HISTELEC News

NEWSLETTER OF THE SOUTH WESTERN ELECTRICITY HISTORICAL SOCIETY

Web Site : www.swehs.co.uk

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SUMMER HERE WE COME!

Having got rid of the dour Winter season, one hopes, we can look forward to some better weather. So may I wish you all a super Summer-time.

15th ANNUAL GENERAL MEETING

Some 39 members and friends attended the AGM of the Society held at Taunton on 21st March. Chairman David Hutton gave a summary of the activities over the last year and Clive Goodman, the Treasurer, presented the Society's accounts. Following members were elected :-

Chairman : Michael Hield
Vice-Chairman : David Hole
Treasurer : Clive Goodman
Secretary : Peter Lamb
Committee : Roger Hughes, Chris Buck, John Gale, Marcus Palmen, David Hutton, Keith Morgan , John Ferrier & David Peacock .

Ex-officio
Membership Secretary : Paul Hulbert
Museum Secretary : David Cousins
Hon. Accounts Certifier : David Legg

We are delighted that Mike Hield has agreed to serve as our new Chairman and look forward to his future input into the Society.

After the meeting member, David Hole entertained everyone with considerable humour. He started with the history of Trinity House and then showed numerous slides he had prepared illustrating the history which included a shot of the first wooden lighthouse going up in flames – it was a very original presentation.

Peter & Founder Members cuts the Cake

CELEBRATION OF 15 YEARS

At the AGM we started by celebrating 15 years of the Society's existence by cutting a celebration cake baked by Ann Buck (see picture). The Chairman David congratulated everyone involved and Peter Lamb, who initiated its formation wished to thank the people who helped to create the Historical Society in the first instance and make it so successful today.

Paul Hulbert was his main assistant before the Society was formed and Mike Williams and Gareth Dodds were a huge support in enabling a few supporters to get the keys for the redundant switch-rooms at Cairns Road and move the artefacts from Feeder Road complex. In forming the Society John Haynes and Clive Goodman were key figures, but in more modern times Marcus Palmen has created a web site, which has put the Society firmly in a strong position within the internet providing an important role for archivists and encouraging a new membership. The enthusiastic backing received from about eight members has been crucial in creating a vital archive centre at Redland Bristol. He considered that the success of the Society has passed his wildest dreams.

NEW CHAIRMAN'S MESSAGE

I attended a committee meeting prior to the AGM as a lead-in to my Chairmanship. I was very impressed by the great amount of work done in recent times to build our archive of historical information. This information now known to many people throughout the country and even overseas, who call upon us for assistance, due to our web site. The archives have been researched in some parts to produce abbreviated Chronologies - notably by our Secretary for the Nationalisation period 1948 to 1990 and based mainly on Board Papers. Similar chronologies need to be produced so as to cover the whole area especially for the period from about just pre 1900 up to 1948.This period is truly historical and perhaps more difficult. The period would cover generation, public lighting, distribution and the early 132kV Grid. Help is needed in this interesting task and I would ask members to volunteer by phoning me on 01275 374550. or e-mailing m.hield@btinternet.com ***Mike Hield***

FILM FESTIVAL

Some members have expressed an interest in acquiring copies of the historical films shown at our Film Festival in the Autumn. The films/videos can be individually selected by a member and then will be transferred by Marcus Palmen to a DVD. The cost will be £2.00 per DVD disc. Please ring Marcus on **Tel : 01275 372905**.

SWEHS NEXT HOLIDAY

You will have received a notice inviting you to join up for the Mercian Holiday by now, a weekend away in the Midlands at the Abbey Hotel in April 2010. The closing date is 16th April this year in order that we may assess whether we have enough takers to make it a success.

Peter and Marcus have designed an interesting time away with something for everyone, so give us your support. On their reconnoitre they visited two hotels, Warwick Castle, the Black Country Museum and Birmingham Jewellery Quarter. They found some interesting places in Warwick Town and were particularly taken with the Castle's effort to explain the early electrical supply to the Castle. At the Mill and Engine House is displayed the early generating plant (1890's) installed by Edmundsons, including a turbine drive, two gas engines/dynamo sets, a water pump and an old water mill. It was also surprising to see two original large lead batteries in good condition similar to those that may have been at Tyntesfield.

Don't forget to return your booking forms NOW.

2009 ANNUAL WINTER LUNCH

The Annual Winter Lunch was held at the Gipsy Hill Hotel on the eastern outskirts of Exeter. Those of us who had visited the Met Office and EdF's Customer Services office were familiar with the territory but I think many of us found the transition from a modern trading estate to the remnants of a country lane somewhat surprising. Several members recalled the heydays of the SWEB Sowton base when overflow lunches were often arranged at the Gipsy Hill Hotel. Most found there way with the help of Peter's sketch plan - but not everyone!

44 Members and friends attended - we had a room to ourselves with a view out over Sowton and a very good meal. Our guest speaker was John Draisey, the Devon County Archivist who told us about the historical background of his organisation. Records in Devon go back over 1000 years. Today his office looks after the archives of the County of Devon, the City of Exeter, and the Exeter Diocese. Apparently Plymouth is determined to be independent and has it's own Archivist. In view of the physical size of the county a small Record Office is located in Barnstaple. The oldest records are those of the Diocese. John Draisey commented on the miraculous survival of the County's records despite the severe damage to a lot of buildings in Exeter during the last war.

Today with a modern storage building on the Sowton Trading Estate, I couldn't help comparing their archives with ours - we can just about manage 100 years not 1000 - and our storage facilities are crude in comparison.
Another guest at the dinner was Dick Passmore who has recently completed his book "Power to the City" (Exeter) copies of which were on sale. He concentrates on the building in Haven Road, which has, fortunately, been saved from demolition. He has assembled a very good collection of photographs of the building and the plant with many thanks to SWEHS. There is a chapter on the Exeter tramway system and a short passage about GWR and its connection to the Power Station. ***Roger Hughes***

LOCKING ROAD, WSM MEMORIES

Regarding thoughts for the Newsletter, member Tom Sherrif says that he had very little involvement with power stations in the South Western Region, however, his first job after the completion of his apprenticeship was as site draughtsman with a small firm of consulting engineers, John Bruce & Partners at Brunswick Wharf Power Station in the East End of London. During a period when there was little for him to do, he was given a couple of small jobs at Weston Super Mare, and also at Tir John in Swansea.

He goes on – "This would be during the summer months of 1956, I would take the "Merchant Venturer" out of Paddington on a Monday morning, in those days steam hauled, and the Wantage Tramway locomotive "Shannon" could be seen on the platform on Wantage Road station as we shot through. John Bruce & Partners were preparing a report for the possible conversion to burning light fuel oil at Locking Road, and I was to prepare preliminary drawings. This station had previously been owned and operated by the Weston-super-Mare and District Electric Supply Co Ltd. After vesting day this station became a part of the South Western Division-Northern Section of the BEA.

The plant comprised three Babcock & Wilcox (WIF) boilers, fired by chain grate stokers with long ignition arches, one of these boilers was rated at 15,000 lb per hour the two others being rated at 25,000 lb per hour each, steam was generated at 200 psig and superheated to 450 deg F; feed water was preheated in a Greens Cast Iron Economiser. Electrical energy was generated at 6.6 kV by two 1,300 kW Brush Ljungstrom radial flow steam turbine alternator sets exhausting to surface condensers. There were two wooden cooling towers one by Balcke rated at 85,000 gph the other by Davenport rated at 200,000 gph; make up water for the tower ponds came from drainage ryhnes; I believe that the superintendent was a Mr L C A Richardson.

Plans to convert the Thameside stations to burn fuel oil were drastically modified after the Suez Crisis in 1956, plans to convert Brunswick Wharf to 100 % oil firing were abandoned and modified to a 25% oil firing proposal, so nothing further was heard of Locking Road. I stayed in a boarding house at the top of the hill overlooking the town and the sea, I would return home by the last train to Paddington on a Friday evening. As it was a glorious summer I would on occasions stay down for the weekend; in those days P & A Campbell's still operated their White Funnel fleet of paddle steamers in the Bristol Channel, I would watch them as they approached and berthed alongside the pier, discharging their passengers and returning to Swansea at the end of their holiday." ***With Best Wishes, Tom Sherrif***

70 YEAR OLD LIGHT BULB

A house at Cowes on the Isle of Wight has a light bulb which has been going for 70 years according to the Times. The owners say that it is an Ediswan bulb originally bought in 1938 and is situated on their landing. They estimate it has done 600,000hours duty – incredible!!

CHINA'S THREE GORGES PROJECT

The Institution of Engineering & Technology (IET) recently featured the Three Gorges Project in China since the last of 26 generators had been installed at the end of last year making it the largest hydro-electric scheme in the World with an installed capacity of 18,200MW, beating the Itaipu scheme in Brazil a mere 12,600MW.

It was interesting to read that the 26 Francis type turbine/sets are housed in two power plants either side of the dam and were made by a consortium of Alstom Power and Kvaerner Energy of Norway and a consortium of GE Canada and Voith Siemens. The firms built factories in China to manufacture the plant.

Another interesting fact was the size of the lake behind the dam – 600km!! When complete i.e. full, it will submerge 2 cities and 116 towns and displace 1.13million people, but it is hoped that it will tame the Yangtze River, which has regularly flooded and drowned thousands of people over many years.

EAST YELLAND POWER STATION

Non-member Philip Thorton-Evison found our web site and offered us pictures of East Yelland Power Station. We jumped at the chance since we have little material on this North Devon power station. He said "My younger brother was there for a while as part of his apprentice training with the CEGB. He then went on to work at Didcot Power Station for some years before leaving the industry. Though now he is working at the JET project at Culham, which I guess is being back in the power industry. I took the pictures at an open day".

East Yelland Steam Turbine

HMS DARING

The latest HM Navy's destroyer HMS Daring is powered by electricity, requiring the same amount of energy as two small power plants or the entire Shetlands Islands – so the papers state! The propulsion of this type 45 front-line warship uses all-electric propulsion with very efficient gas turbines being the prime motive power. The advantage of this is that they can run the whole ship (propulsion, weapons and accommodation) off a single power plant at a reasonable speed (say 18 knots). It is also more flexible throughout its life, because there is no gearbox, a regular source of mechanical problems and therefore lay-ups)

CAMBORNE'S 'Furthest West'

The Supplement to Histelec News (Dec 2008), the 'Early History of Edmundson's & Cornwall Electric Power Company' threw welcome light on a long-forgotten phase of our electrical history. A few background notes may be of interest.

Edmundson's Electricity Corporation Ltd, started life in 1897, taking over the business of Edmundson's Ltd. It managed supply undertakings in Dorking, Frome and Cromer. The Urban Electric Supply Co Ltd (UES, founded 1898) owned power stations in thirteen locations, as widely scattered as Hawick, Berwick, Godalming, and Glossop. Some were disposed of; the Cornish business was consolidated in the Cornwall Power Co in 1936, but this was after the Cambome & Redruth Tramway had closed. The UES became part of the Edmundson kingdom, but this in turn (1928) fell into the huge and complicated empire of the Greater London & Counties Trust, itself controlled by the Utilities and Power Co of Chicago, USA. The U & P also controlled the Cornwall Power Co, founded in 1911 and closely associated with Edmundson's and Urban Electric to whom it supplied bulk electricity from its Cam Brea power station.

The Cambome area therefore had a curiously complex system of electricity supply, in the hands of the Cambome Electricity Supply Co Ltd (an Urban Electric subsidiary) and its financially linked associates.
Thus, overseas ownership and a mildly shambolic organisation of public utilities are not entirely new experiences for the UK, even if the years of national ownership did much to sort out the original confusion.
In favour of the American-infiltrated system of those days, it did something to impose rationality on the patchwork of undertakings made possible by deficient legislation and only being sorted with painful slowness in the 1920s and 30s after the Weir Report and the coming of the National Grid.

The Cambome & Redruth Tramway was highly individualistic, as befitted Britain's furthest West electric street railway. Its smart dark green and cream cars started work in 1902; it closed (for passenger working) on 29 September, 1927. But that was not the end of it by any means; since 1903 about a mile of the tramway had also carried mineral traffic and this continued until 1934 when workings were replaced by an overhead cableway. UK tramways did occasionally carry freight, it was rare to find so long and specially-dedicated usage of this kind; in carrying bulk minerals it was unique in the UK.

The 'Supplement' notes the connection of the Wigham family with Edmundson's - it may be of interest that a Mrs Wigham 'a director's wife' performed the switching-on ceremony for the C&RT, 7 November 1902. For the record: the Cambome & Redruth Tramway was Britain's 'furthest West' by a whisker-just beating the Rothesay & Ettrick Bay Tramway (Isle of Bute) by about 8 minutes of longitude at the Cambome end of the system. The full story of this unusual tramway was related by L Fisher Barham, Cornwall's Electric Tramcars. ***Roger Hennessey***

AUSTRALIAN FIRES

From our Australian Correspondent

A great deal of our timber is eucalypt, heavy in oil and producing lots of falling leaves and bark which provide ground fuel. A ground fuel load of 8 tonnes per hectare is considered a dangerous load, break it down to smaller areas that's only 800grams per sq.meter. A cigarette end, a single spark, or a lightening strike can ignite a fire in seconds. With temperature, fuel and wind this fire can race across country faster than a car. Not only on ground, but will race up the trees to the top, exploding the volatile oils in the leaves and then will "crown" at the speed of the wind ahead of the main fire. Thus means that particles of fire will travel ahead and produce fresh fires ahead of the fire front. This is called "spotting". Temperatures are frightening, the rule of thumb is :- A fire area is 3 times the height of the fire front. i.e. Typical Fire front 35m high, everything 100 metres in front will fry! Cars in the fire storm will burn, aluminium engine blocks will become a puddle. Hardwood poles leave less than a bucket of ash!

A recent report compared one firestorm to be 200 Horishimas. They are firestorms worse even than Dresden in WW2. Past theory was get out and the man stay and protect the property. Latest experience is get out and go early. Fill the car with petrol, valuables in the boot, face it to the gate and be read to go. Sooner the better as smoke filled air leads to crashes and a miserable death. A few people survived the fire front, in buried and deep airtight bunkers, but not many. Destruction is total and death rate in one small community was 20%.

I have worked in fires in NSW back in the 80s and 90s, but nothing with the ferocity of the Victorian models. There will be a lot of rethinking about control. We used to have ground fuel burn-offs in winter but the greenies slowed that down. Councils stopped tree clearing near houses....new thoughts now. Still a lot of emotion here, over 100million dollars raised by donation and still more rolling in. The Government is adding to the pool of help. The Army has been called in. Our church raised $700 just on Sunday evening service, and a group of us blokes are storing building materials and tools ready to go. So far we have masses of gear and about 300kg of tools ready to go down to Victoria for the rebuilding phase. ***Geoff Yates***

An Australian Tower felled by the Fires

HINKLEY POINT "A" FLASK TRANSPORTER

Those who worked at Hinkley Point in the 1960s may remember that spent fuel flasks were transported to Bridgwater Station to be loaded on to a railway Flatroll wagon for the journey to Windscale (now Sellafield). They weighed 50T and were to be towed on a towbar trailer pulled by a Scammell Highwayman road loco. There was at the time local concern that the weight might cause the whole entourage to end up in one of the old cellars said to have been dug under the roads in the centre of Bridgwater. This fear did not arise as, by the time the first flasks were ready to go, the Bridgwater bypass had been built.

However, other problems arose. The special trains usually left Bridgwater in the morning and this meant that flasks had to be prepared for despatch, monitored and have all their paper work completed overnight. As the process was somewhat complicated the night-shift got on with the job early in case delays occurred. Then the flask stood on the transporter for several hours, which led to a bumpy journey caused by flats on the tyres.

It was soon discovered that the tractor was not heavy enough to cope with the gradients of the short hill at Cannington and tyre wear became excessive as the wheels spun around. The answer was additional weight (I think in the form of old railway line) was added to the tractor ballast box. Now the tractor was too heavy for the engine to cope with the ballast and its load so Meaker's Motors of North Street Bridgwater had to be regularly called to assist with their 8-wheeled commercial vehicle tow truck. It wasn't long before replacement transport was being sought.

In rare times of heavy snow Bridgwater RDC cleared the main road to Cannington as far as their boundary but the last mile or so to the station gates was the responsibility of West Somerset RDC. Unfortunately their snow clearing equipment was based at Williton, over the winding narrow A39 past the Quantocks and they could not be relied upon to deal swiftly with any drifts. Staff on shift were required to stay at their posts until relieved so it was in their interests to get the road cleared. On one occasion it was decided to hitch up the Scammell's snow plough and it set off bravely only to find as it left the site road lighting that the headlights were behind the plough. Long stalks were fitted and a second attempt was made which, if I remember rightly, was soon curtailed when the snow plough hit a raised manhole under the snow.

Why has all this come to mind? Well, I often wondered what happened to the low-mileage and beautifully finished blue Scammell with its polished radiator and CEGB logo on each cab door and Bristol registration 60SHW. I was idly browsing through an Old Glory magazine lent to me by a traction-engine enthusiast friend when I spotted an article about a sale held at Salisbury and there, in a multi-coloured fairground style of painting, was none other than 60SHW! It was reported as being in immaculate condition and sold for £16,250. I wonder how much the CEGB got paid? ***Colin Hill***

ONE HUNDRED YEARS AGO

One hundred years ago, on June 1st 1909, Lyme Regis became the first town in Dorset with a public electricity supply: not quite the cutting edge of England's electrification, but better than neighbouring Bridport, which waited until December 1929 for its first supply.

Laying the First Cables in June 1909

At the start of 1909, the future Lyme Regis Electric Light & Power Company secured a contract with the council to light Lyme's streets with electricity, saving the ratepayers £40 a year on the gas company's charges. In March it published its prospectus: as well as the council contract worth £240 for 90 street lamps, the directors aimed to secure as customers most of the hotels, large shops and private houses in town, and the railway station. They would provide a 110-volt DC supply, with enough capacity for 1,500 lamps.

For a power-station, the company paid Mr Wallis £200 for the Old Malthouse at the Town Mill. There it installed a 35 HP Gardner 'oil engine' with a belt-drive to an 18kW dynamo. Half a mile up river at Higher Mill, it put in a 7½ HP Gilkes turbine driving a 5kW dynamo, paying the miller £5 a year for all his available waterpower. Wiring up the town would include 'aluminium wire extensively used for aerial work' – apparently the first time used in England for that purpose.

The inaugural ceremony was splendid. According to *Pulman's Weekly*, the wet weather did not damp the enthusiasm of the townspeople who came forth in great numbers to witness the new illumination. 'By eight o'clock the streets were blocked by upwards of 1,000 persons.' Punctually at nine o'clock, the mayor in scarlet robes and attended by his mace-bearers led a procession of aldermen, councillors and borough officials from the Guildhall to the Malthouse engine-room. There, with the aid of a golden switch, he inaugurated the lighting scheme and the townspeople 'cheered lustily' and then sang *God Save the King'*.

By the end of the year, there were 57 public and private electricity consumers in Lyme Regis and, including the street lamps, the Company was supplying 947 lamps.

Martin Roundell Greene

NEW ELECTRIC LIGHT

Professor Colin Humphreys and assistants have been researching LED lights at the Department of Materials & Metallurgy at Cambridge University and produced a new LED lamp suitable for domestic use. The experimental material is Gallium Nitride, which is a key ingredient of LED lamps. He claims that it will replace current low energy lamps, which is a relief for many of us, since there are considerable side issues with the wrap-around fluorescent tubes. The new bulbs could be available within two years and are likely to cost only around £2.00. Despite being smaller than a penny, their life would be 100,000hours and be 12 times more efficient than the filament bulb and three times more efficient than the unpopular fluorescent low-energy (CFL) versions.

DORCHESTER STREET – THE LATEST

Member Steve Riches, one of our rare working members, sent us a copy of a Bath Flood Report December 1960 written by Les Brain – it is a superb archive. Steve tells us that the past floods in Bath have created problems for the developers of the £360M Southgate Development, since the new targets issued by the Environment Agency associated with 1:100 year risk assessment put parts of the development at risk. This has resulted in McAlpines having to install automatic flood barriers to protect the underground 860 place car park.

Incidentally Steve was featured in an article in the WPD magazine "Power Lines" about the development proposals recently. It is a massive site involving the redevelopment of the 1970's Shopping Mall, the Bus Station and both the old Bath Generating Station and the SWEB District Offices. Steve was credited with planning and design of the electricity supply to this major project at a cost of £3.5M involving moving the old Dorchester Street primary substation. Also it was refreshing to hear that with the current financial situation the development is still preceding smoothly.

MEMBERS NEWS

Roger Hughes – has had a severe stroke, but is making reasonable progress in Weston General Hospital. It has affected his right side. As ex-Chairman and a keen archivist we will miss him at Cairns Road and hope that he can make a reasonable life-style once again.
David Peacock – is having a replacement hip joint having rather suddenly experienced great difficulty in walking.
Paul Hulbert – Our Membership Secretary has said he's not retiring yet as a University tutor, since he has just been promoted to Senior Lecturer – Congratulations!
Jane Woolrich – with her husband Tony is involved with Bridgwater museum

BRITISH LIBRARY & SCIENCE MUSEUM

Both the bodies have found us via our web site and BL has asked permission to use material from the site and SM have invited to visit their Wroughton Museum, which is now open to the public.

A LIGHTER SIDE TO WORK WITH THE ELECTRICITY COUNCIL *-(Jane Woolrich tells us some tales associated with Chris Buck's Supplement)*

I joined the staff of the Electricity Council in Bristol in the summer of 1951 straight from Bristol College of Commerce. It was the Industrial Relations Department (DJAC) under Malcolm Skinner (later Jim Dean) and my colleagues were Lionel Bradburn (Brad), clerical assistant, and private secretary Valerie Bond. We were based in the old BCED building opposite Electricity House, rather shabby grubby premises, and in the yard at the back the manual workers would return and congregate at the end of the day. If we were spotted near the windows there were wolf whistles!

Much of the work was involved with the joint consultative committees, and sometimes I had to attend meetings and take the minutes, a task which I came to enjoy and which has proved very useful in years of belonging to various voluntary organisations. I got used to dealing with all sorts of people from senior officers of SWEB and BEA/CEA/CEGB to junior clerks in sundry departments and the young woman (Rita) who operated the duplicator in the typing pool. The variety of work was amazing, and we used to get some amusement out of the Suggestions Scheme! Then there were the Arts and Crafts Exhibitions (2 or 3 days at Torquay arranging the stands) and the First Aid Competitions at Exeter (stewarding for the teams). We did also once have to go on a Civil Defence session at Bower Ashton, an experience I did not enjoy and was glad to go home.

In 1956 I became Private Secretary to Alec Beckingsale (Beck) the Regional Safety Officer, and moved to a house opposite the CEGB in Oakfield Road. We had a marvellous view of the car park and when we heard the operators 'Calling Mr Bloggs; telephone for Mr Bloggs'. I could have told them that Mr Bloggs had just driven out or was enjoying a chat with a crony in the sunshine! The downstairs rooms were occupied by a bunch of transmission engineers – who clumped up and down stairs and conversed in loud outdoor voices; Aerona Bodie, the Divisional Nursing Officer, a pleasant but rather formidable lady; and by the S.W. DJIC officer – A C Wright, his assistant Sam Shield and private secretary 'Tim' Wood.

My time was spent in compiling accident statistics and typing accident and inspection reports, and I did get to being escorted round Uskmouth Power Station by Ray Mason (Asst RSO) so that I could see what my typing actually meant; this included scrambling up beside the coal conveyors! We also put on safety exhibitions at the annual meetings of the LAC Safety Sub-Committee Chairmen, where I developed my taste for mixing people up at the lunch tables after Ray and I sat at a table for four where the other two talked shop the whole time, in spite of our efforts to make polite conversation.

Later on we were moved to St Giles House, at the bottom of Small Street to join Jim Dean's department. It was a happy time with congenial colleagues – we were all trying to work ourselves out of a job! I left the industry in 1965 on marriage but even now try to take a friendly interest, although it has changed so dramatically. I kept up with several former colleagues who became real friends outside the office. ***Jane Woolrich (née Powell)***

TRUE STORY

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets travelling at maximum speed, the idea being to simulate incidents of collisions with birds to test the strength of the windshields. American engineers heard about the gun and asked to borrow it to try it on high speed trains. When fired they were staggered to find that the train windshields had been smashed to smithereens with the chicken embedded in the back wall of the cabin. The Yanks asked Rolls Royce for their views. **(See below for response!!)**

WHAT IS A SENIOR CITIZEN?

We are worth a fortune:

With silver in our hair, gold in our teeth, stones in our kidneys and lead in our feet. We now have two men to see us every day as soon as we get up –

Will Power helps us out of bed, then Arthur Ritus shows up and stays around all day. He doesn't like to stay in one place, so moves from joint to joint. The Rector called the other day and said that at our age we should be thinking of the "Here After". We do it all the time - in the kitchen, in the living room, or up the stairs. We stand and say "now what am I here after?"

JOKE

What did the baby light bulb say to the mummy light bulb?

I love you watts and watts.

DANUBE ELECTRICITY

In September 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 hydro-electric power stations at each lock, which is impressive and that Austria generates 25% of its electricity from hydro-power. ***Peter Lamb***