

HISTELEC News

NEWSLETTER OF THE SOUTH WESTERN ELECTRICITY HISTORICAL SOCIETY

Web Site : www.swehs.co.uk

No. 42

AUGUST 2009

AUTUMN CALLING

Hope you enjoyed our excellent Summer this year. My allotment vegetables are some of the best for a change! We hope to see you at our Autumn events and particularly the Annual Luncheon in January.

SWEHS MERCIAN HOLIDAY

The committee are pleased to tell you that we have a full complement of 43 coming to the Midlands in April 2010. Well done many of you for supporting an event involving considerable research by Peter and Marcus.

FRANCE IMPORTS UK ELECTRICITY

When the 2000MW Cross-Channel cable link to France was constructed in 1986, it was always intended to flow backwards and forwards depending upon the relative peak demands of the UK and France, which would be at different times. But electricity prices in France were always lower than the UK due to their hydro and nuclear power, so it has generally flowed towards England. It was refreshing therefore to read that 19 French nuclear power stations had closed down due to overheating and electricity flowed the other way to the tune of maximum 1000MW. Hurrah, I said!!

But everyone is asking me why nuclear power stations overheat? Of course their design is Pressurised Water Reactors and the papers state that for safety's sake the water jackets should not allow the casings to exceed 50degrees C. Also the normal cooling water associated with cooling steam after use by the turbines should not be returned to the rivers above 24degrees C, otherwise it would harm the wildlife. The French high demand in hot weather has been created by a greater use of air-conditioning.

Peter Lamb

RARE EARTH METALS

An interesting piece of unusual news tucked away in the back pages of some newspapers is about "rare earth metals". They are described as 17 Lanthanide elements and include terbium, neodymium and dysprosium – never heard of them? Well they are used in the hundreds of modern technical devices such as mobile phones, blackberries, lasers, wind turbines and hybrid cars. The main problem stated is that China possesses 95% of the world-wide supply of these rare metals and therefore can hold the rest of the World to ransom on prices.

LATEST GOVERNMENT INITIATIVE

The Government have issued a new strategy for pressing on with their Renewable Energy policy. Its main feature is more wind turbines again putting emphasis on speeding up the planning process. The targets are 6000 on-shore turbines and 4000 off-shore turbines by 2020. It is said that curtailing the planning procedures would result in turbines being placed on high ground beauty spots and be visible for miles around and some of the coastal farms would be visible from the shore. As you may imagine there is plenty of opposition to these measures pointing out the intermittent nature of the energy and the visible intrusion. The CBI has objected calling on the Government to push forward with more nuclear and carbon capture, since the wind targets are unlikely to be met.

Also the new policy states that homeowners will be paid for electricity produced by small wind turbines and solar panels and a standard national tariff will be established, but generally our electricity bills will rise to pay to pay for green energy schemes.

OLYMPIC SITE

The Olympic Games site for London 2012 is situated on industrial wasteland at Stratford on the River Lea a large tributary of the River Thames with a canal alongside. If two waterways weren't enough to contend with clearing the site, numerous rail tracks criss-crossed the site, including the new Eurostar line from St. Pancras and two major electric pylon circuits, 275 & 132kV, one owned by National Grid and the other by EDF Energy.

The history of the site is interesting from an electrical perspective. Ambrose Fleming developed the first diode valve there in 1904 and Britain's first radio valve factory was established there. Further up the river (not on the Olympic site) Britain's first lamp factory was established at Ponders End by the Edison & Swan United Light Co.

The pylons had to go and a major tunnelling exercise was undertaken. Two tunnels 6km long, East Tunnel at 2.83m int. diam. and West Tunnel at 4.15m int. diam. were dug from North to South - Bidder Street, West Ham to Millfields Road, Hackney by specialist boring machines from both Canada and Japan. 52 pylons were removed, the metal being recycled. Six 400kV XPLE cables were made by Prysmian, a new name for Pirelli, and laid to replace the 275kV circuits in the tunnels. The total cost of the electricity works by National Grid and EDF Energy was £260M with the new cables costing £2.4M.

Powderham Castle

On 14th May, some 35 Members and friends met at Powderham Castle near Exeter for an enjoyable day out organised by Keith Morgan. The day started with coffee and biscuits, served in the Castle Courtyard Tea Room and then we split into two groups for our conducted tour of the Castle.

Sir Philip Courtenay began building the Castle in 1390 and additions and alterations were made in the mid 1800s. The Castle is now the home of the 18th Earl of Devon and is very much a family home. The Courtenays can trace their ancestors back to the 900s and the Kings of France.

Our tour took us through the Dining Hall with its magnificent fireplace and wood panelling and equally elaborate ante-room. The Music Room was resplendent with marbled and gilded pilasters dividing the walls with alabaster vases on marble stands in the alcoves between. The tour continued through the two Libraries and the China room and then to the Staircase Hall with its rococo plasterwork. Upstairs we visited the State Bedroom and the haunted landing! The tour ended in the kitchen.

Our guides were very informative and had lots of gems of information that would be useful in a quiz. For example, the expression “to save face” comes from the time when everyone wore very heavy wax based make-up. Sitting near a roaring fire would have a disastrous effect on the make-up and so small screens, mounted on stands, would be placed near the fire to save your face.

After our tour and a trip round the gift shop for the ladies, we took lunch in the Orangery Restaurant and then spent the afternoon looking round the gardens and admiring the view across the River Exe. *David Hutton*

LACOCK ABBEY VISIT

Eighteen members and friends gathered at Lacock at 10.30am on 18th June, rather a low turn-out considering the splendid venue, but we did have four members from Devon – well done! We had plenty of time since a conducted tour wasn't arranged until 11.30am so we visited the Botanic Gardens en route to the Abbey.

We were told that the Abbey was originally built in the early 1200's as a Nunnery being upgraded later. At the dissolution of the monasteries in 1539, the incumbents were thrown out and the building sold to Sir John Sharington, who immediately set about converting it into a large country mansion. He immediately demolished the religious nave and chancel using the stone to extend the building in the opposite direction. The retained building was two storey four sided structure built around a square cloister. The ground floor Cloisters remain unchanged with the upper storey converted to domestic use. In the late 1500's Sir John Talbot acquired the mansion by marrying the daughter of Sharington's brother, since there were no male heirs. He made many alterations, including a grand entrance hall. Ancestors of the Talbots retained ownership up to modern times, including the tenure of William Fox-Talbot the inventor of modern

photography, giving it to the National Trust in 1947, including the Village. This hasn't changed for well over 100 years and many of the buildings go back to Tudor times, so you may realise that it is very popular as a ready-made film set.

We all ate at one of the oldest building in Lacock village, the George Inn (1361), offering excellent “fayre”! Many walked back for more leisurely tour, particularly of the Cloisters and the Fox-Talbot Photographic Museum situated at the Abbey entrance in an old barn. There Fox-Talbot is described as a Polymath and Inventor. (Who knows the meaning of the first word?) . Fox Talbot had always been interested in science subjects, including astronomy, spectrography, microscopy and mathematics and after a foreign holiday taking with him a camera Lucinda and a camera obscura, which gave images of attractive views. He then became obsessed with retaining these images permanently. His initial efforts were to coat a metal plates with bichromated gelatine. In 1850 he returned to Lacock to perfect his reproduction techniques being inspired by the Frenchman, Daguerre, he decided to patent his unique system in 1852.

We are indebted to Chris Buck for organising such a splendid day's outing at a superb venue. *Peter Lamb*

CLEVEDON PIER - End of the track for the pier?

Clevedon Pier is a well-known piece of classic Victoriana, but did you realise that there is a Great Western Railway connection? The main structure is actually made of broad-gauge rails. The rails had a flattened “V” cross-section, and they were bolted together in pairs, base to base, to form the piles. The curved arches were made out of single rails. There are eight spans, each of 100 feet.

Building work started in 1867 and was completed in only 18 months. Originally there was a wrought iron pier head, but this was replaced by a cast iron one in 1892-93. The new pier head was set at an angle so that it was in line with the current. The “Japanese pagoda” style pavilion was added in 1894, and now houses a café that serves excellent cakes. In 1897 the paddle steamer fare from Clevedon to Weston was 1s 6d return.

In 1970 two of the spans collapsed during weight tests, and a long struggle began to rebuild the pier through the tremendous voluntary efforts of the Clevedon Pier and Heritage Trust. The pier was finally reopened in 1989, followed by the replacement of the pavilion in 1998. In 2001 the pier was given Grade 1 Listed Building status.

One of the ways the pier raises funds is by letting people “sponsor a plank”, the donations being marked by small metal plaques. The most original one is a memorial to a crossword composer: **“Beloved setter now is set,
much joy who gave us,
endless joy to get (2)”**

This must be the only pier with its own cryptic clue!

Paul Hulbert

Ed's note-Very appropriate since we will be using it to board the SS Balmoral in September)

LOW ENERGY LIGHTING SYSTEM POWERED BY SOLAR CELLS FOR A DISABLED CHILDREN'S HOME IN NEPAL

About 5 years ago a relative of David Rees's wife, Frances McGowan after a serious illness went to Nepal for a quiet retreat. Whilst there she visited an orphanage for disabled children, and was so appalled with their conditions that she returned after her initial visit to spend a considerable time in Nepal helping to improve their conditions. She has raised funds with the help of her family and friends have helped to transform the orphanage and improve conditions enormously. We have assisted with contributions over the years and have received a regular blog telling us what is happening in the orphanage. You can see a short video of the orphanage/children on www.nepalchildrenstrust.com.

There was one comment in her blog that attracted my attention in that the main power supply was off 16 hours a day, and that the children were having great difficulty in studying with just candles for lighting. I have been a power systems engineer all my working life and have been involved with the World Bank in trying to restore power in third world countries so I am very familiar with the conditions that exist in those countries.

Thinking about the problem I thought I could do something about it, given that Nepal has a lot more sunshine than us. If this could be used, the solution would be to use solar cells as the primary power source. My design calculations showed that using a standard 12v car battery as a storage medium and making use of the new low powered LED lights it would be possible to use only two 12volt 15 watt solar cells to supply 30 of the new lights. These would have the equivalent light output of 600 watts of the older type of Quartz halogen lights.

The lighting system consists of 2 solar cells approximately 12inches by 18 inches supplying a maximum power of 15 watts, each fitted with blocking diodes to prevent back feed which could damage the cells. A control box with 3 inputs (the additional input is for a battery charger) and a feed to the battery via a regulator to ensure the battery is not overcharged. The output from the battery is fed to a 4-way distribution board in the control box. All circuits are controlled by a switch and a thermal circuit breaker, which will automatically reset after a fault. In addition there are 30 lamp units holding the 1.2 watt 12 volt lamps each having an on/off switch. A search of the Internet did not find any cheap lamp units and a decision was made to build the units from scrap aluminium. Dennis Udy of Looe Rotary club carried out the majority of this work. He set up a small production line to produce an article of very high quality painted in dark blue, which could be sold on the open market. Dennis has also helped with the design to ensure that it is as robust and fault free as possible, and should work with minimum of maintenance. Commercially available lamp units were considered but were too expensive.

All of the equipment weighs about 12 kilograms and will fit inside a standard suitcase and can be carried on a plane. A trial run has been carried out in this country and

appears to work well. The total cost of the equipment is about £450 but there has been a lot of labour involved in building the lamp units. The kit was flown out to Nepal in June and will be installed in about 3 weeks.

The design should work in any country with good amount of sunshine. If anyone would like information on the design please contact me by e-mail on davidburnellrees@tiscali.co.uk. *David Rees*

LINCOLN ENGINEERING SOCIETY

Member Tom Sheriff is also a member of the Lincoln Engineering Society, which was founded in 1923. During the mid 1930's the President was Managing Director of Ruston & Hornsby; he insisted that as a term of their employment that his engineers should become members of the Society. In those days we had a membership of 450, and a cloth bound report was published every year with illustrations and advertisements of trades and businesses in the City. A prominent Hotel "The Sarresons Head", which is now the site of a cheap department store, carried a full page advertisement in the report. The bar of this hotel was a favourite watering hole for the crews of Bomber Command during the war.

Our membership is currently running at about 70, their engineering backgrounds cover power generation, production engineering, water supply, aircraft engineering and electronics: our Treasurer, Dr Ben Climer was formally involved in the research and development of radar.

We have talks given on related engineering subjects once per month, and a visit when these can be arranged every four to six weeks. Last year visits were made to Marshalls Aerospace at Cambridge, Corus Steelworks at Scunthorpe to see the rail rolling mill, a continuous casting plant, and new coke ovens. Later in the year we visited Sheffield Forgemasters, and a sophisticated water treatment works at South Humberside. Our first day out this year was to visit several Fen Drainage Stations along the Lincolnshire coast. Our next visit later this month is to the National Grid and Transco Training Station, and in July we are to visit the new CCGT station at Spalding.

In an endeavour to attract new members we are to hold an exhibition in Lincoln Library. *Tom Sheriff*

PUNJAB POWER

Since Tom wrote the above, he has e-mailed me to say that he has been asked to go out to Mauza Poong, 15km from Narowal, Punjab to be the Resident Engineer to supervise the construction of a combined cycle diesel generating station. He will be away for 9 to 12 months. The station will have 11 x 18 cylinder MAN engines driving 18MW Siemens Alternators. The engines will exhaust through waste heat boilers generating steam to drive a 16MW Peter Brotherhood turbine.

MUSEUM ACQUISITION

Recently we have accepted a Burco Drier 1969 vintage which goes with our other Burco appliances. David Cousins has more or less completed a database of all our Museum artefacts, including a photo of each item.

MANAPOURI POWER STATION

(John Dike reports on his holiday in New Zealand)

Give it a bit more gelignite, Bill!

It was a great day in New Zealand back in the mid 1960's. The final shot blast for the new Manapouri underground hydroelectric power station was about to take place so they invited a government official (see picture below) to press the button. But you know how it is when you want to impress! Perhaps just use a teeny bit more gelignite than normal? I doubt if anyone was able to hear his choice comments afterwards. This was probably one of the very few occasions when safety helmets could add to the risk!



Jo and I had a great time exploring New Zealand for two months this winter and were lucky to avoid the horrible UK weather. Our visit to Fiordland in The South Island and the Manapouri Power Station were among the highlights of the trip.

The power station is owned and operated by Meridian Energy Limited and is the largest hydro station in New Zealand. It lies deep in the wilderness of Fiordland at the western end of Lake Manapouri. Most of the station's 610 MW average output is consumed by the large aluminium plant at Bluff which is 160 kilometres to the southeast. The construction of the station was a massive feat of civil engineering with the majority of the station being excavated under a mountain, which is far away from any transport links, other than by boat. During the 1960's the environmental protests against its construction, and the consequent raising of the lake levels, galvanised New Zealanders into thinking more about general conservation issues.

The power station is housed in a massive cavern excavated from solid granite 200 metres below Lake Manapouri. Two tailrace tunnels take the outflow water to Deep Cove, an inlet of Doubtful Sound, 10 km away. Access to the station is via a 2 km vehicle access tunnel which spirals down from the surface or by means of a 193 m lift shaft from the control room above the lake. There is no road access to the station. Power station workers and visitors have to travel 35 km by the regular boat service across the lake.

The station cost 135 million NZ dollars to construct (1.95 billion at present day value) with 8 million man hours of work and cost the lives of 16 workers.



Soon after the power station commenced full operation in 1972 engineers discovered a design problem. The friction between the water and the walls of the tailrace tunnel effectively resulted in a reduced hydrodynamic head. Until the second tunnel was constructed in 2002 the operators risked flooding the powerhouse if they ran the station at an output greater than 585 MW. This was far short of the planned output of 700 MW.

If you are thinking of holidaying in New Zealand you should visit the station as part of your cruise down the wonderfully scenic Doubtful Sound - a remote area full of high cliffs, deep blue waters and tumbling waterfalls.

But don't give it any more gelignite, Bill!! *John Dike*

DANUBE ELECTRICITY

In September 2008 my wife and I went on a trip on the Danube, starting at Passau in Germany and ending up at Budapest in Hungary. Most of the trip however was in Austria and our boat negotiated eleven locks on the 224 mile journey. We were advised that there were hydroelectric power stations at each lock, which is impressive and that Austria generates 25% of its electricity from hydro-power. *Peter Lamb*

EDF SELLING UK COMPANIES?

It is rumoured that EDF Energy wants to sell some of its holding in the UK to reduce its debt of £22bn, since its take-over of British Energy for £12.5bn last year. They need the money to build nuclear power stations in the UK.

LARGEST WIND FARM

Scottish Power has spent £300M on building the largest inland windfarm in the UK outside Glasgow at Whitelee on Eaglesham Moor. It consists of 140 wind turbines, which are being commissioned this Summer. The 2.3MW turbines have been manufactured by Siemens giving a total output of 322MW.

RAIL ELECTRIFICATION

In May Network Rail launched a new strategy on electrification on behalf of the rail industry. The network route utilisation strategy (RUS) on electrification forms part of a consultation on a long-term plan being developed by Network Rail in collaboration with industry to meet rising passenger and freight demand. The electrification RUS outlines the benefits which can accrue, such as reducing the costs of running the railway, increasing capacity and lowering CO2 emissions.

Iain Coucher, Network Rail's chief executive, said: "The consensus for expanding our electrified network is growing. The evidence outlined in this strategy sets out a positive case for a long-term commitment to electrification. Electric trains are not only better for the environment, but are quieter and smoother for passengers while causing less wear and tear to the track. They are more reliable and often faster. Further electrification will also help open up more diversionary routes so that we can keep people on trains and off buses as we carry out planned rail improvement work.

"Our plans to develop an engineering method that can install power lines quickly, and efficiently, without disrupting services and at a cost that is affordable are already at an advanced stage."

Compared to diesel traction, electric services have lower rolling stock operating costs, higher levels of train reliability and availability and lower leasing costs. The superior acceleration of electric trains can also help reduce journey times. Electric trains also provide more seats than diesel trains increasing capacity, while electric freight locomotives can haul longer trains.

Electric vehicles, on average, emit 20% to 30% fewer CO2 emissions than diesel.

Currently only 40% of the rail network is electrified, including most of the south east of England, and the main lines from London to Edinburgh and Glasgow, as well as the Merseyrail network around Liverpool and the Glasgow suburban network.

Were the funding secured for further electrification, the RUS recommends that the busiest 3,000 miles of non-electrified routes should be electrified as a priority to achieve the greatest benefit. These routes include:

1. The Midland Main Line, including services from London St Pancras to Sheffield.
2. Great Western Main Line covering services from London Paddington.
3. Strategic infill to provide more diversionary routes.

Network Rail will continue working with the Government as they assess the case for funding for a rolling programme of electrification. More information about the RUS process can be found on the Network Rail website: <http://www.networkrail.co.uk>

Submitted by John Perkin

LYME REGIS CELEBRATION

On Sunday 31 May, Lyme Regis celebrated 'Electric Lyme 100' - its electric centenary of electricity. On 1st June 1909 Lyme had become the first town in Dorset with a public electricity supply. (Bournemouth and Christchurch in those days were still in Hampshire.)



The Ghost of Alban Woodroffe, the first Chairman of the Lyme Regis Electric Light & Power Co Ltd, joined the Mayor and councillors in re-enacting the original procession to the Town Mill, site of the town's first power station. Back in 1909 Mayor Sam Harris had pressed a golden switch to turn on the town's lights and the crowd had cheered 'lustily' and then sung *God Save the King*. This time round, as well as speeches and the town band, the crowd was entertained with a re-enactment by the Junior Theatre Group of a condensed history of the town's supply over the next forty years up to nationalisation in 1948. SWEHS member Martin Roundell Greene played the role of the Ghost of Alban Woodroffe - see photo. Back in 1909, selected guests had been offered biscuits and champagne by Woodroffe. Sadly, this time round the finances only ran to home-made 'electric biscuits' and 'Lyme-ade' made by Martin's wife Jo, but a very good evening was had by all.

Martin Roundell Greene

STREET LIGHT REDUCTION

Gloucester County Council are piloting schemes with a view to saving £210,000 a year. One experiment is in Ermine Street (Roman Road), Brockworth where they are trialling lamps which will go from full-on to 60% at 10.00pm. Another idea is to turn off one in six lamps. This has been tried and nobody complained. However Hay-on-Wye has taken more drastic action with two out of three lights going out from 12.30am to 5.30am. The Council have received numerous complaints.

DEREK LICKORISH

Derek, ex-SWEB and ex-EDF is coming to talk to us in November at Cairns Road. He has been appointed as Chairman of the Fuel Poverty Advisory Group, Government quango? Since leaving EDF he has set himself up as a Consultant specialising particularly in Smart metering.

WESTON GENERATION

Member Steve Cole was interested to read the article about the generation at Weston in 1956 with the information supplied by the visitor investigating the possibility of converting the boilers to oil firing. He says that he came back to SWEBS at Weston in 1957 as Operation and Maintenance Engineer and the station was still operating for a few years after that. Being responsible for producing the annual Load Flow Diagram he was always involved with including the output from the generating operation. He remembers the original rating of those Brush Ljungstrom generating units being 1.5 MW, the same as two at Bath, although Bath also had two 5 MW units of the same type. He went to Bath in 1950 assisting in overhauling one of the 5 MW unit turbines (in a lowly way – as he was then a Graduate Trainee with SWEBS). It was very interesting to see the turbine structure with its predominately radial steam flow driving two contra-rotating alternators. This structure allowed them to be brought on line so much quicker than the usual turbine with longitudinal flow, although perhaps a design unsuitable for larger units.

He continues “As I remember it, the two units at Weston had been uprated to 1.875 MW, I don’t know by what means. When I was at Weston, the units were rarely run, and then mostly for peak use. Whether they managed to generate to hit the national peak I don’t remember; certainly they rarely hit the District peak. Sometimes they were late coming up to power, and sometimes too early. That the peak could be missed by coming on early seems surprising, but this was because the single cooling tower, remaining in 1957, was inadequate for prolonged maximum generation.

With best regards and all the best for SWEBS”.

Stephen Cole

MEMBERS NEWS

Roger Hughes has made a remarkable recovery from what seemed a severe stroke. He is once again driving and attended his first outing with us at Lacock.

John Perkin has been in hospital for an operation and is now back at home and doing well.

NUCLEAR POWER IN EUROPE

The largest nuclear power station in the world is being built at Olkiluoto in Finland for TVO the Finnish utility. The reactor is being built to EPR design mainly by the French firm Areva along with Siemens of Germany. 119 French firms are involved and 114 German firms in the £4.1billion project which will generate 1.6gigawatts of electricity when complete in 2012.

In Britain there are 11 new nuclear power stations to be built eventually, but will any British firms be involved when all the up-to-date technical know-how is being developed on mainland Europe?

MAJOR ARCHIVE ACTIVITY

Marcus and Peter (mainly Marcus), spent much time in December delving into the archives to give a publicity firm details of an old Electricity Council advert for Economy 7 for reuse as an EDF TV advert and SWEBS were paid for the effort involved.

DOES IT PAY TO ADVERTISE?

A young woman a few months ago, who was pregnant, sat in a bus. She noticed a soldier looking at her and laughing to himself. Feeling a little embarrassed owing to her condition, she moved to another seat. At this the soldier became more amused and this annoyed her very much. The lady moved in all four times and each move seemed to make the soldier laugh all the more. She couldn’t stand it any longer, so called a policeman and had the man arrested.

During the ensuing court case, the soldier was asked to explain his conduct. This was his reply :- "Sir, when the lady got on the bus, she sat under an advertisement "Coming Shortly" This made me smile and then she moved under another advertisement that read "Sloan's will remove the swelling". This of course made me even more amused. She again moved this time under an advertisement, which read "Williams Stick did the Trick". At this point I could not control myself. Then she moved again under the last advertisement, which I thought crowned the lot "Dunlop Rubber Goods could have saved this accident".

Judge's Verdict:- Case Dismissed.

ELECTRIC JOKES

Two antennae met on a roof, fell in love and got married. The ceremony wasn’t up to much, but the reception was excellent!

Two hydrogen atoms meet. One says ‘I’ve lost my electron.’ The other asks ‘Are you sure?’ The first replies ‘Yes, I’m positive.’

A jump-lead walks into a bar. The landlord says, ‘Ok I’ll serve you, but don’t start anything.’

Submitted by John Haynes

FOR YOUR DIARIES – a Reminder

Fri. 4th Sept. THE SS BALMORAL BOAT TRIP

Departing from Clevedon Pier at 1.30pm for boat trip on the River Severn around the islands of Steep Holm and Flat Holm and exploring the “Welsh Heritage Coast”. Lunch venue optional.

Sat. 17th Oct. VISIT FINCH FOUNDRY Nr.

OKEHAMPTON 2.00pm Tour of the National Trust property including the last water powered forge in England. Lunch will be taken beforehand around 12noon at the Taw River Inn.

Thur 19th Nov. “LIFE AFTER SWEBS” Talk by

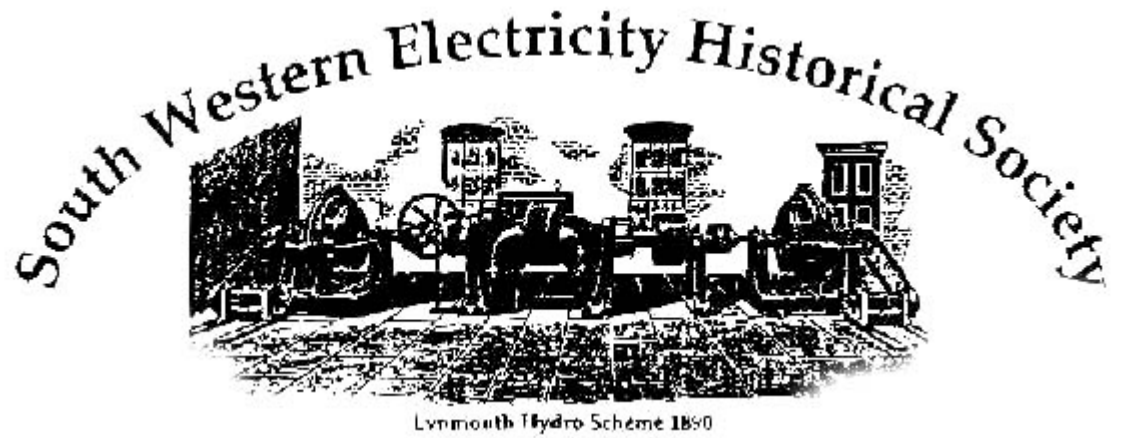
Derek Lickorish 2.00pm Talk including his experience with EDF - Lunch before at the Eastfield Inn.

Sat. 30th January 2010 ANNUAL LUNCHEON

Guest speaker Robert Symons, Chief Executive of WPD at Gypsy Hill Hotel. Prior to the luncheon in the morning, visit to Devon County Record Office.

NEXT EDITION

This newsletter is produced every four months. Please send information, articles, photographs or letters to :- Peter Lamb 35 Station Rd, Backwell, Bristol BS48 3NH or telephone on 01275 463160 or e-mail him on lambpandv@btinternet.com



This document comes from the
South Western Electricity Historical Society website at
www.swehs.co.uk

This site contains all the necessary contact information you may require.

Do visit the site – you may find more items of interest.