children of her own but took great interest in watching others in the family growing up. Sadly her husband died in 1994 so they were not able to enjoy a long retirement together.

June had overcome several major operations in her last seven years but she was hospitalised for most of the time from May 2011 until her death. She will be greatly missed by her friends and colleagues both at the Royal Gunpowder Mills, as it is now called, and in Waltham Abbey.

John Wright.

For part of this obituary I am indebted to June's cousin Malcolm Wren for information from his eulogy at her funeral. JW.

## **Guidelines for submission of copy**

As a guide approximately 400 words fit a single A5 page without illustrations, it generally helps to include a separate image to break up the text, so if you have an image(s) please include it(them) although we may be able to find something.

Text may be sent as emails or attached to emails as plain text or Word documents. Pictures should be sent as separate images, either jpg or png although other formats may be useable. If images are included in Word documents more effort is required to separate them and there is a reduction in quality so please send images separately if possible. Paper originals should be scanned at 300dpi, digital photos can be resized to 1200 x 900 or larger, full size pictures from modern cameras are bigger than necessary and waste time uploading and downloading.

Pictures should be in colour if possible, they may only appear as grey scale in print but this is to keep costs down, normally they will be in colour in the electronic version.

We are happy to receive paper copies of text and pictures but cannot guarantee their return, if you cannot send items by email consider bringing them into the Mills or passing them to someone who does come in or can email them

Finally please be sensitive to copyright rules.

#### Useful free software.

I prepare Touchpaper using Scribus, this may be downloaded and used free of charge from:

http://wiki.scribus.net/canvas/Download

### Events at the Royal Gunpowder Mills

For information visit the Web Site:

http://www.royalgunpowdermills.com/whats-on-and-events/

Brian Clements.

# Booklet Clearance



Listed Buildings - 50p Woodland Trees - 50p

Beam Engines - 50p Trials, Tribulations and Pranks - 75p

Order from the Treasurer - *address inside*. Cheques should be payable to WARGM Friends Association.