

Winter 2016

TOUCHPAPER

The Newsletter of the Royal Gunpowder Mills Friends Association

Industrial Preservation/Heritage Continued

A Tribute to Roy Carter

The Farnborough Rocket Motor

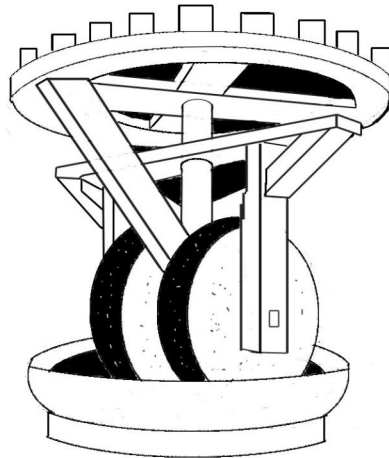
WD 493

Quizes

Julie's Nature Column

Obituaries:

Dorothy Clifford
Alan Owen
Vera and Jack Powling
Ron Long
Peter Huggins



Winter 2016

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Deadline for the next issue is 24th February 2017

Chairman's Chat

Christmas comes but once a year. It's just that it seems to come more frequently particularly as we get older. Children think it takes an age to arrive.

This winter's weather is expected to be worse than previous years' according to the Met Office with its new super computer. So please take care when you go out in icy conditions and don't add to the NHS costs.

We have little idea about what PGL are going to do next on the part of the site they would like to lease. The only thing we understand they are firm on is that they do not want to reduce the area of their lease whereas we would like to see their lease substantially smaller, not an easy compromise. On a more practical note we have nearly finished building the two new carriages for the large cannons near Walton House and hope to have them moved to a new site in the near future. The new carriages have taken longer to build than expected. We have put three coats of preservative on them which we hope will give them a much longer life. The smaller carronade nearer to Walton House, previously used for proof testing gunpowder, is also having a new carriage built but this will not be finished until next year.

I wish you a very Happy Christmas and a healthy New Year.

John Wright

Editorial

Once more Christmas approaches and I am getting this issue together a little earlier than normal to try to beat the Christmas rush and ensure that you get the reminder for next year's subscriptions, please do continue to support us.

My thanks for all those who have contributed articles this year especially my 'regulars' who always seem ready to contribute when asked.

Once more Julie has produced some good photos to accompany her text. Those of you who have the printed version are missing out on the glorious colours and the ability to zoom in and perhaps see a little more detail. If you wish to receive an email version in addition to the printed one do let me know and I will add you to my list at no extra charge. I will of course need an email address so the easy way is just to send an email, my address is in the inside front cover. Similarly any queries about the email copy send to me, all other queries about membership subscriptions or printed copies should go to our treasurer; again the address can be found at the front of the newsletter.

I would like to thank our treasurer for continuing to arrange printing, envelope stuffing and posting of all the printed copies. It's not all done by elves you know.

Unfortunately there are a large number of obituaries and notices of deaths in this issue but if anyone is willing to contribute we should produce fuller accounts of Jack and Vera Powling and Alan Owen.

PGL had until 9th December to appeal against EFDC's rejection of their plans. Further news will have to wait until next year.

A Merry Christmas and a Happy New Year to all our readers.

Brian Clements

Industrial Preservation/Heritage

Continued

We now know that we will continue to have possession of the entire Mills site for the whole of 2017. However, little is known beyond this. The Foundation Trustees / PGL Partnership continue to refuse to bring the Operating Company into their deliberations, although it is understood they are working on a revision of the rejected plan, albeit in parallel an appeal against the refusal of the rejected original is still a possibility, within the six months allowed.

In the absence of further information, the opportunity is therefore taken to continue the theme of Industrial Preservation/Heritage in the wider world beyond Waltham Abbey.

The Association for Industrial Archaeology

The premier organisation for British Industrial Archaeology and Heritage is The Association for Industrial Archaeology (AIA). The Association maintains an overview of developments in the industrial heritage sector, both in Britain and in Europe and beyond, supports industrial heritage groups with restoration grants, generally advances the cause of industrial heritage, participates in seminars and maintains close links with international industrial heritage bodies.

The Association publishes quarterly an influential Bulletin – Industrial Archaeology News covering all matters relating to technical and industrial heritage in Britain and abroad. A significant part of the report is devoted to news from voluntary industrial heritage bodies. It is soon apparent from reading the Bulletin that the cause of industrial heritage in Britain is a constant battleground, with successes and failures on both sides, ebbing and flowing between the opposing forces of preservationist volunteers and destructionist developers and/or Councils.

Industrial Archaeology News - Waltham Abbey

The Autumn 2016 edition of the News carries a contributor's report of the result of the Waltham Abbey PGL planning application, together with a brief history of the site. The wording of the report is neutral, stating that the rejected application involved the income from a commercial young people's education provider subsidising a visitor attraction, but making no mention of the fact that in the form proposed the visitor attraction was non viable and giving no detail of the objections to the proposal.

Contrary to standard practice the contribution is unsigned.

Elsewhere in the Bulletin the Association's view of the PGL application is made plain. In a report of a meeting of one of the Groups supported by the Association the Chairman refers to the proposals in the PGL application as 'inappropriate'.

Industrial Heritage Awareness - Westminster

A continuing major facet of the Association's activity is increasing awareness, public and official, of the significance of the industrial sector in the national heritage, particularly where this might bring grant benefits and there has been considerable success in this area, particularly in the Heritage Lottery area (Sir Neil Cossons appointment - see below).

All Party Parliamentary Group for Industrial Heritage

Not surprisingly Westminster is the focus of lobbying and a number of cross party Special Interest Parliamentary groups exist. An All Party Parliamentary Group for industrial heritage has been formed, including Tony Crosby, Waltham Abbey Operating Company Board member, operating the Secretariat. The activity of the Group includes regular meetings, open to all MP's and industrial heritage organisations. The Autumn Bulletin carries a report of the latest meeting, which was dedicated particularly to how the sector should react to the challenges of austerity. Those attending included the

chairman of the AIA - Keith Falconer, Tony Crosby and representatives of a number of heritage organisations including Historic Environment Scotland and the Architectural Heritage fund.

The Chairman of the Group, Nick Thomas-Symonds MP, outlined three strands of action:

1. Manifesto on the Values and Benefits of the Industrial Heritage. This will be used as the basis of his introductory speech at a forthcoming debate
2. Westminster Hall debate
3. Series of enquiry sessions on Sustaining the Industrial Heritage in times of Austerity, which will result in a report to Government

Sir Neil Cossons - HLF

In a measure of how far the technical and industrial sector has been accepted as a vital part of the country's heritage, Sir Neil Cossons, a leading luminary of the Industrial Archaeology / Heritage movement in Britain, has recently been nominated a Heritage Lottery Fund Trustee.

Les Tucker

Another 'Double Answer' Quiz

Eg Child's toy, answer is 'yo-yo'

1. Egyptian Moon Goddess
2. Neither good nor bad
3. Perfect vision
4. Sixties Glaswegian pop star
5. Lemur or nautical affirmation
6. Culture jelly made from seaweed
7. Child's horse
8. Famous clown or fashion designer
9. William Joyce's nickname
10. Radio I (eye)
11. Sweetmeat or cracker
12. Marine 'minor' distress (not SOS)
13. Executioner (L.H.)
14. Radio M
15. Get a move on, making kindling
16. Touré (footballer)
17. TV 'spoof' resistance series
18. West African fetish or charm
19. Hawaiian women's dance
20. 'Entirely' Latin in...

Bryan Howard

Christmas Wordsearch

Y	V	G	P	R	A	C	D	N	G	T	J	T	W	M
M	I	X	W	Y	T	M	A	T	O	N	P	V	P	U
B	Q	D	O	H	V	X	O	S	I	S	K	I	N	N
N	A	V	S	F	N	W	T	F	G	B	L	J	D	T
O	Q	R	G	R	A	S	S	S	N	A	K	E	C	J
E	J	C	N	V	R	M	Q	P	G	M	U	A	G	A
G	S	O	M	O	G	E	W	R	U	L	S	B	H	C
I	Q	H	S	C	W	J	G	T	Y	J	D	M	J	F
P	U	E	D	P	Z	L	E	D	H	G	R	O	R	R
S	I	R	S	U	R	S	N	M	A	Y	A	O	A	E
G	R	O	Y	K	W	E	R	F	Q	B	Z	R	B	D
D	R	N	Z	A	Q	V	Y	P	J	L	Z	H	B	L
C	E	K	N	L	O	T	T	E	R	F	U	E	I	A
N	L	Y	O	D	I	H	C	R	O	M	B	N	T	S
E	R	A	R	E	E	D	W	O	L	L	A	F	Y	W

- | | | | | |
|-------------|-----------|-------------|----------|---------|
| Alder | Badger | Barn owl | Buzzard | Carp |
| Fallow deer | Fox | Grass snake | Heron | Moorhen |
| Muntjac | Mute swan | Orchid | Osprey | Otter |
| Pigeon | Rabbit | Siskin | Squirrel | Toad |

Christmas Quiz

1. What date is St Stephen's Day?
2. In Charles Dickens' novel A Christmas Carol, who was Scrooge's dead business partner?
3. The song White Christmas was first performed in which 1942 film?
4. London's Trafalgar Square Christmas tree is traditionally given by which country?
5. In the song The Twelve Days of Christmas, '...my true love brought to me nine...' what?
6. Name the original eight reindeer from the 'Twas the night Before Christmas' poem?
7. Which Christmas carol includes the lyrics '...To save us all from Satan's power, when we were gone astray..?'
8. The character Jack Skellington appears in which 1993 Tim Burton film?
9. What colour are the berries of the mistletoe plant?
10. In the inspirational 1946 film, It's a Wonderful Life, what's the name of George Bailey's guardian angel?
11. What are the names of the three wise men said to have brought gifts to the baby Jesus?
12. What is New Year's Eve called in Scotland?
13. What Christmas item was invented by London baker and wedding-cake specialist Tom Smith in 1847?
14. In what year was Band-Aid's 'Do They Know It's Christmas' the UK Christmas chart-topping record?
15. In which modern country is St Nicholas's birthplace and hometown?
16. Who wrote How the Grinch Stole Christmas?
17. From which country does the poinsettia plant originate?
18. Who is officially credited as the author of Auld Lang Syne?
19. How many points does a snowflake have?
20. What is the name of the cake traditionally eaten in Italy at Christmas?

A Tribute to Roy Carter

The Magna Carter - (Roy's joke!)

Roy (The Famous Eccles) Carter was a phenomenon, an ebullient, extremely able, hard-working scientist driven by a lively, enquiring mind. His motto could have been "Work hard. Play hard."; his *modus operandi*, frivolity of approach, seriousness of purpose. Roy had the ability to learn fast to master disciplines not his own. He had a "can do" attitude and was focused on achieving results and his enthusiasm galvanised those around him. Roy's networking skills enabled him to achieve fruitful working relationships with key experts, especially in US Department of Defense.

Peter Flower paid tribute, "Roy was obviously very clever, brilliant technically and with a fiendish sense of humour. But I will always remember him as being one of those rare people who are totally honest and trustworthy, absolutely straight. In a world full of people playing politics and playing one against the other that is a rare quality." Bernard Garaty stated: "Roy always impressed me as competent, very amiable, and a thoroughly nice guy." Grant Privett claimed "Truly a great shame. He was irreverent, rude and vulgar...The world is indeed quieter, duller and more sober (now). Who else would try to run an automated twin screw extruder, full of NQ rocket propellant, with two ancient Commodore PET computers (and succeed)."

In a venture that was separate from his work for MoD, Roy and Dr Frank Baker invented and patented a temperature compensated pressure transducer that was a vast improvement on previous designs. Their design was manufactured by a commercial company.

Roy eschewed pomposity; he brought a sense of fun to the workplace. He was a real mischief maker and stories of his pranks are legion. A favourite expression, said with relish, after a particularly successful merry jape, was, "That was jolly sporting."

What was Roy's legacy? There were those, with whom he worked, who refused to understand and accept the importance of rheology in explosives processing. They would casually state that nothing came out of rheology. This is certainly true now in the United Kingdom where defence cuts have resulted in research into explosives processing, and the manufacture of gun propellants, now being virtually non-existent. There was a lack of recognition that the United Kingdom once had a World lead in continuous process of energetic materials and that this was the result of the visionary work largely undertaken by Roy Carter and his colleagues. This lead has been long lost now.

One has to look to the United States to find Roy's legacy. The US DoD embraced the importance of the characterisation of a material's rheological properties as being fundamental to the understanding of how an energetic material may be optimally and safely processed. The DoD was heavily influenced by the seminal rheological work done, on energetic materials, at Waltham Abbey; their attitude was informed by research papers that were published by workers at Waltham Abbey and especially Roy Carter, Dr Frank Baker and their co-workers. Indeed, the US DoD invested heavily in rheological research, led by Professor Dilhan Kalyon, Director at Highly Filled Materials Institute, Stevens Institute of Technology, Hoboken, New Jersey that underpinned the development work of continuous processing of energetics in research establishments and manufacturing facilities across the USA. Roy was greatly amused that, at one meeting of US DoD Joint Officers Commanders Group's Continuous Mixer and Extruder User Group, when he was accosted by a group of US DoD delegates who exclaimed "Wow! We have read your papers. This is like being in the presence of God." This is Roy's legacy.

Martin Gough

Industrial Preservation - Continued Barges and Boats

Sailing barges, often with distinctive red sails, were a familiar sight on the Thames in the Victorian era and beyond as they went about their business of carrying a miscellaneous range of commodities – coal, grain, bricks, timber, hay etc., around the coasts of the Thames and East Anglia.

However the cargo of one fleet of five barges was very different - the Government barges of the Royal Gunpowder Mills Waltham Abbey which carried gunpowder and later explosives from the Mills along the Lee Navigation and out on to the Thames to the Woolwich Arsenal and the magazine complex at Purfleet. The hazardous nature of the cargo was indicated to other vessels by the flying of a large red flag incorporating a Government service crown.

Water played a fundamental part in the activity of the Mills. Until the advent of steam engines it provided, via the six foot head of the Millhead Stream, the motive power to drive the mills and the machinery of the processes which followed preliminary incorporation. However the value of the water did not end there for, with security from shock, sparks and other hazards of alternative road transport it was the perfect transport medium for the factory, both for transport of materials and intermediate product within the factory and for the journey to the Government magazines. The Mills had one of the largest if not the largest internal factory canal systems in the country and a substantial portion survives.

Barges

The factory employed a fleet of five sailing barges, around 70ft. in length, for carrying the gunpowder to the magazines. In earlier days the route to the Thames commenced with an arduous passage of the Old Barge River out on the River Lea with a whole range of difficulties to be faced – weirs, shallows, flash locks and so on. This situation

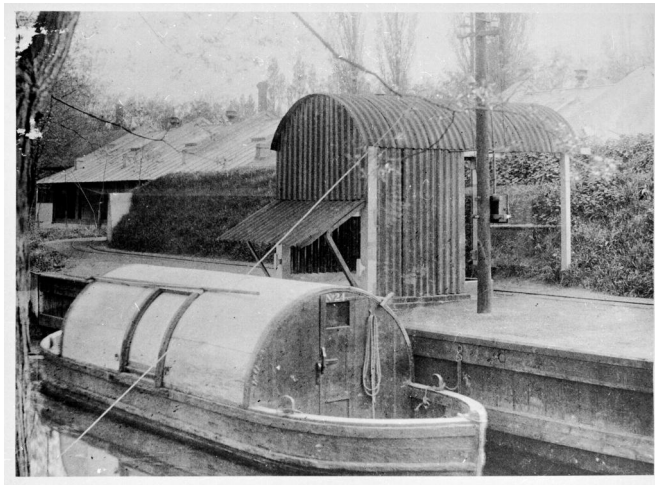
was substantially improved by the digging in 1809 of the Powdermill Stream, commonly called the Powdermill Cut, to the north of the factory which provided a direct link between the Grand Magazine in the extreme north of the factory and the Lee Navigation, leading to the Thames. Movement down the Navigation was by horse towage as far as Bow Creek when sails could be rigged.

Boats

The boats operating on the factory canal s were of two patterns – either ship-ended (pointed) at both ends or square-ended (swim) at both ends. This meant that they could be towed or poled from either end without the need for turning areas. Towing was done by men; horses, with the possibility of sparks from hooves and other dangers, were considered too dangerous within the factory.

Covered Powder boats

The powder boats transporting the intermediate and final gunpowder ranged from 21ft to 30ft in length. In 1869 the Mills had fifteen covered boats. They had barrel shaped roofs over the hull forming a cabin in which the gunpowder was carried. The cabin was cloth covered to allow cleaning to prevent explosive dust from adhering.



Powder boat at a loading stage WASC 1655 - 19

Uncovered Boats

There were a further sixteen boats, open uncovered, sometimes termed punts, employed in duties such as carrying coal and miscellaneous stores etc.



Swim – ended uncovered boat employed in this instance in transporting drums of acetone for cordite incorporation WASC 459 – 09

Wooden boats by their nature are extremely difficult to preserve, so it is particularly pleasing to know that, thanks to the efforts of hard working Friends, a powder boat which was in danger of loss after being displayed in the open for some years has been restored and is now under cover in a building near the Main Laboratory known as the Green Hut.



Powder Boat on display in the Green Hut

Lady of The Lea

However the Mills record of waterways heritage does not end with the preservation of the canal system and the powder boat. Doubly pleasing is the fact that the last Mills Thames sailing barge, the Lady of the Lea, survives.

The Lady of the Lea was built for the Mills in 1933 by the firm of H. A. Oliver & Sons, Albion Wharf, Rotherhithe at a cost of £1500. It was designated 'War Department Sailing Barge for the carriage of explosives' and was the last wooden Thames sailing barge to be built. It had a breadth of 13 ft., narrower than other Thames barges, to accommodate the dimensions of the Powdermill Cut lock. It continued in Government service throughout WW2, latterly carrying miscellaneous stores to various Thames naval bases and armaments e.g. gun barrels to the Woolwich Arsenal.

After WW2 Lady of the Lea was sold into private ownership and fortunately has been preserved, regularly participating in exhibitions, sailing matches etc.



Lady of the Lea WASC 100 – 01

Barge Sailing Matches

Surviving Thames barges participate in Barge Sailing Matches on the Thames. These are the second oldest sailing matches in the world. They were instituted in 1863 by Henry Dodd. He was a self made wealthy Victorian entrepreneur who had started as a plough boy and discovered that there was money to be made by sifting domestic rubbish and later even more money to be made by transporting it by barge downriver to be burnt creating ash for the brickworks he had established. Arising from his success, Henry became known as the Golden Dustman. He was deeply interested in the operational performance of his barges and conceived the idea of having them compete against each other in races in the hope that it would lead to improvements. Later the races were opened to all comers from the keenly competitive Thames Barge fraternity and continue to this day.

The matches are divided into three categories and based on a system of points. In 2015 Lady of the Lea came first in the Coasting category.

Utilising the waters of the Lea, the waterways of the Gunpowder Mills, from the internal canal system enabling manufacture, to storage at the Grand Magazine, and transport to the magazines on the Thames, as currently represented by the preserved canals, the powder boat and the Lady of the Lea, constitute a unique element of waterways heritage.

Les Tucker

WD 493

This number may not mean anything to many of you, a few may remember that I have referred to it in previous bits I've written for Touchpaper. To me she is a Handley Page Hastings mark 2 with some special memories. Probably the most significant is that I made my first flight in her in the 1950s.



Hastings WJ 340 Leaving Kai Tak in Hong Kong

My cousin, Norman, was three years my senior and had gone to the RAF college at Cranwell in 1946. After gaining his "Wings" he learned to fly heavies at RAF Dishforth before joining the Development Flight of 24 Squadron at RAF Abingdon. The flight consisted of three aircraft, WD493, an Avro XIX Anson and a Vickers Valleta. One weekend when Norman was home on leave I mentioned to him that I had a job to do at Abingdon later that week. He was a bit surprised but we soon worked it out that it was the same job and he would be flying the aircraft! I've forgotten what the job was because I was sat in the co-pilot's seat enjoying the ride while the

RASC soldiers got on with it. I was even allowed to take the controls for a bit of almost straight and level on the return journey back from the DZ on Salisbury Plain to Abingdon.

I flew with him a few times after that but by the time of my trips to Aden etc. he had been posted to train to fly the new Britannia. Two of the crew, wireless op and flight engineer were still in the flight and the CO had been Norman's Best Man so I was able to fit in quite well.

While With 24 Squadron Norman was awarded an AFC for supreme airmanship, he brought WD493 back safely after she was caught in a very severe hail storm when flying from Cyprus in the eastern Mediterranean area. The holes made by some of the hail stones were reported to be up to two inches diameter. The damage was repaired and she continued in service.

The Development Flight was disbanded before 24 Squadron moved to RAF Colerne and when WD493 was taken out of service for a Major overhaul the same crew used WJ340 to continue in the same role and I flew with them a number of times until I left ISRG in 1967.

After her overhaul she joined 114 Squadron in the far east until taken out of service in 1968. The end came slowly and she was scrapped at RAF Scampton in 1973.



I also flew in the Development Flight's Avro XIX and in a York that was only there for a few months. The York was a large box hung under the wings, engines and tail unit of a Lancaster and was near the end of its life. When someone in London complained about the aircraft's poor serviceability record the Engineering Officer run a penknife along a row of rivets and the heads all came off leaving a flapping panel, he grounded the aircraft on the spot and she flew no more. She was the last York to fly with the RAF.

When working at Boscombe Down we used a number of other aircraft, most often the D Squadron resident Beverly and Valleta but also some others visiting the station like a USAF C130 before the RAF got theirs, a Varsity from RAE and an Auster 9 from Middle Wallop. Flying low across Salisbury Plain in the Auster was the only time I've been airsick, it really was bumpy.

One crazy army pilot took me to see Stonehenge from the air while waiting for the ground party to get from Boscombe to the DZ. He did a few circuits of the monument getting lower and lower until we were in a vertical bank with the wing tip seemingly inside the circle. I doubt there are many others who have enjoyed such a view.

Roy Atkins

Thanks to the photographers who have uploaded to the Wikipedia site.

The Farnborough Rocket Motor

Steve Bell, who was SP1 at the time, decided that we should have a stand at the Farnborough air show and that the main attraction would be the firing of a rocket motor!

Clearly we would not be able to fire a real motor on the grounds of safety.

The team tasked with designing and making a viable system consisted of Bill Smith (design), Norman Foster (manufacturing), Dennis Mansell and Alan Short (instrumentation).

After some initial tests using talc it was thought that a less dusty option would be using carbon dioxide to provide a 3 second blast through the motor venturi coupled with a light inside the motor. A very realistic 'flame' resulted complete with shock diamonds!

After firing a pressure/time graph was plotted on a flatbed recorder by feeding data from a transient recorder, a safety plug was also incorporated in the circuit to imitate a real rocket instrument console.

The reaction of the Westcott lads was "we know it's a fake, but how do you do it?"

Sadly the 'motor' hasn't been fired for many years and the transient recorder and plotter were taken by IMI Summerfield when we were privatised.

However, it should be possible to get the system working again, but without the luxury of a pressure/time printout.

B Howard Nov 2016

Obituaries

Dorothy Clifford
9th December 1922 – 18th August 2016-11-02



We learned of the death of Dorothy from her son Raymond. She had been living in a home with Vic who is doing very well.

Many of those who lived on the Monkswood estate will remember Vic and Dorothy and their children Raymond and Valerie.

On retirement Vic and Dorothy decided that their was little prospect of buying number one hundred Monkswood so they decided to move to Northampton where Raymond was working at that time.

Dorothy was a direct descendant of two members of the Figuristi (Figure Makers) who left Tuscany in the 19th Century. They were her Great Grandfather Baggio Paul Casiani 1809-1886 and her Grandfather Lucca Paulino Casiani 1837-1894.

Bryan Howard

Vera Powling

It is with great sadness that I have to inform you that my Mother, Vera Powling and dear wife to Dr Jack Powling passed away on 7th October after a relatively short illness, aged 92.

My Father suffers dementia but continues to live life without any medication at the age of 94.

Bob Powling

Alan Owen

I had a call from Carol Owen, to say that her husband, Alan Owen passed away at his home in South Wales on 9th November, aged 88, after a long illness.

Bob Powling

Jack Powling

I seem to be becoming a regular contributor to the 'Obituary Section' of Touchpaper but it is with great sadness that I have to inform you that my father, Dr Jack Powling passed away on 27th November aged 94.

Bob Powling

Ronald Frank Long 1931—2016



Ron Long was one of the first people I met when I came to ERDE in 1962 and we remained very good friends for the rest of his life.

He left school after A-levels with a scholarship to Southampton University to read Chemistry. After obtaining his BSc he came to work at ERDE Waltham Abbey, as it was then known, and did a part time MSc at Northern Polytechnic. Having completed his MSc and returned to Waltham Abbey full time, the Chemistry Department at University

College London was looking for a good student to undertake a PhD course, and the Establishment recommended Ron. He completed his PhD and came back to ERDE to work with John Vernon which was where I first met him through our wives. My lab was just along the corridor from Ron's. He later moved to P2 Division on South Site making composite rocket propellants.

He had always been very interested in boats both small and medium sized and I helped him build 'Tamarix', his first cruising boat, initially in a railway arch at Theobalds Grove railway station and finished in a field at the bottom of his garden. He had many happy days sailing in her. Itchy feet took over and he moved to the Admiralty Materials Laboratory at Holton Heath in Dorset. His family, sailing, inventing, modifying his house, and participating in the local Agenda 21 (A national group for improving the environment) all kept him busy until he caught Parkinson's Disease which came to restrict him significantly. Eventually he passed away from cancer in October 2016.

Before his funeral his family each wrote a page or more of their appreciation of him, what he had done and how much he had helped them. At his funeral service the minister read out a truncated version of these. Any father would have been glad to receive an eulogy like that.

John Wright

Peter Huggins **May 31st 1926 - 4th November 2016**

He was a prominent member of the Waltham Abbey Historical Society and an expert on local history, a member of the Friends and had carried out excavations on North Site.

He had a BSc in engineering and worked in the aircraft industry and then the Sheffield rolling mills before moving to the rolling mills at Brimsdown.

He published a large number of papers on local history, some jointly with Ken Bascombe.

Letters

I should like to comment on Grahame Brown's article on the progress of railway work. It was a thoroughly enjoyable read and I look forward to the next instalment when there has been further progress. My only other comment is that a few photos would complete the next article.

Bryan Howard

Good news

Bryan Howard, Alan Short, Bob Brown, Kim Henshaw, Chris Evans, all retired on 30th November 1989 so they have now been retired for 27 years,

Double quiz answers

- 1 Isis
- 2 So so
- 3 Twenty twenty
- 4 Lulu
- 5 Aye aye
- 6 Agar agar
- 7 Gee gee
- 8 Co co
- 9 (Lord) Haw Haw
- 10 Dot dot (Morse I)
- 11 Bon bon
- 12 Pan pan
- 13 Ko Ko (Lord High Executioner – Mikado)
- 14 Dash dash (morse M)
- 15 Chop chop
- 16 Ya Ya (Touré)
- 17 ‘Allo ‘Allo
- 18 Ju Ju
- 19 Hula Hula
- 20 In Toto

Christmas Quiz Answers

1. 26th December
2. Jacob Marley
3. Holiday Inn
4. Norway
5. Ladies dancing
6. Comet, Cupid, Dasher, Dancer, Prancer, Vixen, Donner, Blitzen
7. God Rest Ye Merry Gentlemen
8. The Nightmare before Christmas
9. White
10. Clarence (Oddbody)
11. Balthasar, Melchior, Caspar
12. Hogmanay
13. Christmas cracker
14. 1984
15. Turkey
16. Dr Seuss
17. Mexico
18. Robert Burns
19. Six
20. Panettone

Julie's Nature Column

What an amazing colourful Autumn we had, it's such a shame though that the Alder trees all over the site don't change to a pretty colour. New Hill is the best part of the site to be on during the Autumn as it is lacking in Alder trees, but Field Maple and a few others provided some stunning colours. The wind has blown most of the leaves away now and the site is starting to take on its winter look. This should help me get some photos as you can see more clearly into the woodland.



I recently saw a Tawny owl one evening; it was dark, but caught in the headlights sitting on a branch. It was a lovely sight to see and it sat there long enough for a photo. I wonder if it's easier for them to catch their prey in the winter with less vegetation on the ground.



The deer have just about finished the rut and are starting to gather on the mead. I always look forward to a bit of winter snow just as a good photo opportunity, but I hope it's not too harsh on the deer. I am sure we will be supplying the usual haylage for them during the cold months to come. This fella retired early from the rut and spent some time hanging around the canals...giving his magpie friend a ride.



During the winter I will still be on the lookout for some more wildlife, lifting boards and logs to see what I can find, the Mills is always full of surprises.



This little Vole was hiding in its bed and popped it's head out to take a look at me. I have missed so many photo's by not being quick enough, but I do get lucky sometimes and enjoy being able to share them with everyone.

Julie Matthews
Mills Nature Conservationist

Photos on back cover also by Julie Ed

