

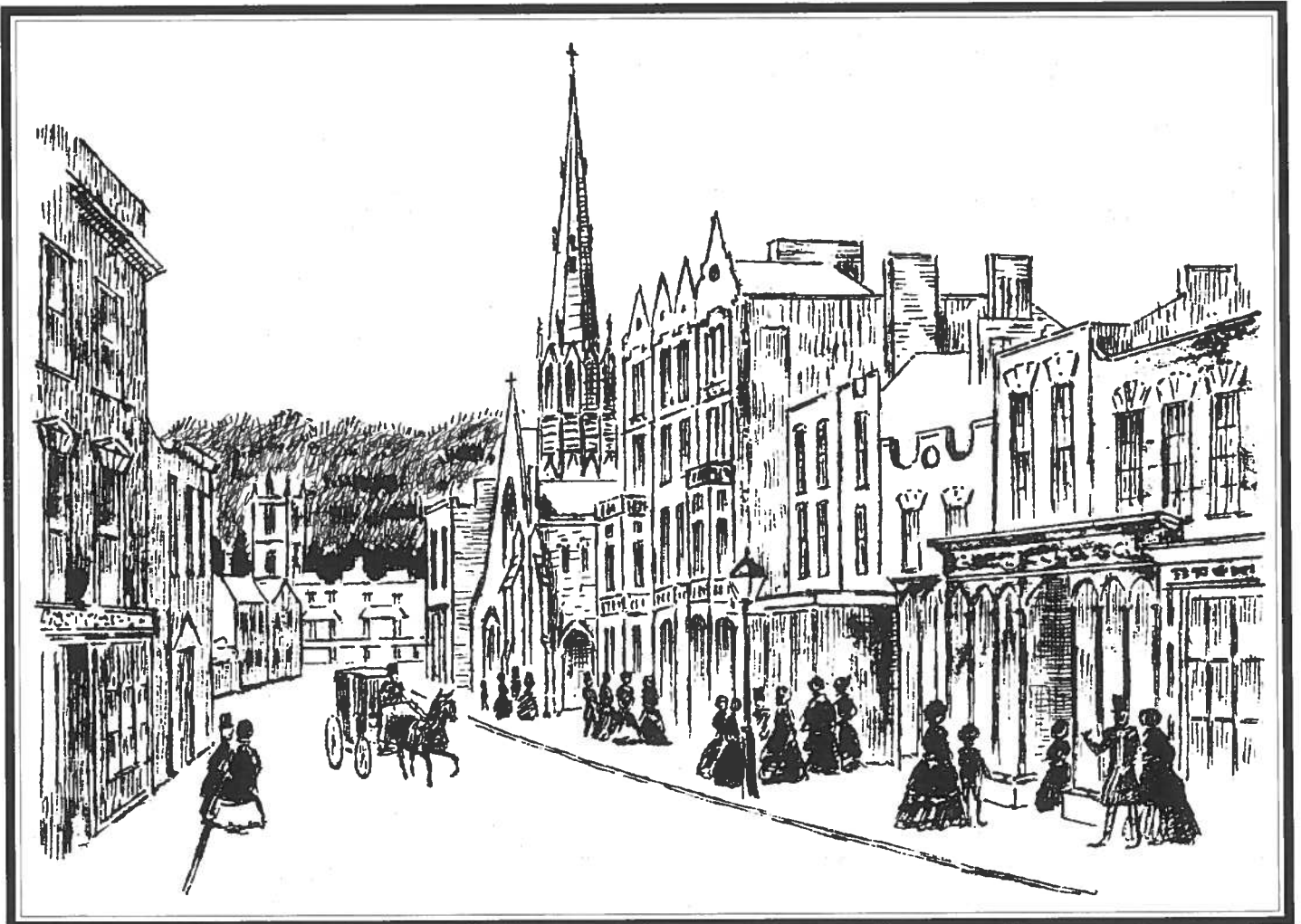


# Weston View

Number 124

Autumn 2009

50 pence



# In the News

## CONSERVATION IN CRISIS

IT WAS REPORTED IN JULY that the Birnbeck Conservation Area had been included by English Heritage on a list of areas under threat. The list draws attention to the continuing plight of Birnbeck Pier and of various nearby hotels currently in a derelict state. English Heritage South West Regional Director Andrew Vine described his region's historic environment as extraordinarily rich and diverse. 'When it is threatened by unsympathetic change or neglect, the social, environmental and economic potential of the region is endangered. Reversing neglect and finding sympathetic new uses is in all our interests.'

Other Weston conservation areas named on the list are Beach Lawns, Boulevard and Montpelier and Grove Park. In other words, virtually everything!

Because the local authority in the 1980s steadfastly resisted the introduction of conservation areas, piecemeal designation, area by area, was ground out over the years with the help of a series of campaigns in which the Civic Society took the lead. On each occasion there were bitter recriminations and denunciation of motives, almost entirely of a political nature, followed by overwhelming public support.

The whole point of having conservation areas, as the Civic Society did not tire of repeating throughout the 80s, is that they give the local authority fuller powers to monitor what is happening to the historic

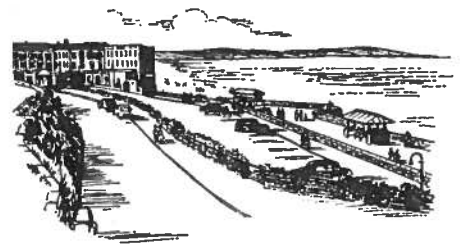
environment and that their existence can unlock, for conservation projects, central funding which would otherwise be allocated elsewhere.

The latter point was demonstrated by the Society's own enhancement schemes in and around Grove Park, once Weston's very first conservation area was finally designated.

Much more recently, we have celebrated the success of the Townscape Heritage Initiative in encouraging house owners to refurbish their properties using traditional techniques. Although sponsored by the local authority and promoted vigorously by individual officers, the THI never seemed quite to fit the agenda of the more prominent local leaders, who are more attracted by grandiose projects for wholesale change, even when, for the most part, these do not enjoy much of a success rate.

At the heart of all conservation area designation must be an understanding and a coherent statement of the special character of the built environment. Local and historical features have to be recognised, in general and in detail, as being worthy of celebration and conservation. The implications, for local authorities and everyone else involved, is that deterioration should be resisted and that any change should be sympathetic. In addition to decaying buildings, the English Heritage list of threats to the built environment includes satellite dishes, poorly maintained streets, unsympathetic extensions and loss of front garden walls, fences and hedges. Civic Society Awards over the years have

highlighted good practice but there are still plenty of examples of the opposite.



In the case of neglected and derelict buildings, says English Heritage, councils should use their powers to encourage owners to repair or sell them. This would be fine if the local authority could be relied on to make sure that owners, old or new, took the trouble to get their threatened buildings back to something like their original state. Instead, the exponents of the grandiose project are to be found drooling over the prospect of swallowing up a whole tract of the historic town, open spaces included, in some radical scheme which ignores local character and historic value in an attempt to be 'innovative', 'exciting', 'ground-breaking' (that one would be accurate), 'far-seeing' and 'futuristic' and, of course, to make a fortune for those in on it.

If those that run the town and claim to speak on its behalf could persuade themselves to embrace the principles of environmental integrity, get these enshrined in policies and then not ignore or seek to circumvent such policies, we might be more confident of looking forward to a future rooted in lessons learned from the situation and character of the place, while offering vitality and prosperity to the resort that is to be.

# Viewpoint

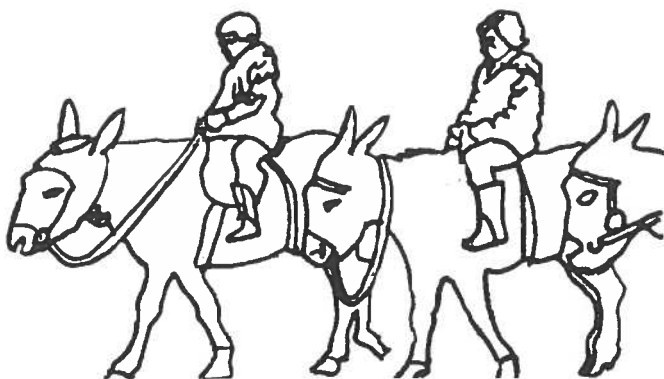
## SOUND AND FURY

*Some musings from a contributor – possibly not in the first flush of youth, or even the second.*

IT IS THE AFTERNOON of T4 and the house trembles to the relentless thudding of what is taking place on the beach. The effect is not unlike having a stationary boy racer in the front garden and another at the rear to compete. The writer has nothing against the good folk of Great Yarmouth, but surely it was *their* turn to put up with this for once?

After a week's work it is surely not unreasonable to expect to enjoy the peace and quiet of one's own home on a Sunday afternoon. Getting out of town is not much of an option, since the public transport network has been handed over for the day to ferrying adolescents in and out and posses of police are on hand to make sure that local motorists are redirected to where they do not specially want to go.

At a distance it sounds like random din, but it may be that the finer points of the music can only be properly appreciated at close quarters. Certainly the aesthetic qualities of the performance are not apparent to those who have chosen not to attend in person and are merely having their day spoiled. Presumably the local economy must benefit from all this? Well, fine! let the young come in large numbers and appreciate it all to their hearts' content, but without the insistence on overwhelming amplification of the sound. The boy racer syndrome must be activated by self-absorption rather than malice: the enjoyment of the young aficionados on the beach would surely not be diminished by the knowledge that other people were not being inconvenienced by it.

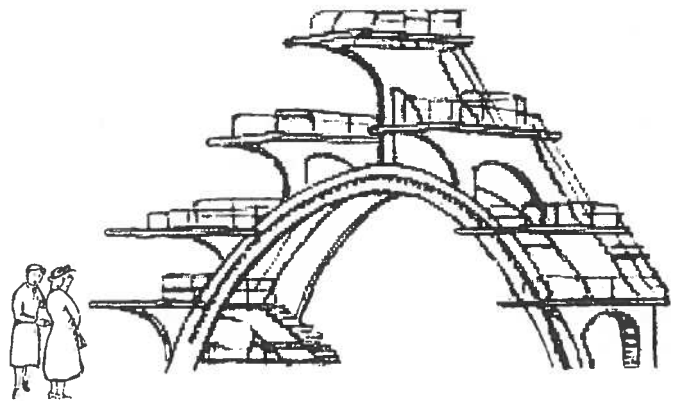


'WITH EARS THE SIZE OF OURS WE ARE GOING TO SUFFER.'

## SITES FOR SORE EYES

THE LEADER of North Somerset Council, who lives in Portishead, would like the derelict Tropicana site to be given over to 'outdoor entertainment' until such time as the developers feel inclined to move in.

In the old days, when the Tropicana was an Open Air Pool, it was immensely popular in the summer and generated no more noise than joyous cries and some splashing. Although the local authority has long been unable to accept that what most people still want on that site is just a pool (not necessarily exclusively open air), it seems quite a step to argue that – given a delay in bringing on the hotel, the retail experience, the car parking and all the rest of it – what we all need in the meantime is 180 days a year of outdoor entertainment, spreading onto the Beach Lawns. However entertaining this may turn out to be, it will inevitably entail sound amplification and collateral noise nuisance for the long-suffering residents.



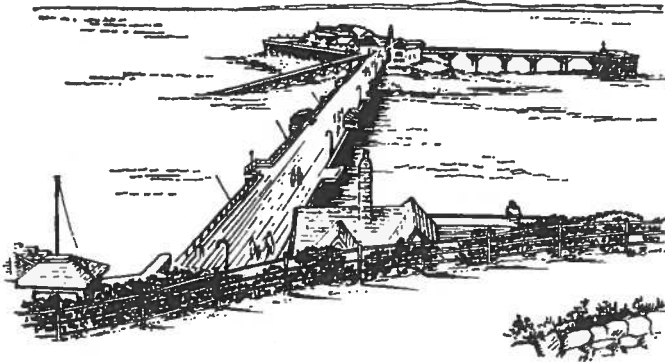
'PITY TO PULL IT DOWN. THEY COULD HANG LOTS OF BIG LOUDSPEAKERS ON THAT.'

There seems to be a principle – not exclusive to politicians – that leaving things alone for a bit is a sign of weakness. A site for which no use has been found or where the latest use has gone into abeyance, is an 'eyesore'. Although what makes the *ears* sore is apparently acceptable, an 'eyesore' is a disgrace and taken as proof that those responsible are not doing their job properly.

It is because the Tropicana has been branded an 'eyesore' that over-elaborate replacement plans have been pushed through (though not to the point of coming to fruition any time soon). Members of the 'eyesore' lobby are now apparently content to see the site laid down to concrete so that it can be

used for events and noise generation, in order to demonstrate to the public that *something* is happening, however hastily conceived.

The supposedly unacceptable prospect of an 'eyesore' remaining in place, while sympathetic and unhurried regeneration took place on Knightstone Island, necessitated putting up incongruous blocks of flats instead. Failure to come up swiftly with a realistic plan for Birnbeck Pier has the 'eyesore' lobby insisting on something entirely out of keeping, just to fill the space.



So-called 'eysores' are often, in fact, nothing more than examples of work in progress, albeit slow progress. There are historic towns and villages all over Europe where the task of putting right the effects of World War II bombardment has still not been completed. No one seems to mind as long as there is a rational overall plan and progress is seen to be made when funds become available. Places where the view has prevailed that total reconstruction had to be rushed through in order to remove 'eyesores' have all too often inherited regrettable results, requiring a second wave of clearance and a more considered regeneration plan.

It would be useful to know whether the primary motivation in seeking change in Weston is a desire to contribute to its gradual but assured restoration as a place to live in and to visit, or whether a concern to appear active in the matter is an overriding consideration. It is understandable to be impatient to tick off each of the difficult sites as work is completed, but it might be more helpful to regard them as opportunities for bringing about real improvement, rather than problems to be solved as soon as may be.

Perhaps those responsible for overseeing the renewal of Weston might try to take the long view and just spend some time working out what the town itself, with its unique location and character, needs and deserves (not what developers want, or financiers, or consultants, or the impatient, or the self-important) and draw up a sensible plan which might take a bit of time to implement but would get things right in the end. More haste, less quality!

## EYE IN THE SKY

WESTON'S WHEEL recently played a part in detecting villains on behalf of a lady who had gone for a ride on it with a friend. Looking down onto her nearby business premises she was alarmed to see a gang on the roof. She at once telephoned the night manager, who went up and saw off the intruders.

We are reminded of the airline pilot some years ago, who bought a small piece of woodland not far from Heathrow. Landing his plane at the airport one evening, he glanced down at his property and was alarmed to see a glow of flame among the trees. He promptly alerted the police who arrived to find a vagrant settling down for a comfortable night beside his camp fire. He could not work out how he had been detected: 'You can't see this from the road, can you?'

People are fascinated by the chance to see something familiar from a new angle. The Wheel has afforded an ideal opportunity to do this in comfort without the expense of going up in a plane. Come to that, the gang on the roof were quite possibly some of the young people who relish the thrill of scaling high buildings and dangling precariously from the top. It gives them an exciting new perspective on the town. It's just a pity some of them go equipped with spray paint.

One of the most evocative images of Weston is a black and white photograph in the Museum's collection, which featured in the set of slides of historic views formerly on sale there. It is an aerial photograph of the north end of the town, taken in the 1930s before wartime destruction and post-war planning took their toll. The crescents, terraces, villas and churches are grouped elegantly among leafy open spaces. Every visible wall is made of stone. Neither satellite dishes nor marauding youths adorn the rooftops, all of which are made of slate. It is a beautiful scene.

It would be painful to dwell further on what a shot taken from the same height would reveal nowadays. The police use heat-seeking cameras in their helicopters to discover suspects lurking in the bushes. A device that identified developments, major and minor, unworthy of a fine town would soon be worn out with over-use.

There is plenty of sound advice to be had about what is wrong with Weston and what needs to be done about it. It should not be fanciful to hope that, given another sort of overview of Weston's environment, the prospect from a plane or even from the Wheel in, say, 2019 will be of a town stitched together into a coherent whole again.

# Past and Present

## STAYING IN THE LOOP?

IN JULY THE PRIME MINISTER, embarking at Paddington Station to preside over a cabinet meeting in Cardiff, was pleased to announce plans to electrify the Great Western main railway line to Swansea at a cost of £1.1 million.

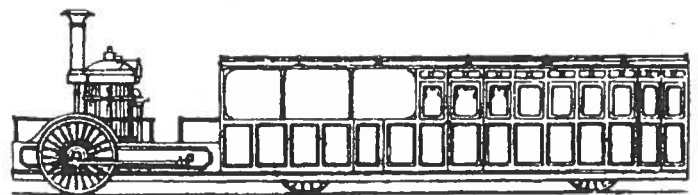
Subsequent press reports revealed that the overall electrification plan includes lines to Oxford and Newbury (widely reported, incidentally, as being in Wiltshire, or even Wilshire!). Bristol was also mentioned and, indeed, it had seemed perverse, from a historical perspective, to describe the South Wales line as *the* Great Western main line. In the event, a map reproduced in one national newspaper revealed Bristol as featuring on a kind of loop, onto which trains from Paddington could bear left at Swindon instead of going straight to South Wales.

The first objective of the plan, apart from trying to catch up with much of Western Europe, is to get rid of the heavy diesel-powered trains which, laden with their own fuel, are wearing out the track. The second is to protect the wider environment: one power station serving a whole line uses less fuel per mile travelled and cause less pollution than a fleet of individually powered trains. The new trains are less likely to break down, emit up to 35% less carbon per passenger mile than diesel locomotives and produce zero emissions at track level. Train operators' costs would be reduced and journey time cut. 'This is the future,' said Mr Brown 'it is green, it is faster and it's more reliable. This is about making the railways fit for the 21st century'.

There is, of course, no place in the published scheme for Weston-super-Mare and its traditional direct link to London.

This has a familiar ring. When Brunel was planning his Bristol and Exeter railway, those responsible for running Weston would have none of it. Apparently our town was more likely to be set on fire by stray sparks from the steam engines than, say, Reading, Chippenham, Bath or Bristol. And on the way to accomplishing this mayhem, the locomotives would certainly frighten the horses. So the railway passed us by some miles out in the countryside. Since Brunel actually stayed in the town while supervising the construction of the line, he was well placed to appreciate the calibre of local decision-makers.

Later, of course, a single-track branch line was built and horses were procured, of a breed less readily frightened than the local stock, to meet certain trains out at the junction and tow in a set of carriages provided for those intent on getting to Weston. This arrangement lasted for ten years, with the horses typically battling against the wind blowing off the sea to the extent that some passengers found it quicker to walk. Steam power was then introduced, to the relief of horses and passengers alike.



*The steam engine and carriage which replaced the horse-drawn train in 1851*

A loop line duly followed so that Weston could be served by at least some through trains running between Bristol and Taunton.

Local councillors of a more recent generation were found to be exploring the possibility of closing the loop line and with it Weston's town station. A station relocated on the main line would attract a better service, or so the argument went. Who was supposed to benefit from this better service was never satisfactorily explained. Weston is a strange shape, being a coastal resort, and has its historic 'centre' quite near its western extremity. By all means let them build another station to suit the eastward expansion of the town – but as well, not instead.

As it is, a new station was indeed built on the main line at Worle, which is convenient for people who live near it, but it has not added to the overall scope of the town's rail service, largely because the platforms are too short to accommodate the longer trains that already serve the main station, or the identical ones that hurtle through to and from Taunton without going anywhere near central Weston.

Faced with the news that Weston, main line or otherwise, is to be left out of the electrification scheme, our MP, attuned as ever to the town's interests, expressed concern that vital commuter train services from Weston would be cut. If the

electrification did not include Weston, the electrically-powered trains would self-evidently not be able to reach the town. 'This could mean a massive cut to our current level of service and would be a giant step backwards' stated Mr Penrose. In a letter to the Secretary of State for Transport, he warned of 'unacceptable levels of overcrowding' on the remaining trains, which would result in people using their cars instead, clearly a retrograde move.

A statement from the Department of Transport gave an 'assurance' that commuter services between Weston and Bristol would not be affected by changes to the line between Weston and London. Well, no, but the importance of the railway, for commuters and others, is not just that it is a convenient way to get to Bristol. Of course, that would not change: the same diesel multiple-units could carry on as now, with the same level of pollution, until they fall apart. What would suffer – and there is no point pretending otherwise – is the high-speed service. This gets passengers from Weston to Bristol and Bath with rather more speed and style than the slower local trains can manage, but it also allows people to travel direct from Weston to London. This is particularly useful, and well exploited, in the early part of the day, for obvious reasons.

A Weston to London service has been an ever-present feature of the timetable for as long as any of us can remember, allowing ease of access for residents going to the capital and visitors coming to the resort. It would be an unfortunate irony if the plans of misguided local politicians over the years to cut Weston off without a direct London service were finally to be achieved by default in the name of a modern, green agenda.

## STAR ATTRACTION

CONTINUING THE RAILWAY THEME, it is worth mentioning that, at the time of writing, the splendid replica of *North Star*, designed and made by Nathan Bennett at the Quarry, is so crammed with flowers that if they were suddenly converted into coal the axles would snap. The locomotive is chugging motionlessly through a further great welter of flowers. This installation was an excellent way of commemorating in 2006 the 200th anniversary of the birth of Isambard Kingdom Brunel and, unlike so many worthy initiatives, it has not been neglected.

The chosen location on The Plantation is close to the site of Weston's first railway station (provided for the horse-drawn trains), which, like the junction station at the other end of the branch line, was designed by Brunel himself.

## ALL CHANGE!

FIRST APPEARANCES can be misleading. This, at last, is not about the railways and the clue is in our cover illustration. The late Ken Poole produced many beautiful water-colour pictures including a whole series showing Weston and its surrounding area, which we began reproducing in *Weston View* in his lifetime with his willing permission.

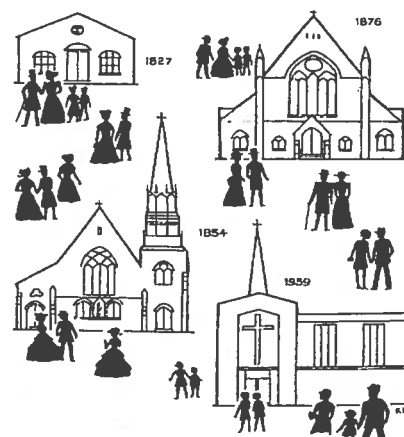
The current cover shows a version of his picture of the Victorian High Street. The church with the spire was left behind when the congregation moved in 1876 to new, more extensive premises in Waterloo Street, opting for the name 'Boulevard', more stylish and less stark than the remembrance of a battle.

The High Street building, the second on that site, remained, minus the spire, and original features can still be seen. It was latterly occupied by the Woolworth store, now defunct.

The Boulevard Congregational Church premises did not last as long as those vacated in High Street: they were destroyed in an air raid in 1942. For a while the congregation shared and then took over the premises of the Boulevard Methodist Church, on the corner of Orchard Street, later converted to be the offices of an estate agent, but still retaining ecclesiastical features.

The Boulevard United Reformed Church recently celebrated the 50th anniversary of the building put up to replace its bombed predecessor. Parts of the earlier building which survived destruction were woven into the fabric of the handsome modern structure.

Ken Poole had been a member of the church since before the bombing. We reproduce here his illustration of the various church premises (including one that preceded the move to High Street), with worshippers of succeeding generations on their way.



We are glad to be able to explore and celebrate local buildings and chart their history and their fluctuating fortunes, knowing that Weston's built environment could mean nothing without Weston's people.



# The Green Page

## WISE ABOUT WATER

ALARMING PICTURES of flooding in various parts of Britain over the last few years would seem to suggest that the nation's annual rainfall should be more than adequate to supply all our needs. Anecdotal – and encouraged by our continental neighbours – we take the view, rightly or wrongly (wrongly, actually!) that it rains pretty well all the time here. It always did, of course, but we are now convinced that global warming has made things much worse.

Surprisingly, then, statistics produced by Waterwise, a leading UK authority on water efficiency, reveal that London is drier than Istanbul and South East England has less water available than Sudan!



It is, of course, the case that some parts of the country enjoy a rather higher average rainfall than the Home Counties. That, coupled with good management of resources, has so far kept our own area free of 'water stress' (a situation in which demand exceeds supply).

In less favoured areas, one option is to blame the water authority for not keeping up with distribution requirements: not having adequate reservoirs on the one hand; not dealing with leaking pipes on the other. This is not wholly unjustified, as far as it goes, and there is no doubt that more funds available to devote to maintaining and improving decaying infrastructure would hugely benefit many of our public utilities.

In the meantime, though, there is ample scope for responsible citizens to make their contribution to sustainable water use, the more so as the average UK family gets through 500 litres a day, one third of which is routinely wasted.

In nineteenth century Lark Rise, when every drop of water needed in the house had to be carried from the well, folk had an immediate self-interest in not wasting any of it. Nobody in our modern civilisation develops aching arms from wasting water, but we can all allow our conscience to be pricked into husbanding a precious resource. If we

think globally and act locally in this respect, we are surely doing more than enabling ourselves to feel smug about the way we exercise our civic duty.

Only two per cent of water used in the home is drunk, which offers little excuse for turning to beer, sadly. Most of the rest goes into washing dishes, laundry and personal hygiene.

The obvious place to start a domestic water conservation campaign is in the kitchen, where a lot of the taps are. None of these should be allowed to leak. Getting a dripping tap repaired can save an astonishing 5,000 litres a year.

Only running the washing machine or dishwasher with a full load saves water (and energy as well). Washing up in a bowl is more efficient than using running water. Water used to cook vegetables can later be used for watering plants.



In the bathroom, it is worth considering spending marginally less time under the shower: three minutes is supposed to be enough, compared with the average of over seven minutes which we now take. Special fittings can also be obtained which reduce the water flow without any noticeable change in water pressure on the skin. Leaving the tap running while cleaning teeth is common practice but easily avoidable.

A special device to put in the toilet cistern is available free from water companies and can reduce water usage by up to one litre each flush.



In the garden, it is the hosepipe which can undo all the good work achieved elsewhere. Watering cans are obviously less wasteful. Watering should be never be done in bright sunshine: the evening is preferable to the heat of the day, so that less water is lost through evaporation. Rain-water collected from a butt is softer than tap-water and therefore better for the plants. Some plants require less water than others: rosemary, lavender and sage are used to Mediterranean drought; some grass varieties are suited to dry conditions.

# Around the Society

## INSIDE AND OUTSIDE

A PROGRAMME of creeper-clearance has gone on throughout the summer, not always in the rain. Ivy had, as it will, invaded areas of the high stone boundary wall, on both sides, and its aerial roots were interfering with both pointing and drainage. The ivy has now been cleared and the impressive sweep of the wall revealed again. Some repointing has been carried out close to the gate where some of the stones had actually worked loose. The next, and continuing, task will be to discourage further encroachment.



## CIVIC SOCIETY AWARD

IT WOULD BE GOOD to be able to offer some awards for exemplary conservation work which will have been completed by the end of this year.

Please send in suggestions: any project in Weston, large or small, can be considered, as long as it has made an improvement to the appearance of the place, using techniques and materials that fit in well with the existing fabric of the area. Modesty should not prevent people proposing work done by themselves or carried out on their own behalf!

## SUBSCRIPTION

MEMBERS WHO HAVE PAID subscription for the current year (beginning on May 1st) will have received, or will find with this edition of *Weston View*, a membership card (grey in colour) for the year ending April 30th, 2010. Those who have not yet received this elegant addition to their portfolio know what to do about it.

The Civic Society depends on a strong membership. Plenty of older members are no longer able to take an active role, but an assurance of their support is valued by those who are still physically involved in the Society's projects and activities.

*As mentioned elsewhere, the cover illustration, a view of Weston's Victorian High Street, is taken from a water-colour picture by the late Ken Poole.*

ANYONE WISHING TO HIRE THE QUARRY MEETING ROOM FOR A GATHERING, EXHIBITION OR CELEBRATION SHOULD APPROACH DAVID LEWIS FOR DETAILS AND CHARGES.



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# Diary

We include in our Diary details of both our own programme and those of the other local groups who supply us with details. In order to simplify the diary pages we summarise below the arrangements which each organisation makes for its regular meetings.



## WESTON CIVIC SOCIETY

**CIVIC SOCIETY** events are held, unless otherwise stated, in the Meeting Room at the Old Town Quarry, South Road, where there is ample parking space.

## Weston-super-Mare Archaeological & Natural History Society



The Weston **ARCHAEOLOGICAL & NATURAL HISTORY SOCIETY** holds meetings at Victoria Methodist Church Hall, Station Road at 7.00 p.m. Lectures begin at 7.30 p.m. and refreshments are served. Visitors are welcome at all meetings and they pay a fee of £2.00.



## THE NATIONAL TRUST

The Weston-super-Mare & District  
National Trust Association

The **NATIONAL TRUST ASSOCIATION** holds monthly Thursday meetings at 2.00 for 2.15 p.m and monthly Friday meetings at 7.00 for 7.30 p.m. at Corpus Christi Hall, Ellenborough Park South. Visitors: £1.00.



**TENONS**, the Environmental Network of North Somerset, generally arrange open meetings at Victoria Methodist Church Hall, Station Road at 7.30 p.m.

## WESTON **U3A**

The local group of the **UNIVERSITY OF THE THIRD AGE** organises lectures on the second Friday afternoon of each month at St Paul's Church Hall, Walliscote Road. Lectures begin at 2.15 p.m. The charge for each lecture is £1.00, which includes refreshments, and guests are most welcome.



The **WESTON-SUPER-MARE FAMILY HISTORY SOCIETY** meets at 7.30 p.m. on the last Tuesday of each month (except August & December) at St Paul's Church Hall, Walliscote Road. Visitors: £1.00.



Evening meetings of the **FRIENDS OF THE MUSEUM** are generally held at North Somerset Museum, Burlington Street.

Thursday, October 1st, 2.00 for 2.15 p.m.  
**NATIONAL TRUST ASSOCIATION**

Mrs Maria Forbes  
**HISTORY OF WINSCOMBE  
& SANDFORD**

\*

Wednesday, October 7th, 7.30 p.m.  
**FRIENDS OF THE MUSEUM**

Chris Richards  
Museum Researcher  
**LOST AND FORGOTTEN  
SHOWCAVES OF SOMERSET**

Tuesday, October 13th, 7.30 p.m.  
**ARCHAEOLOGICAL & NATURAL HISTORY  
SOCIETY**

Mark Courtier of the National Trust  
**THE ARCHAEOLOGY AND NATURAL  
HISTORY OF BREAN DOWN**

\*

Friday, October 16th, 2.00 for 2.15 p.m.  
**NATIONAL TRUST ASSOCIATION**

Mrs Pat Hase  
**VICTORIAN SERVANTS**

Wednesday, October 21st, 7.30 p.m.  
TENONS

### **POWER OF COMMUNITY**

a film about how Cuba survived the oil crisis

Saturday, October 24th,  
9.45 a.m. to 12.45 p.m.  
TENONS

### **SEVERN TIDAL POWER**

A public meeting at the Blakehay  
to learn more about tidal power options.

Rupert Armstrong Evans,  
pioneer of the Tidal Reef technology;

Professor Roger Falconer,  
expert on the barrage options;

Jim Galvin,  
expert on lagoons;

Peter Kydd,  
Director of Planning & Environment  
at Parsons Brinckerhoff.

Marian Barber,  
Head of Economy and Regeneration, North Somerset  
Council, will introduce the event and join the panel for  
questions and comments.

All are welcome and admission is free

Tuesday, November 10th, 7.30 p.m.  
ARCHAEOLOGICAL & NATURAL HISTORY  
SOCIETY

Derek Gore of Exeter University  
**VIKINGS IN THE SOUTH-WEST**

\*

Wednesday, November 18th, 7.30 p.m.  
TENONS

Liz Macdonald  
of Riverford Organics  
**FOOD FOR THOUGHT**

\*

Thursday, November 19th, 7.30 p.m.  
FRIENDS OF THE MUSEUM

Jane Hill  
Museum Archaeology Officer  
**IRON-AGE NORTH SOMERSET**

\*

Friday, November 20th, 2.00 for 2.15 p.m.  
NATIONAL TRUST ASSOCIATION

Mr James Bond  
**THE KNIGHTS HOSPITALLERS  
IN MALTA**

\*

Tuesday, October 27th, 7.30 p.m.  
FAMILY HISTORY SOCIETY

Dr Colin Chapman  
**YOUR ANCESTORS, POPULATION  
& BIRTH CONTROL**

\*

Thursday, November 5th, 2.00 for 2.15 p.m.  
NATIONAL TRUST ASSOCIATION

Mr Gwynn Angell-Jones  
**THE NATIONAL TRUST IN WALES**

\*

Tuesday, November 24th, 7.30 p.m.  
FAMILY HISTORY SOCIETY

Members of the Society  
**WILLS & PROBATE**

\*

Thursday, December 3rd, 2.00 for 2.15 p.m.  
NATIONAL TRUST ASSOCIATION

Mr Barry North  
**GET A PROPER JOB**

\*

Tuesday, December 8th, 7.30 p.m.  
ARCHÆOLOGICAL & NATURAL HISTORY  
SOCIETY

Sarah Harris  
**THE HISTORY OF WINDMILLS IN  
NORTH SOMERSET**

Christmas Buffet and Raffle

\*

Tuesday, December 17th, 7.30 p.m.  
FRIENDS OF THE MUSEUM

Keith and Jennifer Utteridge  
**A PEEP INTO THE PAST**  
OPTICAL TOYS THAT FASCINATED OUR ANCESTORS

Bring along toys that have special memories.

MINCE PIES & HOT FRUIT PUNCH

\*

Friday, December 18th, 2.00 for 2.15 p.m.  
NATIONAL TRUST ASSOCIATION

Mr Bryan Amesbury  
**RIB-TICKLING RHYMES  
AND READINGS**



Thursday, January 7th, 2010, 2.00 for 2.15 p.m.  
NATIONAL TRUST ASSOCIATION

Ms Annabel Hunt  
**MAKING A DIFFERENCE AT  
TYNTESFIELD**

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Tuesday, January 12th, 7.30 p.m.  
ARCHÆOLOGICAL & NATURAL HISTORY  
SOCIETY

Professor Mick Aston  
**EARLY MONASTERIES IN  
NORTH SOMERSET**

Friday, January 15th, 2.00 for 2.15 p.m.  
NATIONAL TRUST ASSOCIATION

Mr Terry Merrett-Smith  
**THANKS FOR THE MEMORY**

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Thursday, February 4th, 2.00 for 2.15 p.m.  
NATIONAL TRUST ASSOCIATION

Mrs Anne Bowring  
**SECTER HIDING PLACES**

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Tuesday, February 9th, 7.30 p.m.  
ARCHÆOLOGICAL & NATURAL HISTORY  
SOCIETY

Dr George Nash  
Visiting Professor at Bristol University  
**DEATH, BURIAL AND ROCK-ART:  
NEW DISCOVERIES IN WESTERN  
BRITAIN**

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Friday, February 19th, 2.00 for 2.15 p.m.  
NATIONAL TRUST ASSOCIATION

Mr Brian Mayled  
**THE STORY OF A VILLAGE –  
FLAX BOURTON**

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Thursday, March 4th, 2.00 for 2.15 p.m.  
NATIONAL TRUST ASSOCIATION

Mr John Crockford-Hawley  
**SMYTH PIGGOTTS –  
TO THE MANOR BORN**

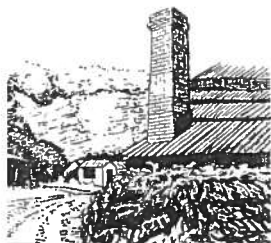
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Tuesday, March 9th, 7.30 p.m.  
ARCHÆOLOGICAL & NATURAL HISTORY  
SOCIETY

Bob Croft  
Somerset County Archaeologist  
**ARCHÆOLOGY OF THE MENDIPS  
FROM THE AIR  
AND RECENT DISCOVERIES**

Visit the  
**TOWN  
QUARRY**

in South Road



The Quarry is open  
10.30 a.m — 4.30 p.m.  
**Wednesday to Saturday**  
12.00 noon — 4.30 p.m.  
**Sunday**

(Annual closure during the first 2 weeks of  
March & September and the period between  
Christmas and the New Year)

Come and view the nature  
reserve and the exhibition on  
**The Story of the Stone Town.**

Visit the shop and café.



COME TO THE  
QUARRY SHOP FOR  
YOUR GREETINGS  
CARDS, GIFTS AND  
BOOKS



## Weston View

is published by Weston-super-Mare  
Civic Society at  
The Old Town Quarry, South Road,  
Weston-super-Mare, Somerset

The magazine appears four times each year  
and copies are delivered free of charge to  
members of the Civic Society who have  
paid a subscription valid for the current  
year.

The editors welcome comments and letters  
intended for publication.

**Weston Civic Society** is a charity and is  
registered with the Civic Trust.

The Society campaigns for a good quality  
environment based on an appreciation of  
the town's origin as a Victorian seaside  
resort.

The Society lobbies on planning matters  
and is active in practical environmental  
conservation work. Its major current  
project is at the Old Town Quarry in South  
Road, where it has restored several  
buildings, established craft workshops,  
created a wildlife reserve and installed on-  
site interpretation and an exhibition on The  
Story of the Stone Town.

New members are welcome, and will find a  
variety of activities to suit their interests.

### CIVIC SOCIETY SUBSCRIPTION

Individual membership : **£8**  
*per annum*

Family membership : **£8 + £4** for  
each extra members enrolled.

Life members pay **£80** once.