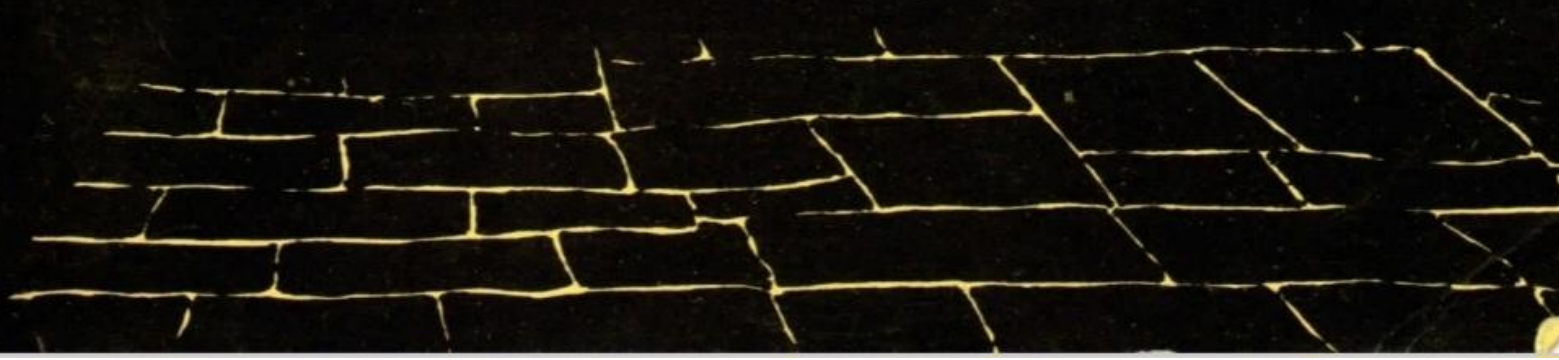
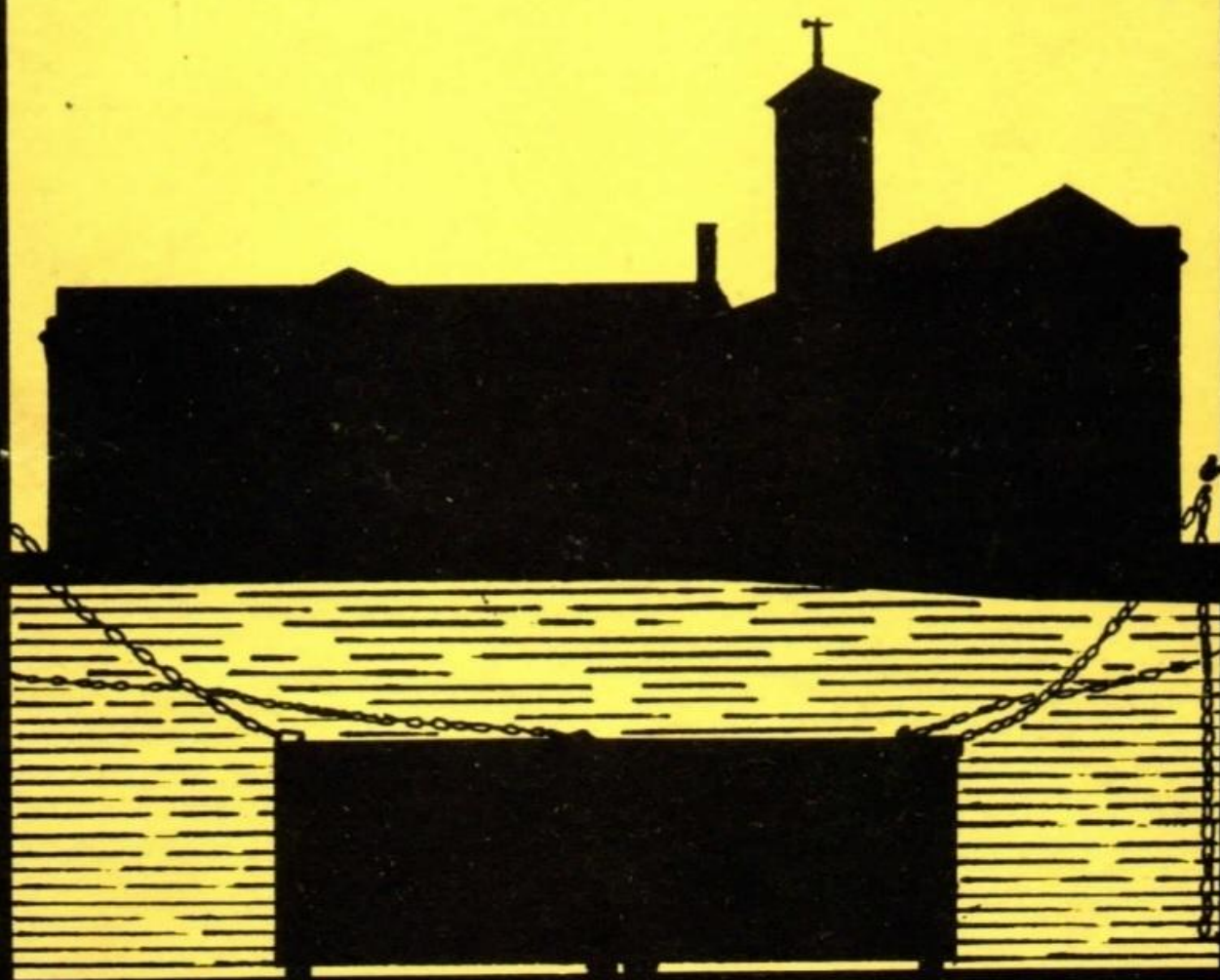


**Industrial Monuments
of Greater London**



a survey of

INDUSTRIAL MONUMENTS
OF GREATER LONDON

compiled by

John Ashdown

Michael Bussell

Paul Carter

T. B. A. O. G.

1969

© Copyright 1969
John Ashdown, Michael Bussell, Paul Carter

Cover design: St. Katharine Docks by John Ashdown

Introductory note to this 2026 reformatted version of the booklet

This is a version of the original booklet compiled by John Ashdown, Paul Carter, and me and published in 1969. We were members of the Industrial Archaeological Section of the Thames Basin Archaeological Observers' Group (TBAOG), a precursor of the Greater London Industrial Archaeology Society (GLIAS).

The booklet was produced using available methods of the time: electric typewriter for text; Indian ink and pen for drawings; rub-down Letraset® lettering for titles and captions; and photolitho for printing from the 'master' copy. Copies were sold for 7/6 (37½p) each plus 1/- (5p) postage. The print run of about 700 copies sold quite quickly, and no reprint was produced. A fuller account of the booklet's making appeared in GLIAS Newsletter 154 (October 1994) and in my essay 'The early days of GLIAS' in the Society's journal *London's Industrial Archaeology* No. 17 (2019), both of which are freely accessible on the website www.glias.org.uk.

Sadly, John Ashdown and Paul Carter are no longer with us. I am enormously grateful to Robert Mason, a GLIAS stalwart, for digitally processing a pdf scan of the original booklet, and for reformatting it to improve legibility and to make its contents freely accessible.

The layout of the booklet's 64 pages has been retained, but with no editing or updating of entries. Please bear in mind that the booklet was compiled in 1969, when knowledge of London's industrial archaeology was still at a fairly formative stage. Since then, many if not most of the sites listed have undergone change or disappeared entirely, while many more have been identified, and historical and archaeological studies have assisted increasing awareness of the significance of London as an industrial city.

Michael Bussell, June 2026

Published by
Thames Basin Archaeological Observers' Group 1969

Printed by Fermaprint Limited
17 Fleet Street London EC4

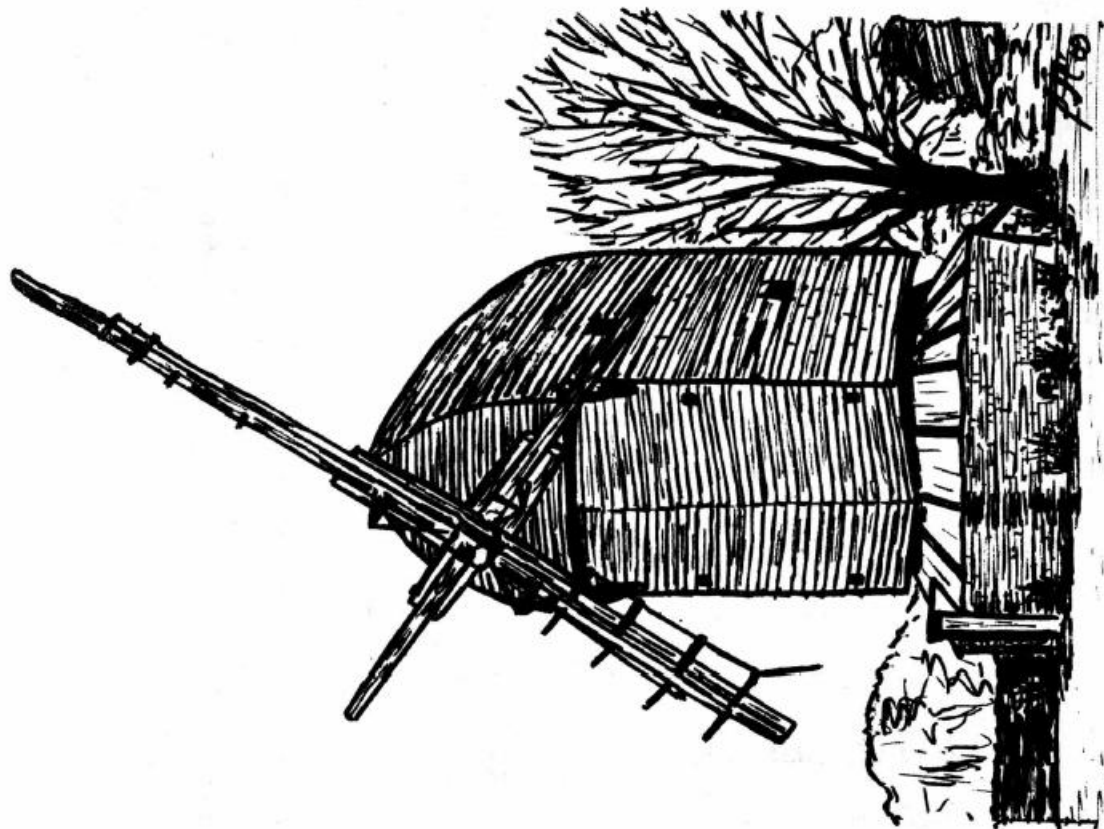
CONTENTS

INTRODUCTION	5
KEY GUIDE	6
LONDON BOROUGH'S' GAZETTEER	7-57
BARKING – WANDSWORTH	
CITY OF LONDON COAL DUTIES BOUNDARY MARKS	58
by MAURICE BAWTREE	
ABBREVIATIONS USED IN TEXT	60
BIBLIOGRAPHY	60
ACKNOWLEDGEMENTS	62
CONCLUSION	62

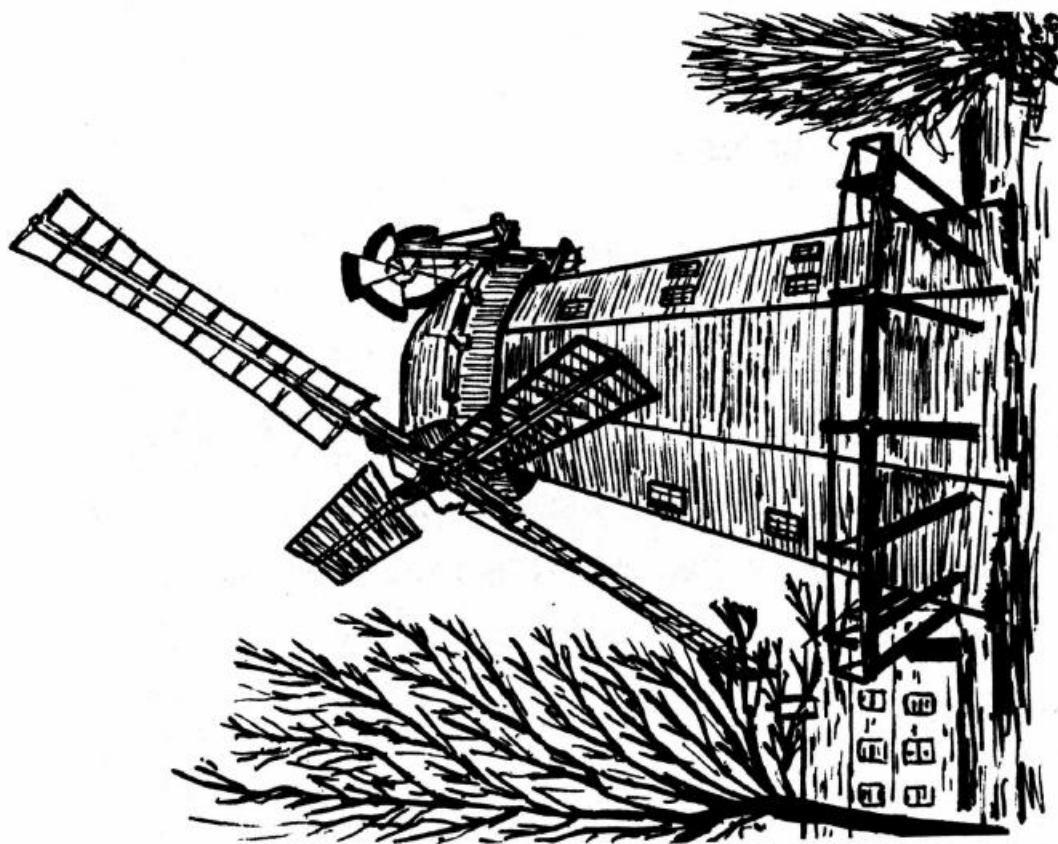
ILLUSTRATIONS

WINDMILLS: UPMINSTER & KESTON	4
GOODS SHED CRANE, WEST BROMPTON	16
MAP OF THE SURVEY AREA	32-3
CALEDONIAN ROAD & BARNSBURY STATION	45
C WAREHOUSE, ST. KATHARINE DOCKS	53
BASIC TYPES OF COAL DUTIES BOUNDARY MARKS	59
CROSSNESS ENGINE HOUSE, INTERIOR VIEW	63

Windmills



KESTON POST-MILL - see p.11



UPMINSTER SMOCK-MILL - see p.29

INTRODUCTION

The last decade has witnessed a rapid growth of interest in Britain's industrial past, and has seen the expression industrial archaeology come into general use to define the study of the surviving monuments of earlier industry. A dictionary will explain that a monument is 'intended to commemorate something', and London's industrial monuments do just that. They recall the vigorous expansion and self-confidence that characterised the growth of our industrial system, and some survive barely altered in a century or more of useful life.

But many cannot remain much longer, and the aims of this booklet are directed towards this fact: firstly, an attempt, based on a survey carried out by the Industrial Archaeology Section of the Thames Basin Archaeological Observers' Group, to list the more important or interesting monuments - some of which are still giving reliable service - and secondly, to encourage recording of those which are likely to disappear in the near future. A few indeed have been demolished while this survey was being compiled. Inclusion of an item is not necessarily a claim for its preservation, although it is to be hoped that London, as the nation's capital, will retain at least its share of industrial monuments.

We make no claims that every item of significance has been included. Some have been omitted through lack of space, others because the compilers were unaware of their existence. This illustrates the problems that London presents, administratively one yet in reality made up of many varied localities, some of which have received inadequate attention. It is hoped that the recent formation of a Greater London Industrial Archaeology Society will overcome the worst of these difficulties by acting as a medium of communication for all those in the London area interested in its industrial past.

Scope of the Survey

At first glance, London seems to have little to offer the industrial archaeologist compared with areas like the North-East or Midlands, with their mills, mines, foundries, potteries, canals, early railways, etc. Yet how wrong, for there has always been a greater variety of industries here than in any other region in Britain.

London's most important industries are those associated with trade. Its siting on the Thames has been the major influence on its present standing and size, and perhaps the most significant monuments are those of London the port.

The survey was undertaken with no set limits on the age of items, as industrial archaeology may be said to begin when the machine stops or the factory closes. The area covered was restricted to the Greater London Council administrative area. The term industrial has been interpreted as widely as reasonable, thus mass housing solutions have been included, as have waterways and notable cast-iron shop-fronts.

Arrangement of Information

Items are listed under the London Borough in which they are to be found, but an attempt has been made to keep items of a similar nature grouped together. A key guide is provided also, to assist in locating items of a particular type or relating to a particular industry.

The address given is the minimum to locate the monument, and is followed by the National Grid map reference, all items being within the square TQ (O.S. sheets 160, 161, 170, 171, and GREATER LONDON). Technical information has been kept as concise as possible. A number of the items have been described in other publications at greater length, and references are provided where this is so.

J. H. A., M. N. B., P. S. C.

Key guide

TRANSPORT	A1	Road
	A2	Canal
	A3	Railway
	A4	Docks
POWER	B1	Windmills
	B2	Water- and Tidemills
	B3	Stationary steam engines
	B4	Electric/Diesel/Gas engines
	B5	Power stations
RAW MATERIALS	C	Chalk pits, quarries, etc.
BUILDING or STRUCTURE of SPECIAL INTEREST	D1	Architectural
	D2	New building methods
INDUSTRIAL HOUSING	E	
SERVICE INDUSTRY	F1	Water supply
	F2	Waste disposal
	F3	Others
MANUFACTORIES	G1	General
	G2	Kilns, brickworks, etc.
	G3	Brewing
OBSOLETE PROCESS	H	

● indicates demolition or removal believed imminent.

LONDON BOROUGH'S' GAZETTEER

NOTE all map references are in National Grid square TQ.

BARKING

1 ROMFORD CANAL (c.1875) 498815-503833

R. Thames, Halfway Reach - N. of New Road, Dagenham

A2

Lower 1¼ miles of the Beam River canalised as part of the proposed Romford Canal. Project abandoned, but traces remain including possibly one of the part-finished locks.

2 INDUSTRIAL LOCOMOTIVE 490820

Dagenham Dock entrance, Chequers Lane, Dagenham

A3

Preserved 0-6-0T industrial loco of type used originally in the Dock, to be seen under cover near entrance. No other details known.

3 COAL DUTIES BOUNDARY MARKS (see p. 58)

Five remain on the Barking-Havering border. As they would be within the 1861 boundary line, they are included under Barking.

Romford Road (B. 174), Collier Row	Type	4	488910
Valence House, Whalebone Lane, Chadwell Heath		4	485886
London Road, Chadwell Heath		4	489883
N. of railway, Becontree Heath		1	490878
Dagenham Road, Rush Green		4	509874

(see Essex Journal, Vol. 3, No. 3, June 1968)

West of Abbey Road, Barking, (439837) there is much of interest including it is believed a four-storey watermill and a tannery. Information would be welcome.

BARNET

1 ARKLEY WINDMILL (early 19th C.) 217953

Adj. Barnet Road, Arkley

B1

Typical 19th century brick tower mill, exterior restored with sails.

2 HENDON AERODROME (c.1910) square 21 90

Aerodrome Road, N.W.4 and N.W.9

D2

Pre-World War I aerodrome, founded by Claude Grahame-White. First U.K. airmail carried from here, also famous for its flying displays.

Large scale aircraft production carried on here during 1914-18 War. Some early buildings remain including two pairs of Belfast Roof timber hangars (c.1917) developed for the Royal Flying Corps. Very few other examples survive.

3 RAILWAY VIADUCT (c.1870) 246911

Adj. Abercorn Road, N.W.7

A3

Red brick viaduct to carry former Great Northern Railway branch to Edgware over Dollis Road and Brook (line now L. T. E. Northern Line).

4 RAILWAY HOUSING (1870s) 236861

Campion, Needham, Johnstone, Midland Terraces, Cricklewood, N.W.2

E

Large estate of two-storeyed terraced cottages built by the Midland Railway, still occupied by railway families. Staff hostel on Edgware Road nearby, now disused.

5 TOLL HOUSE (18th C.) 266872

Adj. Spaniards Inn, Spaniards Road, N.W.3

A1

Single-storey brick toll house with hipped tiled roof and cellars. Still forming 'gateway' with the 18th century Spaniards Inn. Recently repaired.

6 MILL HILL GASWORKS (early 20th C.) 241913

Bittacy Hill, N.W.7

B3

Plant known to include two small stationary steam engines.

7 RAILWAY VIADUCT (1939?) 186933

Adj. Edgware Way, Brockley Hill

A3

Remains of red brick viaduct on proposed Northern Line extension to Bushey Heath, abandoned. (Rails through the Clay)

8 WELSH HARP RESERVOIR (1830)

see under BRENT.

A2

Note Cool Oak Lane bridge (219877)

BEXLEY

1 PUMPING ENGINE HOUSE (1865) 484811

Crossness Sewage Treatment Works, Belvedere Road, Thamesmead, S.E.2

B3, F2

White brick engine house containing four 125 h.p. beam engines (J. Watt & Son, 1865, converted to Compounding after 1900) now out of use; elaborate decorative cast-iron work to central octagonal framework supporting beam floor. Formerly pumping from Southern Outfall of the main drainage system for London, carried out by the Metropolitan Board of Works under direction of J. W. Bazalgette.

2 FORMER WINDMILL 502772

Mill Road, Barnehurst, Erith

B1

Circular brick base of tower mill remains.

3 FORMER BEXLEY WATERMILL (19th C.) **496735**
On River Cray at High Street, Bexley
 B2
 This fine weatherboarded mill was destroyed by fire in May 1966. Brick sluices and river works remain.

4 COAL DUTIES BOUNDARY MARKS (see p. 58)

Nine survive, located as follows:

On Thames shore, W. of mouth of Darent	Type	3	540781
E. side rly., N. of Stanham River		1	532751
S. bank rly., E. of Maiden Lane		2	524747
E. side Maiden Lane, S. of rly. bridge		4	524747
Junction of Dartford Rd & Maiden Lane		4	523745
Junction of Dartford, Crayford & Princes Rds		4	522745
W. side Station Rd, W. of Dartford Heath		4	516739
S. side Dartford Rd, Old Bexley Lane		4	507729
W. side Birch Wood Rd, N. of New Barn Lane		4	503699

BRENT

1 M. W. B. PUMPING STATION (1905) **230859**
St. Michael's Road, N.W.2
 B4, F1
 Impressive main engine house (steam equipment removed) and chimney ●. Plant includes 3 blast injection 160 h.p. diesels (Mirrlees, Bickerton & Day, Stockport 1913)

2 WELSH HARP RESERVOIR (1830s) **215870**
Neasden, N.W.10
 A2
 Principal water supply for Regent's Canal, with headbank and dam some 2,000 feet long.

3 GRAND JUNCTION CANAL COTTAGE (C.19) **197832**
Twyford Abbey Road, N.W.10
 A2
 Lengthman's cottage, the most interesting item on this stretch of the canal.

4 WEMBLEY HILL CUTTING (1905) **185854**
Adj. Park Lane, Wembley
 A3
 Deep cutting by Great Central Railway, through difficult subsoil. Despite massive retaining walls, major slip occurred 1917. Later rebuilt using the most advanced building methods available, but still troublesome.

5 NEASDEN GENERATING STATION (1903-05) **204860**
Quainton Street, N.W.10
 A3, B5
 Built for Metropolitan Railway electrification. Wooden cooling towers,

etc. Now supplying large part of Underground, but being phased out, demolition c.1969/70.

- 6 STONEBRIDGE GENERATING STATION (1916) 190845**
Tokington Avenue, Wembley
A3, B5 ●
Built for London & North Western Railway suburban electrification. Ash discharge hoppers, wooden and early (1930) concrete cooling towers, and much original equipment remain. Recently shut down.
- 7 KENSAL GREEN RAILWAY TUNNEL (1836-37) 231827**
Adj. Harrow Road, Kensal Green, N.W.10
First London railway tunnel (now slow line) by London & Birmingham Railway, contemporary with Primrose Hill (see CAMDEN).
- 8 METROPOLITAN RAILWAY HOUSING (1880s-1925) 207861**
Quainton, Verney, Aylesbury, Chesham Streets, N.W.10
D2, E
Housing estate of 140 late 19th century cottages, much extended in 1925 with semidetached houses, built by industrialised methods using precast concrete sections.
- 9 GREAT CENTRAL RAILWAY HOUSING (c.1898-1900) 210850**
Gresham, Woodhayes Roads, N.W.10
E
Terraced housing for G.C.R. employees working at Neasden.
- 10 LONDON & NORTH WESTERN RAILWAY HOUSING (1880) 214831**
Harley Road, N.W.10
E ●
Terraced housing built for L.N.W.R. employees. Demolition imminent.
- 11 MOYNE PLACE (c.1945) 194831**
Twyford Abbey Road, N.W.10
E
Model housing estate designed by Charles Hepworth for employees of Guinness at nearby Park Royal Brewery. (Should be compared with items 8-10)
- 12 EMPIRE POOL, WEMBLEY (1934) 192857**
Adj. Empire Way, Wembley
D2
When built had the largest clear span (220 feet) in reinforced concrete in the world. Designer, Sir E. Owen Williams.

BROMLEY

- 1 SHORTLANDS PUMPING STATION (1866) 395692**
Valley Road, Shortlands
F1
Gothic style well pumping station, built in Kentish ragstone by Kent Water Works Co. Still has two half-beams of original inverted Cornish engines remaining externally. M. W. B. engine house adjacent, also in ragstone. (G. Watkins, *The Stationary Steam Engine*, 1968, Pl. 38)

2	WEST WICKHAM PUMPING STATION (1923)	379645	
	<i>Kent Gate, Addington Road</i>		
	B3, F1		
	Metropolitan Water Board well pumping station, with red brick "Edwardian" engine house, containing medium size triple expansion steam engine (Hathorn, Davey & Co., Leeds, 1923) still working. Steam supplied by 2 Lancashire boilers. JUST SHUT DOWN		
3	KESTON WINDMILL (1716 illustrated p. 4)	415640	
	<i>Heathfield Road, Keston Common</i>		
	B1		
	Weatherboarded post-mill, over brick round-house. Sails decayed but machinery intact.		
4	AGRICULTURAL HORSE GIN (early 19th C.)	443630	
	<i>The Clock House, High Elms Rd., Farnborough</i>		
	B		
	Octagonal weatherboarded granary above open horse gin enclosure, with part of machinery remaining.		
5	CROYDON CANAL (opened 1809, closed 1836)	346696	
	<i>Bett's Park, Anerley Road, Penge, S.E.20</i>		
	A2		
	Bed of Croydon Canal, now converted to ornamental water.		
6	CRYSTAL PALACE LOW LEVEL STATION (1854)	341705	
	<i>Anerley Hill, S.E. 19</i>		
	A3, D1		
	Built by the London, Brighton & South Coast Railway to serve the Crystal Palace.		
7	ATMOSPHERIC RAILWAY FLYOVER (1844-7)	352708	
	<i>adj. Trinity Road, S.E.20</i>		
	A3		
	Flying junction, former Croydon Atmospheric Railway. Necessitated by the nature of such a railway, ordinary crossings being impossible. (E. Course, London Railways, p.67: C. Hadfield, Atmospheric Railways)		
8	CONCRETE CHURCH (1881)	340703	
	<i>Anerley New Church, Waldegrave Road, S.E. 19</i>		
	D2		
	Pink, rough mass concrete construction in Early English style by W. J. E. Henley for New Jerusalem Church.		
9	COAL DUTIES BOUNDARY MARKS (see p. 58)		
	Twenty-two remain, located as follows:		
	N. side rly., 500 yds W. of Swanley Sta.	Type 1	505681
	Junction Green Court Rd & Stones Cross Rd	4	506678
	W. side Green Court Rd, outside "Courtlands"	4	506676
	W. side Stones Cross Rd, by pond	4	504675
	S. side Cray Rd, Crockenhill Rd	4	498671
	W. side Daltons Rd, ½m. N. of Street Hill	4	501658
	E. side Stubbs Lane, ¾m. N. of Chesfield	4	484652
	W. side Chesfield Lane, by Pleasure Ground entrance	4	480651
	N. side Goldington Lane, 300 yds from Court Rd	4	467651

S. W. of rly., by Hospital grounds	2	463646
W. side High St, Green St Green	4	455644
Junc. Farnborough Hill, High St, Green St Green	4	456639
W. side High St, Green St Green, opp. Church	4	456635
S. end Farnborough by-pass, by Central Garage	4	456633
Junc. Old Hill, Cudham Lane	4	455632
W. side Cudham Rd, opp. "The Alps"	4	451629
S. W. side Downe Rd, at Hang Grove	4	439606
W. side of Single St	4	435600
W. of Milking Lane, on Golf Course	4	424611
W. side Westerham Rd, middle of Leaves Green	4	415617
N. side Sheephams Lane, E. of crossroads	4	398611
W. side Fairchilds Rd, 100 yds S. of crossroads	4	396610

CAMDEN

- 1 REGENT'S CANAL (1812-1820)** **283837-303835**
Prince Albert Road, N.W.1 - York Way, N.1
A2
Very intensively developed section, many traces of industries formerly using the canal. (H. Spencer, London's Canal, 1961)
- 2 HAMPSTEAD ROAD LOCKS (see above)** **289842**
Adj. Camden High Street, N.W.1
A2
Interesting flight of three double locks, plus towpath turnover bridge and lock-keeper's cottage.
- 3 GLOUCESTER GATE BRIDGE (1878)** **286835**
Junction Albany Street & Park Village East, N.W.1
A2, D1
Ornamental cast-iron road bridge over former Cumberland Market arm of Regent's Canal. Traces of canal remain to east.
- 4 KINGSWAY TRAM TUNNEL (1905-8)** **305817**
Junction Southampton Row, Theobalds Road, W.C.1
A1
Prototype underpass to the Embankment, closed 1952. Part (Kingsway- Embankment) now converted to 2-lane motor underpass. (L. I. H.)
- 5 KING'S CROSS STATION (1852)** **303830**
Euston Road, N.W.1
A3, D1
Fine functional main line terminal, designed by Lewis Cubitt for the Great Northern Railway. Roof beams originally timber, but replaced in iron c.1870.
- 6 ST. PANCRAS STATION (1868-76)** **301828**
Euston Road, N.W.1
A3, D1
Superb terminal train shed with single-span roof of 243', designed for Midland Railway by W. H. Barlow. Fronted by

former Midland Grand Hotel, a neo-Gothic masterpiece by Sir George Gilbert Scott. (J. Simmons, St. Pancras Station, 1968) Note also Somers Town Goods Depot, on W. side, with excellent brickwork.

7 CAMDEN ROAD STATION (1870) 292842

Camden Road, N.W. 1

A3 ●

Formerly Camden Town, an interesting group of yellow brick station buildings in style typical of North London Railway. Likely to be demolished shortly.

8 KILBURN HIGH RD. STATION HOUSE (c.1852) 255837

Belsize Road, N.W. 6

D1

Stucco London & North Western Railway station house, by former station entrance.

9 ROUNDHOUSE (1847) 283843

Chalk Farm Road, N.W. 1

A3, D1

Early round engine shed, designed in the office of R. Stephenson, later used as wine store. Now being converted into Arts Centre by Centre 42. Contains some good ironwork, fine vaults below. (I. L. N. 1847)

10 PRIMROSE HILL TUNNELS (1838) 275843

Adj. Primrose Hill Road, N.W. 3

A3

With Kensal Green, the slow line tunnel was the first on a London railway. Doubled in 1879; there are very fine stone portals at the eastern mouth.

11 CAMDEN RAILWAY GOODS DEPOT (19th C.) 285841

Adj. Chalk Farm Road, N.W. 1

A3

Large railway depot: of particular interest the two-storey stables flanking Chalk Farm Road, and a good four-storey red brick warehouse (late 19th C.) more typical of Northern England, sited adjacent the Canal. Hydraulic system pumphouse on opposite side of main line (284840) contains electrically-driven pumping plant by Mather & Platt, Manchester, 1923. (L. I. H.)

12 ST. PANCRAS GOODS DEPOT (1860s) 297838

St. Pancras Way, N.W. 1

A3

The main goods shed has some excellent brickwork, and contains about 30 hydraulic cranes and one manually-operated similar to that at West Brompton (illustrated on p. 16). Note red brick warehouse beyond canal (296837).

13 KING'S CROSS GOODS DEPOT (mid 19th C.) 302835

Goods Way, N.W. 1

A3

Complex railway development, including considerable potato marketing facilities, plus very impressive functional yellow brick granary, originally fronted by basin of Regent's Canal.

14 POLYGON BUILDINGS (c.1870) 295830

Polygon Road, Phoenix Road, N.W. 1

E

Four 4-5 storey tenement blocks, housing 288 families. Built by Midland Railway and still occupied. Note interesting

bollards with 'Sommers (sic) Town' nearby.

15 PNEUMATIC DISPATCH RAILWAY (1863-5) below ground: 295827-321815
Euston - Eversholt St. - Holborn - St. Martin-le-Grand
F3
Built to carry letters and parcels in pneumatically-powered vehicles between Euston and the City General Post Office. Not a success, operation ceased by 1876. Mostly bricked up, but part used as Post Office cable duct. Devised by T. W. Rammell. (Rails through the Clay)

16 GASHOLDERS 300833
Goods Way, N.W.1
F3
London's best known Victorian gasholders, with cast-iron framework of note.

17 FORMER PIANO FACTORY (c.1852) 285839
12 Oval Road, N.W.1
D1, G1
22-sided, five-storey building with central shaft, originally used by Collard & Collard, piano manufacturers. (L. I. H.)

18 REGENT'S PARK DIORAMA (1823) 287823
9-10 Park Square East, N.W.1
D1
The forerunner of the modern cinema, the only diorama building known to remain. Facade by John Nash: Rotunda and picture emplacements by A. C. Pugin and James Morgan. (L. I. H.)

19 CARD MUSIC MANUFACTURERS (late 19th C.) 312821
Chiappa Ltd., 31 Eyre Street Hill, E.C.1
H
The only firm known in Britain to be still making perforated card music for fairground organs. (L. I. H.)

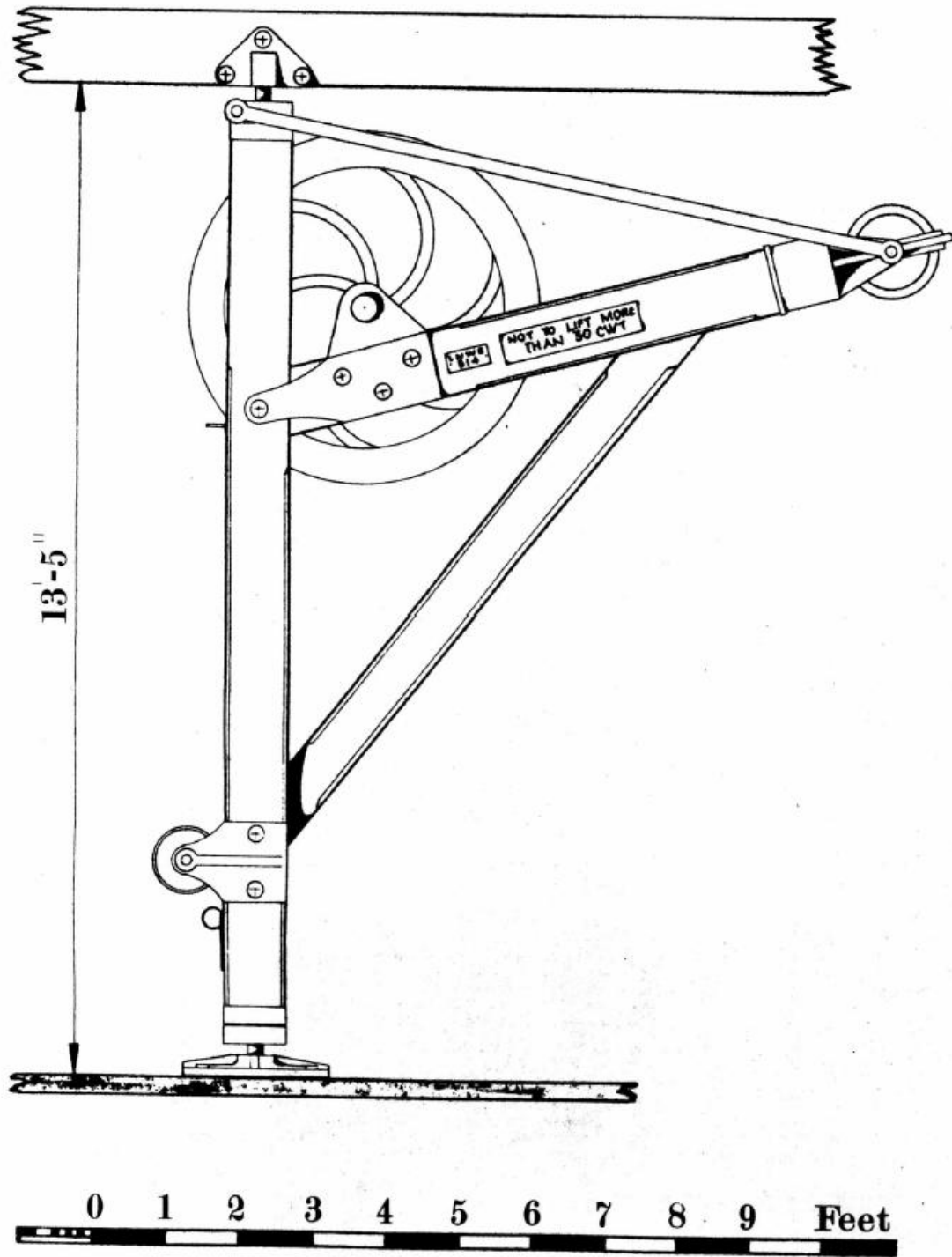
20 ARTISAN HOUSING (1849/50) 300815
Streatham Street, Bloomsbury, W.C.1
E
By Henry Roberts for Society for Improving the Condition of the Labouring Classes. Now five-storey building, arcaded to the inner court. Fireproof construction, designed in a robust late-Georgian style. Inscription over entrance reads: Model Houses for Families.

For Metropolitan Railway see under City of Westminster

CITY OF LONDON

1 PORT OF LONDON AUTHORITY WAREHOUSES (c.1790) 335815
Cutler Street, New Street, E.1
A4
Functional 6-storey yellow brick warehouses built originally for the East India Company by either Richard Jupp or S. P. Cockerell. Sold to the St. Katharine Dock Co. in 1836. (L. I. H.)

- 2 RIVERSIDE WAREHOUSES (late 19th C.) 323808**
Queenhithe, Upper Thames Street, E.C.4
A4
5- to 7-storey yellow brick warehouses surrounding dock, typical riverside scenery. Note Abbey Wharf and Smith's Wharf.
- 3 TOWER SUBWAY (1870) 334805**
Entrance Tower Hill, E.C.3
A3, D2
London's first tube railway, under the Thames from Tower Hill to Vine Street, Southwark. Built using a new tunnelling shield, patented by the engineer Peter Barlow, and later named after James Greathead, the contractor. This was also the first tunnel to be lined with cast-iron segment plates. The cable-operated railway was not a great success, and was removed after a few months. The tunnel became a toll subway until made redundant in 1894 by opening of Tower Bridge. Now carries mains of the London Hydraulic Power Company and Metropolitan Water Board. (Rails through the Clay)
- 4 TUNNELLING SHIELD (1904) 327817**
Moorgate Underground Station, E.C.2
A3
Greathead tunnelling shield, used in building the branch of the Northern Line from Moorgate to Drayton Park, to be found in tunnel at southern end of No. 10 platform. (C. E. Lee, 60 Years of the Northern, 1967)
- 5 BROAD STREET STATION (1866) 332817**
Liverpool Street, E.C.2
A3
Terminal station by William Baker, for joint use by London & North Western and North London Railways. Free Italianate white brick two-storeyed main building, with dressings of terracotta and Peterhead granite. Pavilion roofs and clock tower. Most of train shed recently removed. (I. L. N. Feb. 3, 1866)
- 6 CANNON STREET STATION (1865-6) 325807**
Cannon Street, E.C.4
A3
Terminal station by J. Hawkshaw and J. W. Barry for South Eastern Railway, recently rebuilt but two monumental towers fronting the river remain, as do the yellow clifflike outer walls.
- 7 FENCHURCH STREET STATION (1853) 334809**
Fenchurch Street, E.C.3
A3
Terminus of the former London & Blackwall Railway, the facade by George Berkeley remains. Interior altered 1935. (H. R. Hitchcock, Early Victorian Architecture in Britain, 1954)
- 8 LIVERPOOL STREET STATION (1875) 333817**
Liverpool Street, E.C.2
A3
Terminus of the Great Eastern Railway, with yellow brick Gothic main buildings, vast train sheds beyond. By E. Wilson. Some ironwork of note. Later extensions on eastern side.
- 9 WHITBREAD BREWERY (18th C.) 326819**
Chiswell Street, E.C.1
D1, G3
The only brewery in the City, with buildings dating from 1750. These include the Porter Tun room, built in 1773, with timber roof clear-spanning 65' - second only to Westminster Hall. (L. I. H.)



L.N.W.R. CRANE (c.1870)

W. BROMPTON GOODS SHED

Since removed

- 10 BILLINGSGATE MARKET (1875) 331806**
Lower Thames Street, E.C.3
 F3
 London's principal fish market designed by Sir Horace Jones. Two-storey brick facades with stone dressings surround a central arcade.
- 11 LEADENHALL MARKET (1881) 331811**
Leadenhall Street, E.C.3
 D1, F3
 Beautifully designed cross-shaped arcade to Poultry Market, by Sir Horace Jones. Decorative lettering and stonework on four glass, iron and stone entrances.
- 12 SMITHFIELD MARKET (1888) 318818**
West Smithfield, E.C.1
 D1, F3
 Central Meat Market, in weak Italianate style by Sir Horace Jones. Good ironwork over covered roadway. Complex railway system below. (L. I. H.)
- 13 BLACKFRIARS ROAD BRIDGE (1869) 316806**
Embankment, E.C.4
 A1, D1
 The most decorative of the City's Thames bridges, a graceful five-arched iron structure widened in 1907-8. (See under Southwark for rail bridge)
- 14 HOLBORN VIADUCT (1867-9) 316815**
Holborn, E.C.1
 A1
 Road viaduct 1,400' long, 80' wide. 107' span bridge over road, nicely detailed.
- 15 CAPITAL PATENT CRANE 327810**
Geo. Sandeman & Co., 20 St. Swithin's Lane, E.C.4
 H
 Late 18th or early 19th century crane still in use by wine importers. (L. I. H.)
- 16 WALLCRANE (19th C.) 334806**
Asher Storey & Co., Wine Vaults Ltd., Tower Hill, E.C.3
 H
 Iron wallcrane of type common in London's warehousing areas. This one at ground level can be examined closely without difficulty.
- For Metropolitan Railway - see under City of Westminster

CITY OF WESTMINSTER

- 1 GRAND JUNCTION CANAL (1802) 238824-267815**
Ladbroke Grove, W.10 - Paddington Basin, W.2
 A2
 This stretch of the canal is largely through an area of poor housing, but many traces of former usage remain at Paddington Basin.
- 2 REGENT'S CANAL (1812-20) 262818-282836**
Little Venice, Blomfield Road, W.9 - Regent's Park, N.W.1
 A2
 The best known stretch of canal in London, famous for its boat trips to the London Zoo. Contains several items of interest, including Warwick Avenue bridge, Maida Hill tunnel (290 yards long), and the Bridge House (c.1890) over the

- 11 MARYLEBONE STATION (1899) 275820**
Great Central Street, N.W.1
A3
Small terminal station of the Great Central Railway, still retaining its splendid Victorian iron and glass canopy - the best example in London.
- 12 MINT STABLES (1878) 267814**
Winsland Street, W.2
A1, A3
Three-storey railway stabling, originally housing about 600 horses. (L. I. H.)
- 13 RAILWAY BRIDGES (late 19th C.)**
A3
The following large truss bridges crossing the G.W.R. main line are worthy of note.
- a) **Westbourne Bridge, Westbourne Terrace, W.2 262815**
 - b) **Ranelagh Bridge, Porchester Terrace, W.2 258815**
 - c) **Lord's Hill Bridge, Porchester Road, W.2 257815**
- 14 DUMMY HOUSES (1868) 262809**
23 & 24 Leinster Gardens, W.2
A3
Rebuilt following the cut-and-cover construction of the Metropolitan Railway extension from Paddington to South Kensington. (Baker & Robbins, History of London Transport, Vol. 1, pls. 57, 58)
- 15 WESTERN SEWAGE PUMPING STATION (1873) 286780**
Grosvenor Road, Pimlico, S.W.1
D1, F2
Italianate beam engine house, with mansard roof and classic 172' high chimney, built by the Metropolitan Board of Works under J. W. Bazalgette, as part of their vast drainage scheme. Now houses diesel pumping plant.
- 16 SEWER GAS LAMP (c.1900) 305806**
Carting Lane, Strand, W.C.2
G1
The only known remaining example of J. E. Webb's "Patent Sewer Lamp". (L. I. H.)
- 17 LODGE ROAD GENERATING STATION (1904) 270825**
Lodge Road, N.W.8
B5
Main turbine shed noted for its red brickwork, with Dutch gables. Square chimney: designed by Peach and Sir Charles Reilly.
- 18 FLORAL HALL (1860) 303808**
Covent Garden Market, W.C.2
D1
Market hall with domed glass roof supported by cast-iron pillars; designed by Frederick Pye, using material left over from the Crystal Palace when it was moved from Hyde Park to Sydenham. Other market buildings of some interest.
- 19 BIOGRAPH CINEMA (1899) 291788**
47/8 Wilton Road, S.W.1
D1
The oldest cinema in London still presenting programmes.

20 ARTISAN HOUSING (1874 onwards) **centring on 243826**
Queens Park Housing Estate, W.10
 D1, E
 Very large housing development north of the Harrow Road, of two-storeyed terraced houses with attractive doorways; laid out as an estate, with tree-lined streets etc.

21 CAST IRON GENTS URINAL (19th C.) **311813**
Star Yard, nr. Law Courts, W.C.2

CROYDON

1 CANAL RESERVOIR (1809) **340693**
South Norwood Lake, Wood Vale Ave., S.E.25
 A2
 Seven acre lake, formerly used as a reservoir for the Croydon Canal.

2 CROYDON, MERSTHAM & GODSTONE RLY. (Opened 1805)
Coulsdon - Hooley - Merstham
 A3
 Southern extension of the Surrey Iron Railway to the Merstham Limeworks. The Surrey Iron Railway was the first public railway or plateway, built for horse-drawn wagons. (C. E. Lee, *Early Railways in Surrey*)

Remains exist at:

a) Summit Cutting **288555-287546**
Adj. Brighton Road, between Hooley and Merstham.
 A major earthwork, now tree-grown.

b) Deans Lane Bridge **288558**

c) Deans Farm Lane Bridge **288556**
 Both adj. Brighton Road, Hooley. Remains of brick overbridges.

d) Cane Hill Embankment **296594**
 In Cane Hill Hospital Grounds, Brighton Road, Coulsdon.

3 RAILWAY CUTTINGS (1841 & 1900) **289559**
Adj. Dean Lane, Hooley
 A3
 Impressive deep cuttings in the chalk, leading to Merstham Tunnels, London, Brighton & South Coast Railway.

4 ATMOSPHERIC RAILWAY FLYOVER (1844-7) **343692**
Adj. Selby Road, S.E.20
 A3
 Flying Junction, former Croydon Atmospheric Railway. Necessitated by the nature of such a railway, normal crossings being impossible. (E. Course, *London Railways*, p. 67)

5 KENLEY STATION (1856) **324601**
Hayes Lane, Kenley
 A3
 Small brick Italianate station built in anticipation of suburban development, on Caterham Branch Railway.

- | | | |
|-----------|--|---------------|
| 6 | WATERWORKS (c.1851) | 322654 |
| | <i>Surrey Street, Croydon</i> | |
| | D1, F1 | |
| | Bargeboarded engine house and chimney said to have been bought from the former Atmospheric Railway (see above) in 1851 by the Croydon Local Board of Health, and re-erected on present site. Castellated extension 1866, and later additions. (L. I. H.) | |
| 7 | RESERVOIR (c.1851) & WATER TOWER (c.1860) | 330650 |
| | <i>Water Tower Hill, Park Hill, Croydon</i> | |
| | F1 | |
| | Early circular covered brick service reservoir, disused 1923, and Norman style brick water tower (Engineering, 1868, p. 543) | |
| 8 | ADDINGTON WELL WATERWORKS (late 19th C.) | 370627 |
| | <i>Croydon Corporation Water Undertaking, Featherbed Lane, Addington</i> | |
| | B3, F1 | |
| | Plant includes two compounded beam engines, 1888 & 1893, by Easton & Anderson, London & Erith - still working. | |
| 9 | SHIRLEY WINDMILL (c.1860) | 355651 |
| | <i>Upper Shirley Road, Shirley, Croydon</i> | |
| | B1 | |
| | Tarred brick tower mill, restored, in the grounds of John Ruskin Grammar School. | |
| 10 | CROYDON 'A' ELECTRICITY GENERATING STATION (1893) | 315659 |
| | <i>Beddington Farm Road, Waddon</i> | |
| | B5 | |
| | Plant includes early water cooling towers. | |
| 11 | STOATS NEST CHALK PIT & LIMEWORKS | 303591 |
| | <i>Marpit Lane, Coulsdon</i> | |
| | C | |
| | Large chalk pit, now disused, with remains of battery of limekilns. | |
| 12 | HALING CHALK PIT & LIMEWORKS | 321626 |
| | <i>Biddulph Road, Brighton Road, Purley</i> | |
| | C | |
| | Chalk pit now disused and built over but face remains. | |
| 13 | RIDDLEDOWN CHALK PIT & LIMEWORKS | 337593 |
| | <i>Godstone Road, Whyteleafe</i> | |
| | C | |
| | Large pit with railway viaduct across entrance. Other small pits further north in Godstone Road, Kenley, at the foot of Riddlesdown. | |
| 14 | HANDLEY'S BRICKWORKS | 341672 |
| | <i>Hermitage Lane, Woodside, Croydon</i> | |
| | G2 | |
| | Brick kilns and claypit survive at this large works. | |
| 15 | MALTINGS (early 19th C.) | 321654 |
| | <i>Church Road, Croydon</i> | |
| | G3 | |
| | Typical small town maltings, formerly part of Overton & Gibbons Brewery. | |
| 16 | COAL DUTIES BOUNDARY MARKS (see p. 58) | |
| | Twelve of these remain in the Borough of Croydon: | |

S. W. side King Henry's Drive, S. of New Addington	Type	4	395613
W. side Featherbed Lane, Chapel Hill		4	385610
Kissing gate, Farleigh-Fickleshole footpath		4	382602
Edge of Little Park Wood, by Hospital footpath		4	368596
E. side Old Farleigh Rd, just N. of Harrow Inn		4	365597
W. side Stateshill Rd, W. of No. 23		4	325570
Junction of Coulsdon Rd & The Grove		4	322568
W. side of Ditches Lane, near Devils Den Wood		4	304568
W. side Redhill rly line, S. of Star Bridge		1	289567
E. side Brighton Rd, beside Star Bridge		4	289568
E. side Brighton Rd, S. of Woodfield Hill		4	291576
Junction Coulsdon Lane, Portnells Rd, & Rickman Hill		4	286580

EALING

- 1 WHARNCLIFFE VIADUCT (1838) 150804**
adj. Uxbridge Road, Hanwell
A3
Superb eight-arch yellow brick viaduct by I. K. Brunel, carrying the former Great Western Railway main line across the valley of the River Brent. Quadrupled 1877, Wharncliffe coat of arms on centre pier, south side. (D. Walters, British Railway Bridges, Ian Allan, 1963)
- 2 HANWELL & ELTHORNE STATION (mid 19th C.) 153805**
Campbell Road, Hanwell, W.7
A3
Of all the Great Western Railway stations in the area, this one best retains its typical G.W.R. atmosphere.
- 3 RAILWAY CROSSING (19th C.) 199791**
Bollo Lane, South Acton, W.4
A3
Typical railway crossing complex, with small but fine iron footbridge, level crossing and keeper's cottage, and old style signal box.
- 4 RAILWAY HOUSING ESTATE (1872-85) 215827**
Old Oak Lane, Goodhall St., & Stephenson St., N.W.10
E
Housing estate of originally 188 railway cottages of several designs, and staff hostel (now demolished) built by L.N.W.R., following the great growth of Willesden Junction in the late 60s.
- 5 GRAND JUNCTION CANAL, HANWELL (1793-98) 137793-150796**
adj. Poplar Ave., Southall to adj. Green Lane, W.7
A2
Interesting section of canal containing eight locks, some with side ponds, and lock-keeper's cottages, where canal descends to valley of River Brent.
- 6 WINDMILL BRIDGE (1859) 143796**
Windmill Lane, Hanwell

- D2
Unusual intersection of road, railway and canal, with canal in iron trough, designed by I. K. Brunel.
- 7 SHOPFRONT 182808**
L. Bryant (antiques), 46-47 The Mall, W.5
D1
Shopfront with splendid Victorian iron and glass canopy.
- 8 FORMER DYESTUFFS FACTORY (1857) 148844**
now Durasteel Ltd., Oldfield Lane, Greenford Green
G1
Works incorporating the site of G. F. Perkin & Sons factory, the first in the world to produce synthetic dyestuffs, initially Aniline Purple (mauve). Some of the original buildings remain.
- 9 FORMER MARGARINE FACTORY (1895) 130798**
Bridge Road, Southall
D1
Ornamental model factory designed by Bird & Whittenbury for Otto Monsted, and once claimed to be the largest and finest margarine factory in the world. (See L. I. H.)
- 10 WALPOLE CINEMA (early 20th C.) 177807**
Bond Street, Ealing, W.4
D1
Early cinema, retaining its ornamental tiled entrance.
- 11 OPEN SERVICE RESERVOIR (1888) 182820**
Birkdale Road, Hanger Hill, W.5
F1
Disused open service reservoir, built by the Grand Junction Waterworks Co. with attractive water tower (still in use) nearby. (M. W. B. 1961)
- 12 WATER TOWER (c.1895) 125798**
Gasworks Road, Southall
F1
Octagonal red brick water tower, with battlemented top, for the South West Suburban Water Company.

ENFIELD

- 1 THE NEW RIVER (c.1611) 346000-306916**
Bullsmoor Lane, Waltham Cross - Myddelton Road, N.8
F1
Open conduit constructed mainly under the direction of Hugh Myddelton, to supply parts of North London with wholesome drinking water from springs at Great Amwell and Ware, Herts. Still in use, although its course was considerably straightened in the 18th and 19th centuries. (M. W. B. 1961)
- 2 AQUEDUCT, NEW RIVER (19th C.) see above 343987**
Near Maidens Bridge, Forty Hill
F1
19th century straightening, with the New River carried in a pipe across the Cuffley Brook, forming a syphon. Old course of New River still traceable, winding around Forty Hall.
- 3 CLARENDON ARCH (1682) 324951**
Adj. Bush Hill, N.21
D1
Brick lined tunnel conveying the Salmon's Brook under the New River.

F1

The Western entrance stone arch bears the Clarendon coat of arms, and the inscription "This Arch was rebuilt in the Year 1682, Honorable Henry Earle of Clarendon on being Gov."

4 WHITEWEBBS WELL PUMPING STATION (1898) 318998

Whitewebbs Road, Crews Hill

D1, F1

Fine red brick engine house, built by the New River Company, now empty. Probably held triple expansion engine. Good cottages for station employees adjacent.

5 RENDLESHAM VIADUCT (1910) 314987

Adj. Hilly Fields, Clay Hill

A3

Brick railway viaduct, built to carry the former Great Northern Railway Hertford loop across stream.

6 WRIGHT'S FLOUR MILLS (late 18th - early 19th C.) 362956

Lea Valley Road, Ponders End

B2

Fine large weatherboard mill building, miller's house and sheds. (Pevsner, Middlesex, Pl. 35b)

7 ROYAL SMALL ARMS FACTORY (1850s) 372983

Ordnance Road, Enfield Lock

D1, G1

Home of the Lee-Enfield rifle, the first to bring mass-production to small arms manufacture. Several early buildings remain. (Essex Countryside, Nov. 1967)

8 SHOT TOWER (early 20th C.) 354927

Kynoch Works, Angel Road Industrial Estate, N.18

G1

Brick shot tower approx. 175' high, used originally by Eley's to manufacture lead shot for 12-bore cartridges.

9 BRICKWORKS (early 20th C.) 346983

C. Gabriel Ltd., Hoe Lane Pit, Enfield

G2, H

Three early 20th century beehive intermittent ovens, originally part of Cornish's Brickworks. Still in use producing special red bricks (some hand-made). Rebuilt 1956-8 and converted to oil firing.

10 HUMPHREY GAS PUMPS (1913) 373979

King George's Reservoir Pumping Station, Chingford

B4, F1

Pumping plant consists of five Humphrey pistonless gas pumps, driven by producer gas. (Engineering, 1913)

GREENWICH

1 FORMER ROYAL WOOLWICH DOCKYARD (founded early 16th C.) 427792

Woolwich Church Street, S.E.18

A4, D1

Retains several 18th and 19th century naval buildings, including two impressive granite graving docks, built in early 19th century.

- 2 ROYAL WOOLWICH ARSENAL (founded late 17th C.)** **centreing 440792**
North of Plumstead Rd, S.E.18
D1, D2
Several important 18th and 19th century buildings remain, also many examples of iron construction and walling, and early use of reinforced concrete. The Rink has now been demolished.
- 3 THAMES PEDESTRIAN SUBWAY (1876)** **433795**
Woolwich - North Woolwich
A1
Pedestrian tunnel constructed using Greathead-devised compressed air tunnelling apparatus and hydraulic segment lifters.
- 4 GREENWICH PEDESTRIAN SUBWAY (1897)** **383781**
Greenwich - Isle of Dogs
A1
Narrow bore 9' wide foot-tunnel.
- 5 BLACKWALL ROAD TUNNEL (1897)** **390796**
Tunnel Avenue, S.E.10
D1
The current dualling of the tunnel retains the Southern Tunnel House, which is in the form of a stone gatehouse with art-nouveau detailing.
- 6 FORMER WINDMILL (late 18th C.)** **448779**
Old Mill Road, Plumstead Common, S.E.18
B1
Only brick tower of former tower mill remains.
- 7 DEPTFORD EAST GENERATING STATION** **375779**
Deptford Green, S.E.8
B4
Original station developed by London Electricity Supply Co. survives, built into modern complex. This was the first station to generate and transmit on extra high tension, and samples of pioneer equipment developed by de Ferranti in 1889 remain. (L. I. H.)
- 8 DEPTFORD SEWAGE PUMPING STATION (1864)** **377772**
Greenwich High Road, S.E.10
D1, F2
Brick and stone Italianate pump house, by Metropolitan Board of Works, originally containing four single-cylinder beam engines now removed, which lifted low-level flow 18' into Southern Outfall Sewer.
- 9 WATER TOWER (1910)** **437766**
Shooters Hill, S.E.18
F1
Octagonal multicoloured brick and stone water tower with high pitched roof above steel tank.
- 10 CORN MILL & SILOS (1882, 1899)** **374770**
J. H. Robinson, Deptford Bridge & Creek, S.E.10
G1 ●
Typical florid late 19th century multi-storey mills with boat dock facilities on site of former tidemills.
- 11 MUMFORDS FLOUR MILL & SILO (1897)** **375770**
Deptford Creek, Greenwich High Road, S.E.10
G1
Fine multi-storey windowless silo built in decorative red and yellow brick, with stone dressings and plaque, by Aston Webb.

- 12 BAIRD'S MALTINGS (19th C.)** **375770**
H. Baird & Sons, Greenwich High Road, S.E.10
 G3
 Group of mill maltings, dated 1852, 1888; kilns and owner's house.
- 13 METAL PLANING MACHINE (1880)** **440730**
Walter Grafton & Son Ltd., 122 Footscray Road, S.E.9
 G1
 Whitworth planing machine still in use, originally belt driven, now electric and working to very fine accuracy. (L. I. H.)

HACKNEY

- 1 BROAD STREET RAILWAY GOODS DEPOT (1868-)** **331818**
Eldon Street, E.C.2
 A3 ●
 Complex London & North Western Railway goods depot, with rail development at two levels. Very intensive use of space, and the best example in London of the railways' use of hydraulic power in the mid-late 19th C. Two warehouses (one late 19th C., fine building in yellow brick, coloured brick dressings, fireproof), and much hydraulic equipment (cranes, hoists, capstans) including one especially fine crane. Recently closed, part used as car park, and a great deal of equipment gone for scrap. (L.M.S. Magazine, 1934)
- 2 ORNAMENTAL GATES (1884)** **335822**
Entrance Bishopsgate Goods Depot, Shoreditch High Street, E.1
 D1
 Former Great Eastern Railway depot, recently destroyed by fire, but magnificent decorative iron gates remain, made by Barnard, Bishop & Barnards, London and Norwich.
- 3 RAILWAY BRIDGE (1886)** **333822**
Great Eastern Street, Shoreditch, E.C.2
 A3
 Decorated cast iron bridge, for North London and London & North Western Railways.
- 4 STOKE NEWINGTON WATERWORKS (1854-5)** **323869**
Green Lanes, N.4
 D1, F1
 Now terminus of the New River, with reservoirs, filter beds, etc., and of special note the engine house by W. C. Mylne (1855) resembling a castle keep, with Gothic windows, and castellated chimney. (M. W. B. 1961)
- 5 FORMER HACKNEY STATION (1850s)** **349849**
Amhurst Road, E.8
 A3
 Ex-North London Railway station main building remains, in style typical of the line, now used for garment manufacture and food shops.
- 6 FORMER SUB-STATION (1916)** **336845**
Cleveland House, Richmond Road, E.8
 A3
 Massive yellow brick electricity sub-station for London & North Western Railway suburban electrification scheme, one of several on the system. Now converted to three-storey garment factory. (Other sub-stations at Headstone

Lane, Kenton, Willesden, Queens Park, South Acton, West End Lane.)

7 BRITANNIA STEAM WORKS (1855) 335835

Laburnum Street, E.2

G1

Lemonade and ginger beer manufactory, with notable facade.

8 REGENT'S CANAL (1812-20) 322833-349835

Wharf Road, N.1 - Vyner Street, E.2

A2

Stretch with two basins: Wenlock Basin (323832) and Kingsland Basin (333838).

9 ARTISAN HOUSING (1863) 331823

Langbourne Buildings, Mark Street, E.C.2

E

Five-storey blocks of flats based on the Roberts/Prince Albert principle for Sydney Waterlow by Matthew Allen. These buildings led to the formation of the Improved Industrial Dwellings Co. by Waterlow in 1863. (see under Tower Hamlets)

HAMMERSMITH

1 RIVERSIDE GARAGE (1913) 232783

Queen Caroline Street, W.6

A1, D1

London Transport bus garage, with the Garden elevation of the former Bradmore House (c.1700) pulled down and re-erected to form the garage frontage in 1913. (Survey of London, Vol. 6)

2 HAMMERSMITH BRIDGE (1884-7) 230781

Hammersmith Bridge Road, W.6

A1

Rather heavy replacement suspension bridge, designed by Bazalgette.

3 FULHAM POTTERY (19th C.) 244761

210 New King's Road, S.W.6

G2

Pottery founded by John Dwight in late 17th C. Buildings include hovel of Staffordshire type bottle oven (19th C.) incorporated in two-storey workshops.

4 FULHAM GASWORKS (19th C.) 260768

Sands End Lane, Michael Road, S.W.6

D1, F3 ●

Two gasholders of note. No. 1 (c.1830) reputed to be the oldest in the world. No. 3 'The Regent' has some of the finest ironwork ever found on gasholders. This is threatened with demolition. (L. I. H.)

5 GAS WORKER'S HOUSING (mid 19th C.) 258768

Imperial Square, Emden Street, S.W.6

E

Pleasant square of terraced workers' cottages for nearby gasworks (see above). Named after the Imperial Gas Company, founders of the works.

- | | | |
|-----------|---|---------------|
| 6 | LANCASHIRE BOILERS (early 20th C.)
<i>United Dairies Ltd., Scrubs Lane, Willesden Junction, N.W.10</i>
B3
Dairy with two Lancashire boilers still in use. | 223826 |
| 7 | OLYMPIA GRAND HALL (1885-6)
<i>Sinclair Road, W.14</i>
D1
Exhibition hall, widely known as venue of the Ideal Home and other exhibitions. Built for housing agricultural shows and has a large vaulted glass and iron roof of note. | 243791 |
| 8 | HAMMERSMITH STATION (District Line, 1932)
<i>Hammersmith Broadway, W.6</i>
A3, D1
Station rebuilt 1931-2 on new site but original facade of Leslie W. Green's 1905 station retained. | 234785 |
| 9 | BARON'S COURT STATION (1906)
<i>Gliddon Road, W.14</i>
A3, D1
Opened as a new station for the District & Piccadilly lines in December 1906. Survives almost as built, with small main building by L. W. Green of note. | 241783 |
| 10 | RAILWAY HOUSING (1872)
<i>Crewe Place, Stoke Place, Old Oak Lane, N.W.10</i>
E
Part of the London & North Western housing estate at Willesden Junction (see also EALING, 4). | 217827 |

HARINGEY

- | | | |
|----------|---|----------------------|
| 1 | SEWAGE PUMPING STATION (late 19th C.)
<i>Markfield Road, N.15</i>
B3, F2
Small pumping station, plant includes superb free-standing 100 h.p. Compound beam engine (1886, Messrs Wood Bros., Sowerby Bridge, Yorks.), three small horizontal triple expansion pumping engines (1905, Worthington, Simpson), and two Lancashire boilers. Station last worked February, 1964. | 344888 |
| 2 | FORTIS GREEN PUMPING STATION (early 20th C.)
<i>Woodside Avenue, Fortis Green, N.6</i>
F1
Metropolitan Water Board pumping station, plant includes three reciprocating driven ram pumps, powered by 4-cylinder blast injection 160 h.p. Diesel engines (200 r. p. m. Mirrlees, Bickerton & Day, Stockport, 1914). | 282891 |
| 3 | THE NEW RIVER (see also ENFIELD)
<i>Myddelton Road, N.8 - Green Lanes, N.4</i>
F1
Interesting stretch of the New River, with of note the 19th century straightening between Myddelton Road and Hornsey High Street, including a tunnel two-thirds of a mile long (completed 1859) and the pumping station at Hornsey (306895) with disused beam engine house. (M. W. B. 1961) | 306916-318878 |

HARROW

1 BRICK KILN (18th C.) 147928

'The Kiln', Common Road, Harrow Weald

G2

Substantial remains of a brick or tile kiln in the grounds of 18th century house named 'The Kiln'.

2 CHALK MINE 110906

'The Dingles', adj. Montesole Playing Fields, Pinner

C

Old chalk mine workings, not used since 1930s.

3 HARROW & WEALDSTONE STATION (mid 19th C.) 155894

Station Road, Wealdstone

A3, D1

Early L.N.W.R. station buildings remain on west side, with some good ironwork.

4 HATCH END STATION (1911) 131914

Uxbridge Road, Hatch End

A3, D1

Very attractive main station buildings, the best of those built by the London & North Western Railway in preparation for their suburban electrification scheme of 1916.

5 STANMORE STATION (1890) 169918

Old Church Lane, Stanmore

A3, D1 ●

Picturesque single platform L.N.W.R. branch line terminus, main station building topped by steeple like a country church. Closed some years, now suffering from vandalism badly.

6 WHITEFRIARS GLASSWORKS (early 20th C.) 148900

Tudor Road, Wealdstone

G1

Firm making high quality glassware by craft methods, almost totally handmade.

7 COAL DUTIES BOUNDARY MARKS (see p. 58)

There are three of these marks remaining, as follows:

E. side Potter Street Hill, Pinner	Type	4	106917
W. side L.N.W.R. main line, Hatch End		2	123922
E. side of Oxhey Lane, Hatch End		4	131926

HAVERING

1 UPMINSTER WINDMILL (c.1803) (Illustration p. 4) 557868

St. Mary's Lane, Upminster

B1

The largest complete smock mill in the Eastern Counties, recently restored by Havering Council, complete with most of its machinery. (Anthony D. Butler, Upminster Mill, 1968)

2 ROMFORD WATERWORKS (c.1898) **nr. 512888**
South Street, Romford
F1
Pumping engine house of note.

3 EMERSON PARK HALT (1909) **540879**
Butt's Green Road, Hornchurch
A3
Small country halt on the London Tilbury & Southend Railway branch from Romford to Upminster. Once described as "the most rural railway station in London". Threatened with closure.

More information for Havering would be welcome.

HILLINGDON

1 GRAND JUNCTION CANAL (1795-8) **046932-105792**
Adj. Stocker's Lane, Rickmansworth - Bulls Bridge, Southall
A2
The most rural stretch of canal in London, with many locks, lock-keepers' cottages, etc. Several bridges of note. See also Packet Boat Dock, Cowley (055812); Colham Wharf (062801); and Slough Branch (045809) with aqueduct (043808). The River Colne and Fray's River intertwine with canal route all the way down the Colne Valley.

2 RUISLIP LIDO **centreing 087893**
Adj. Bury Street, Ruislip Common
A2
Canal reservoir for Grand Junction Canal, now aquadrome, etc.

3 FRAY'S MILL (18th-early 19th C.) **053845**
High Street, Uxbridge
B2
Former flour mill, originally known as Fountains Mill, sited over Fray's River. Main building remains.

4 KING'S MILL (19th C.) **052847**
North of High Street, Uxbridge
B2
Large flour mill, on R. Colne, belonging to Messrs J. A. King Ltd. Substantial concrete extension added c.1963.

5 DRAYTON MILL (c.1800) **054791**
Mill Road, Thorney
B2
Foundations of mill, millrace and substantial part of undershot waterwheel remain. Eel traps nearby.

6 BLACK JACK'S MILL (18th C.) **042903**
Nr. confluence of Grand Junction Canal and R. Colne, Harefield
B2
Picturesque main mill building remains. This was the Harefield village mill. Just north note cascade where R. Colne leaves canal.

7 FORMER COPPER MILLS (c.1795) **041912**
Park Lane, West Hyde, Harefield
B2
A mass of late 18th and early 19th century buildings survive, now incorporated in rubber factory.

8 FORMER METROPOLITAN RAILWAY STATION (1904) 057843

Belmont Road, Uxbridge

A3

Original terminal station of the Metropolitan Railway: disused since 1938, now used for storage. Much as built, a good example of suburban railway architecture of the period.

9 MARKET HALL (1789) 055841

High Street, Uxbridge

D1

Stately two-storey yellow brick building, with central lantern. Open ground floor with Tuscan columns.

10 HARMAN'S BREWERY (1863-76) 057842

Adj. High Street, Uxbridge

G3

Complete small town brewery complex of buildings, with brewing and bottling sheds, artesian well, cooper's shop, blacksmith's forge, stable yard, etc. Disused since 1963.

11 SEDGWICK'S BREWERY (mid 19th C.) 052845

High Street, Uxbridge

G3

Interesting brewery complex, now used for the manufacture of caramel.




12 COAL DUTIES BOUNDARY MARKS (see p. 58)

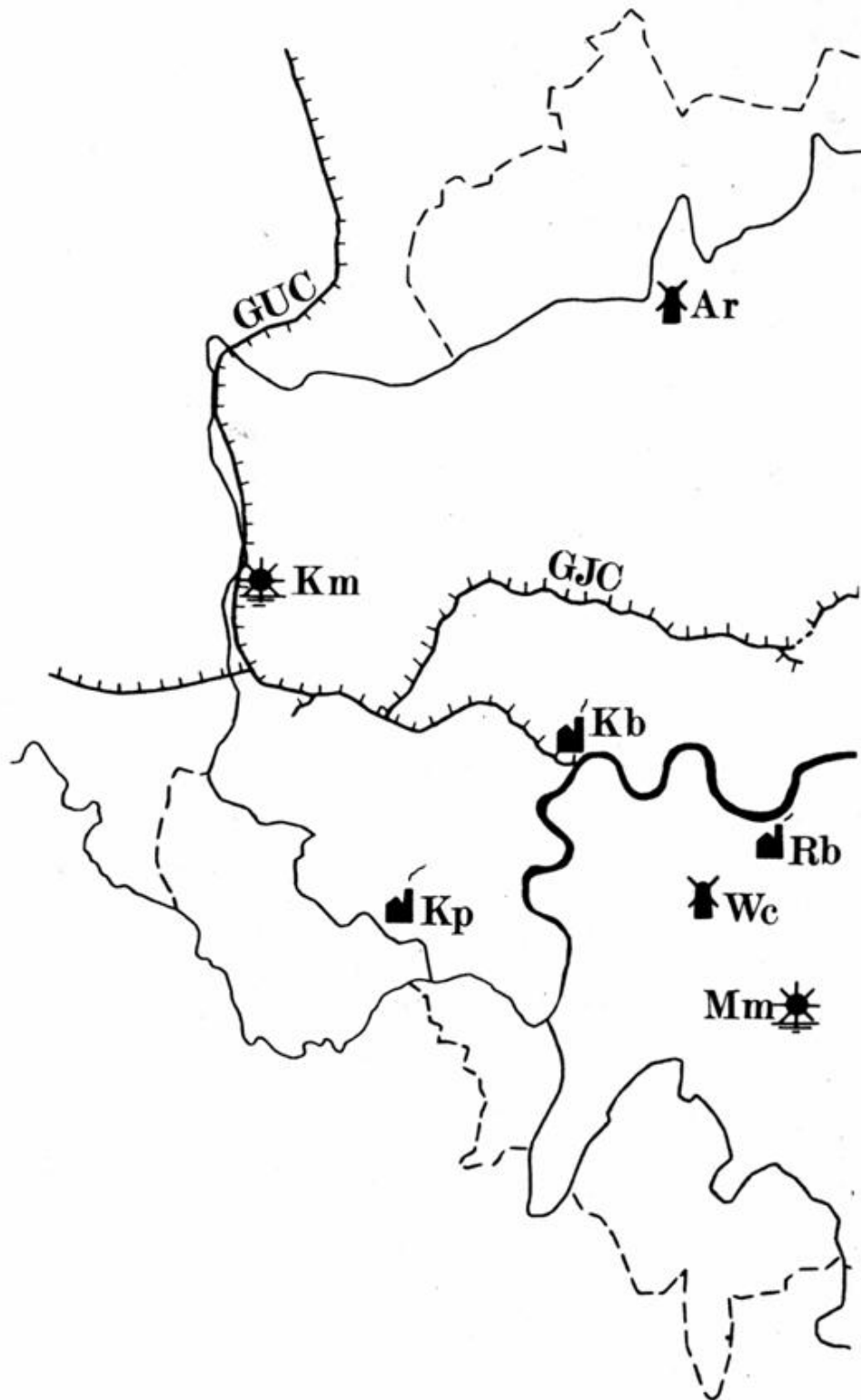
There are twenty-one remaining, this being the only London Borough containing examples of all five types.

E. side R. Wraysbury above Mad Bridge	Type	4	040768
By bridge, Thorney Mill Road, over Bigley ditch		4	052792
In above bridge parapet		5	052792
E. side Staines railway line, by Bigley ditch		2	052800
N. side rly. main line, W. of Staines branch		1	051801
Slough branch canal towpath, W. of footbridge		3	047807
N. side Iver Lane, by Clisby's Bridge		4	049822
On river bank, N.E. corner Long Bridge, Uxbridge		4	045835
S. side High Street, Uxbridge in Colne bridge parapet		5	051846
Savay Farm, in yard (not original position)		4	047880
S. side Springwell Lane, by Colne bridge		4	040935
S. side Shire Ditch, S. of Stocker's Lane		4	043935
Canal towpath N. of Harefield		3	046932
By footpath, Cripp Farm, Hill End - Stocker's Farm		4	051928
E. side Rickmansworth road, Harefield		4	058922
S. side Shrubs Lane, Harefield, in ditch		4	065917
E. side of White Hill, Northwood		4	069914
W. side of Rickmansworth Road, nr. Prince of Wales Inn		4	078923

MAP OF THE WITH MAJOR POWER SOURCES

KEY

	Boundaries
	G.L.C. Boundary
	1861 Coal Duties Boundary
	Navigations
GJC	Grand Junction Canal
GSC	Grand Surrey Canal
GUC	Grand Union Canal
LN	Lea Navigation
RC	Regent's Canal
	Watermills
Km	King's Mill Uxbridge (R.Colne)
Mm	Merton Mills (several)
Tm	Three Mills Bromley- by-Bow (R.Lea)
Wm	Wright's Mill Enfield (R.Lea)

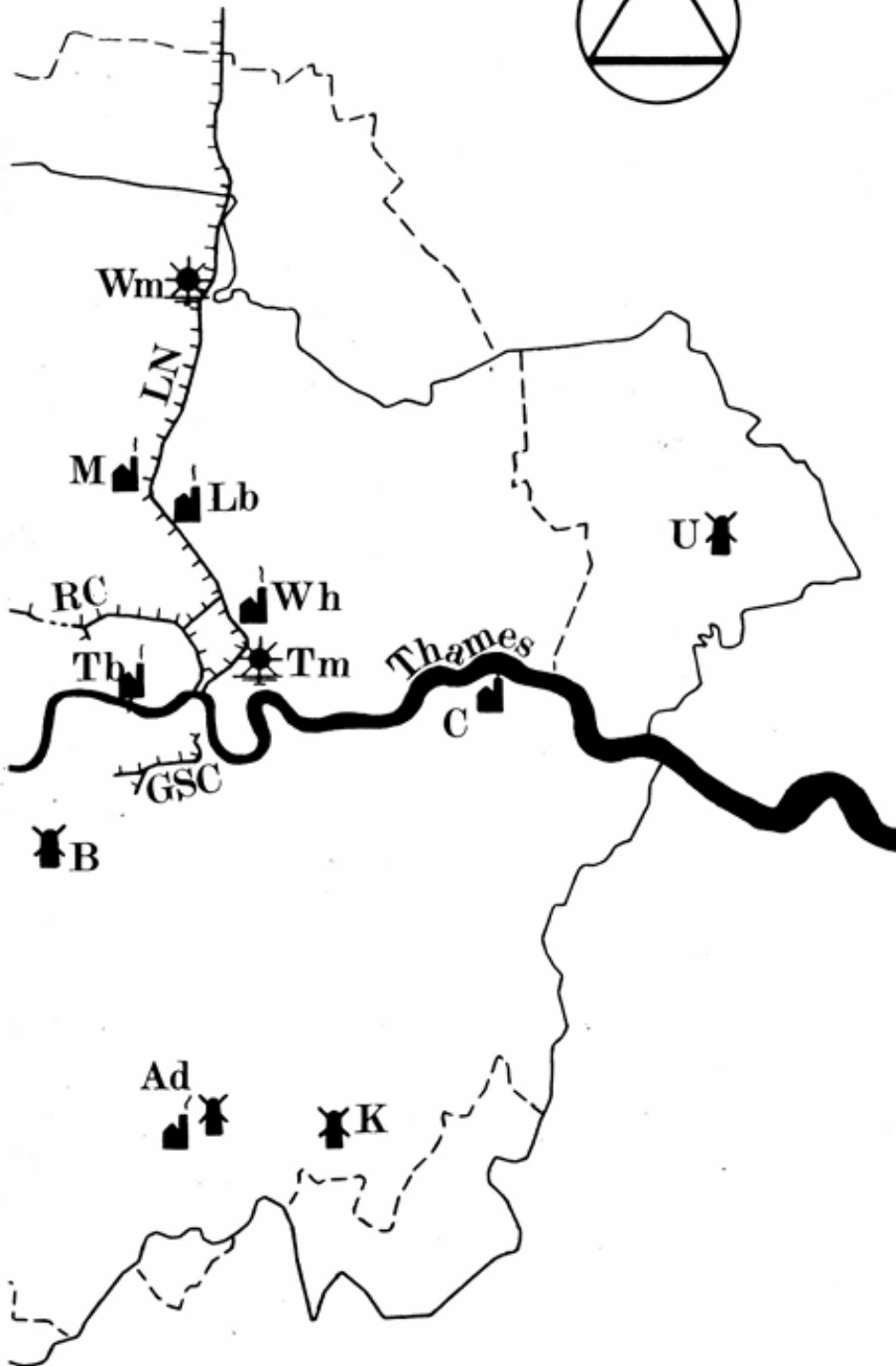


**SURVEY AREA
SURVIVING
AND NAVIGATIONS**



KEY

	Windmills
Ad	Addington
Ar	Arkley
B	Brixton
K	Keston
U	Upminster
Wc	Wimbledon Common
	Engines
Ad	Addington
C	Crossness
Kb	Kew Bridge
Kp	Kempton Park
Lb	Lea Bridge
M	Markfield
Rb	Ram Brewery Wandsworth
Tb	Tower Bridge
Wh	West Ham



0 5 10 15 20 25 miles

By Shire Ditch, S. of Batchworth Lane, Northwood	4	083923
By Shire Ditch, St. Martin's School playing field	4	086922
Nr. footbridge over Met. Rly. N. of Northwood	2	091920

HOUNSLOW

- 1 SYON GLASSHOUSE (1827-30) 172768**
Syon House, Isleworth
D1
Elegant classical glasshouse by Charles Fowler (1791-1887) with superb use of glass and cast iron in the roof and dome. Now Syon Garden Centre. (See A. R. March 1964)
- 2 KEW BRIDGE WATERWORKS (1838 onwards) 188780**
Kew Bridge Road, Brentford
B3, D1, F1
Two main engine houses of simple classical style still contain 5 of original 6 steam engines. 4 beam engines:- Boulton & Watt (1820 from Chelsea), Maudslay (1838), 90" Cornish (1846), 100" Cornish (1871), plus Harvey Bull engine (1859). Ornamental 200' standpipe (1887) by Alexander Fraser. Now M. W. B. museum. (See M. W. B. 1961 & J. I. A. 11/68)
- 3 KEMPTON PARK WATERWORKS (1905-1928) 110709**
Hanworth Road, Hanworth
B3, F1
Waterworks carrying out filtration (early micro-strainers) and pumping plant still working fully on steam. 5 triple expansion engines (Lilleshall & Co. Shropshire 1900) now out of use; 2 huge 1,008 h.p. triples (Worthington Simpson 1928) still working full time. Believed to be the biggest landbased triple expansion engines installed in Britain. (See M. W. B. 1961)
- 4 RICHMOND FOOTBRIDGE & WEIR (1894) 170750**
Adj. Ranelagh Drive, Isleworth
D1
Cast iron and masonry bridge, and timber weir structure built by Ransome & Rapier. Lowest weir on River Thames.
- 5 BRENTFORD DOCK (1859 onwards) 179772**
Adj. High Street, Brentford
A4 ●
Small dock system with R. C. warehouses (19th-20th century). Dock built under direction of I. K. Brunel, aimed at giving the Great Western Railway access to the Port of London. Unusual single dock gate provided. Site derelict and due for redevelopment as housing.
- 6 GRAND JUNCTION CANAL (1793-8) 155789 - 178772**
Osterley - Brentford (Thames Lock)
A2
Lower 3 miles of River Brent canalised, with many items of interest. One of the busiest sections of canal in South-East England.

- 7 OSTERLEY LOCK (No. 98) - see above** **158788**
Adj. Trumper's Wood, Osterley
A2
Typical lock and lock-keeper's house.
- 8 GALLOWS BRIDGE (1820) see above** **163783**
Adj. M4 motorway, Boston Manor
A2
Cast iron turnover footbridge by Horseley New Works, Birmingham
- 9 EX-TRAMWAY POWER STATION (1899-1901)** **215787**
74 Chiswick High Road, W.4
A1, B5
Imposing building for London United Electric Tramways Co. Contains some fine wrought ironwork, and Company crest above main entrance. Tramshed now B. E. A. coach garage.
- 10 CHISWICK SOUTHERN STATION (1849)** **203772**
Burlington Lane, W.4
A3
Plain classical station building by Sir William Tite.
- 11 WALLPAPER FACTORY BUILDING (1902)** **207785**
Barley Mow Passage, Chiswick, W.4
D1
Four-storey building in white glazed brick designed by C. F. A. Voysey (1857-1941) for Sanderson & Co. (See A. A. J. May 1957)
- 12 DUKE OF NORTHUMBERLAND'S RIVER (16th C.)** **150734-167759**
Kneller Gardens, Twickenham - Church Street, Isleworth
B2
Man-made river, cut at the expense of Henry VII to serve the abbey at Syon and its mills at Twickenham and Isleworth. The last mill (Kidd's) was demolished 1940.

ISLINGTON

- 1 REGENT'S CANAL (1812-20)** **303835-322833**
York Way, N.1 - Wharf Road, N.1
A2
This stretch of the canal contains several items of interest including Horsfall Basin, City Road Basin, and locks. (H. Spencer, London's Canal, 1961)
- 2 ISLINGTON CANAL TUNNEL (1812-20)** **308835-316833**
Muriel Street, N.1 - Colebrooke Row, N.1
A2
The only major tunnel of the Regent's Canal, 970 yds. long. 17'6" wide, built without a towpath.
- 3 NEW RIVER HEAD (18th C. onwards)** **313828**
Rosebery Avenue, E.C.1
D1, F1
Former headquarters of the New River Company, now the Metropolitan Water Board. Remains of Smeaton's engine house c.1768; roundhouse of wind- and horsemill; and traces of Round Pond. Modern building incorporates the Oak Room (1693, see R. C. H. M. London, Vol. 2, p. 30). The original terminus of the New River. (M. W. B. 1961)

- | | | |
|-----------|---|----------------------|
| 4 | NEW RIVER WALK & WATCHHOUSE (17th C.) | 320843-323848 |
| | <i>Adj. Canonbury Grove and Douglas Road, N.1</i> | |
| | D1, F1 | |
| | Part of the New River in use until the latter half of the 19th century, when the conduit was diverted underground from Green Lanes, Stoke Newington to New River Head. Now made into an ornamental garden, with several bridges. A small round red brick watchhouse, late 17th C. with pyramid tiled roof (321843) remains. (R. C. H. M. London, Vol. 2, p. 67) | |
| 5 | CANONBURY STATION (1870) | 323850 |
| | <i>Wallace Road, N.1</i> | |
| | A3 ● | |
| | Main station building remains in style typical of North London Railway. Very similar to Caledonian Road & Barnsbury station (p. 45). | |
| 6 | MILDMAY PARK STATION (1880-1934) | 329850 |
| | <i>Mildmay Park, N.1</i> | |
| | A3 | |
| | Small former North London Railway station building remains, of some charm. | |
| 7 | ROAD VIADUCT (mid 19th C.) | 302840 |
| | <i>York Way, N.1</i> | |
| | A1 | |
| | Impressive low 21-arch yellow brick viaduct carrying York Way across King's Cross railway goods yard. Best seen from railway. | |
| 8 | SPIRAL ESCALATOR (1906) | 309855 |
| | <i>Holloway Road L. T. E. Station, Holloway Road, N.7</i> | |
| | A3 | |
| | Iron staircase and shaft of original spiral escalator remain. | |
| 9 | ROYAL AGRICULTURAL HALL (1861-2) | 314833 |
| | <i>Islington High Street, N.1</i> | |
| | D1 | |
| | Built for Smithfield Club cattle shows by Frederick Peck. The central iron roof span is 70' high and 125' wide with galleries to side aisles. Used by G. P. O. since 1939. | |
| 10 | METROPOLITAN CATTLE MARKET (1855) | 303848 |
| | <i>Market Road, N.7</i> | |
| | D1 | |
| | Site of former Caledonian cattle market, used until 1939, now redeveloped for housing. The clock tower and central buildings by James Bunning have been retained, also some of the cast iron railings with bull's heads designed by J. Bell. | |
| 11 | FACTORY ENTRANCE (19th C.) | 305847 |
| | <i>Vick International Ltd., Brewery Road, N.7</i> | |
| | D1 | |
| | Decorative factory entrance gateway, of yellow brick with stone dressings, ironwork and Royal Warrant coat of arms. Originally John Milton Ltd., antiseptic manufacturers. | |
| 12 | STEPHEN'S INK FACTORY (1892) | 315862 |
| | <i>Gillespie Road, Highbury, N.5</i> | |
| | D1 | |
| | Former ink factory, modelled on a Venetian palace, with illuminated chimney. Designed by Michael Stephens. | |

- 13 WATERMETER TESTING TOWER (1870) 302842**
Ebonite Ltd., Tileyard Road, York Way, N.7
 G1
 150' high water tower with central chimney flue. Originally used by John Tylor & Sons, water-measuring instrument makers. (L. I. H.)
- 14 HUNNINGS PRINTING WORKS 310868**
133 Fonthill Road, N.4
 G1
 Hand printing press (1845) made by J. Smith, Soho, still in use. (L. I. H.)
- 15 OVERHEAD CRANES (c.1915) 322825**
B. R. S. Depot, Central Street, City Road, E.C.1
 H
 Plant includes two early overhead travelling cranes, by Herbert Morris, Loughborough. (L. I. H.)
- 16 CLOCKMAKERS 313823**
Thwaites & Reed Ltd., 15 Bowling Green Lane, E.C.1
 G1
 Old established clockmakers, still using much 19th century machinery. (L. I. H.)
- 17 ARTISAN HOUSING**
 E
 Many 19th century examples of interest, including:
- a) **Peabody Trust Islington Estate, Greenman St., N.1** by H. A. Darbishire, 1865. **322840**
- b) **Edinburgh, Cornwall, Queen's Cottages, Popham St., N.1** by Worley, 1889, tenements with turrets. **321838**
- c) **Quinn's Buildings, Popham Street, N.1 (1876)** **321838**
- d) **Beaconsfield Buildings, Randells Road, York Way, N.1.** Erected 1878-9 by Victorian Dwellings Association to design of Charles Barry. (I. L. N. May 31, 1879) **303838**
- 18 NICHOLSON'S DISTILLERY (1828+) 316823**
193/205 St. John Street, Finsbury, E.C.1
 G3
 Multi-storey factory with classical facade in brick, plain Doric pilasters and stone entablature. The attic treated as pavilions linked with arches. Partly rebuilt to original design, but excluding lettering and date.
- 19 IRON CURTAIN WALL (19th C.) 321822**
20-24 Old Street, Finsbury, E.C.1
 D2
 Simple iron curtain wall of round-headed units with decorative spandrils forming facade to five-storey warehouses.

KENSINGTON & CHELSEA

- 1 KENSINGTON CANAL (1828) 248788-262770**
Warwick Road, W.14 - Chelsea Creek, S.W.10
 A2
 Former canal, bought and drained to build the West London Extension Railway (opened 1863). Small inlet remains S.

of King's Road, S.W.10 (262770); canal cottage N. of West Cromwell Road, W.14 (249785); and possibly original canal bridge carrying Lillie Road, S.W.5 over railway sidings just W. of West Brompton Station (253780). (N. Barton, Lost Rivers of London)

2 GRAND JUNCTION CANAL (1802)

231824-245824

Kensal Green Cemetery, W.10 - Wedlake Street, W.10

A2

Of interest are the Kensal Green gasworks basin (237823) and Kensal Wharf, Kensal Road, W.10 (240823), now used by Borough of Kensington & Chelsea.

3 STEAM ENGINES (1875-1930)

237823

Kensal Green Gasworks, Ladbroke Grove, W.10

B3, F3

Plant includes in No. 1 exhaustor house three small steam engines: a 15-20 h.p. inverted vertical engine (c.1875 by J. Gwynne, Essex St., Strand) and two small 10-15 h.p. horizontal engines (c.1910, Bryan Donkin & Co., Chesterfield) all driving exhaustors. No. 2 exhaustor house has 15-20 h.p. twin-cylinder self-lubricating engine (c.1930) by Bellis & Morcom, Birmingham. Works is also one of the few that still have a retort house in use.

4 LOTS ROAD GENERATING STATION (1902-5)

264770

Lots Road, S.W.10

B5, A

Massive red brick and terracotta power station, designed by Yerkes & Chapman for the Brompton & Piccadilly Circus Railway, to supply the District Railway, three allied Tubes and part of the London United Tramways system. Recently modernised, and two of the original four chimneys removed. One of the first power stations in the world to rely exclusively on turbines, it was when built the largest traction power station in the world.

5 RAILWAY TRUSS BRIDGES (late 19th C.)

A3

Two of note spanning the Great Western Railway main line:

a) Golborne Road, W.10

244819

b) Ladbroke Grove, W.10

240822

6 ALBERT BRIDGE (1873)

274775

Chelsea Embankment, S.W.3

D1

Light and elegant Gothic style suspension bridge by Rowland Mason Ordish. Structural weaknesses, required strengthening by Bazalgette in 1884.

7 CAMPDEN HILL STANDPIPE (1857)

249801

Aubrey Walk, W.8

F1

Italianate yellow brick standpipe water tower by Alexander Fraser for the Grand Junction Waterworks Co.

8 MICHELIN HOUSE (1910)

272788

81 Fulham Road, S.W.3

D1

Unusual tiled ornamental office block, designed by M. Espinasse for the French tyre company. (L. I. H.)

9 KENSINGTON TILE KILN (early 19th C.) **242805**
Walmer Road, W.11
 G2
 Tile kiln tower in yard of depository in Hippodrome Mews, Walmer Road. (L. I. H.)

KINGSTON ON THAMES

1 HAMPTON COURT PALACE WATER SUPPLY (c.1520s) **205699**
Coombe Hill, Kingston
 F1
 Brick conduit houses remain at:
Coombe Springs **200702**
Gallows Conduit **201701**
Ivy Conduit **198699**
and on Coombe Wood Golf Course **198699**
 (Surrey Arch. Coll. Vol. LVI)

2 SURBITON PUMPING STATION & WATER WORKS (1856) **173673**
Portsmouth Rd, Seething Wells, Surbiton
 F1
 Works of the former Chelsea Water Works Company, includes two tall standpipe towers in the Norman style, castellated, by the Company's engineer, James Simpson (M. W. B. 1961)

3 GRAVEL PIT **202704**
Coombe Wood Golf Course, N. of George Rd, Kingston Hill
 C
 Former large shallow gravel pit.

4 COAL DUTIES BOUNDARY MARKS (see p. 58)

Four are to be found, near Ashtead Common:

W. side of Kingston Rd, outside "Star"	Type	4	166600
Edge Ashtead Woods, ½m. S. of Rushetts Farm		4	173602
Edge Ashtead Woods, 500 yds S.E. of Rushetts Farm		4	178608
S.E. boundary hedge, Glanmire Farm, Christchurch Rd		4	182612

LAMBETH

1 BRIXTON WINDMILL (1816) **305744**
Blenheim Gardens, Brixton Hill, S.W.2
 B1
 Restored brick tower mill, with internal machinery from a dismantled Lincolnshire mill at Burgh-le-Marsh.
 (G. L. C. booklet, & Sur. Lon., Vol. 26, p. 103, Pl. 43)

2 RAILWAY FLYOVER (1867) **311755**
Brixton Station, Atlantic Road, S.W.9
 A3
 The brick viaduct carrying the London, Chatham & Dover Railway (1863) is crossed at high level by the iron lattice

bridge and viaduct (1867), built jointly by the L.C.D.R. and the London, Brighton & South Coast Railway. Giant iron Roman-Doric columns rise from Brixton Market.

3 RAILWAY BRIDGES (1869 and 1892)

A3

Several bridges of interest remain in the Dulwich area, located as follows (see also Southwark):

London, Chatham & Dover Railway (Tulse Hill branch)

- a) **Croxted Road, S.E.24 (1869).** Ornamental cast-iron bridge with AC in spandrels for Alleyn's College. **321741**
- b) **Rosendale Road, S.E.24 (1869).** Good brick bridge with side foot-passages. **320738**

London, Brighton & South Coast Railway (Knight's Hill sidings)

- c) **Rosendale Road, S.E.24 (1892).** Fine ornamental cast-iron bridge adjoining rebuilt 1865 bridge. **322737**

4 RAILWAY TUNNEL PORTALS (1888) 321735 & 319732

Between Rosendale Road and Thurlow Park Road, S.E.24

A3

Fine brick and stone classical portals with coat of arms, at mouths of London, Brighton & South Coast Railway tunnel. Engineer: R. J. Hood.

5 STREATHAM COMMON PUMPING STATION (1888) 296709

Conyers Road, S.W.16

F1

Built over well for Southwark and Vauxhall Water Co. in an attractive Moorish style with green domes. Now electrically-powered.

6 GASWORKS RETORT HOUSE (early 19th C.) 302781

Bridgefoot, Vauxhall Bridge, S.E.11

D1

External wall of retort house only remains, with Doric pilasters and entablature in brick. Once typical gasworks design.

7 COADE STONE LION (1837) 306797

S. end Westminster Bridge, S.E.1

G2

Symbol of the Lion Brewery, formerly on the South Bank. Sculpted by W. F. Woodington in 1837, it was one of the last products of the Artificial Stone Works of Coade, which were situated nearby in Belvedere Road. (Other Coade Stone monuments may be seen in St. Mary churchyard not far away.)

8 FORMER LAMBETH POTTERY (1877) 305787

South Bank House, Black Prince Road, S.W.11

D1, G2

Part of the former Doulton Works remain. The Gothic office block with high pitched roof on the Lambeth High Street corner (Tarring, Son and Wilkingson) displays red and black brick with terracotta. Coloured "Doultonware" stoneware decoration is used for reveals, cills, panels and bosses. Relief on corner by George Tinsworth shows art-potters at work.

9 PLOUGH BREWERY (1820s) 289760

516 Wandsworth Road, S.W.8

G3

Small urban brewery with brick 19th century buildings. Now disused.

- | | | |
|-----------|--|---------------|
| 10 | VINEGAR WORKS, VAUXHALL (c.1810)
<i>British Vinegars Ltd., 87 South Lambeth Road, S.W.8</i>
D1, G1
The former Beaufoy's Distillery, with facade of Vat House surmounted by clock and cupola, and the remains of owner's house and gate lodges. (Sur. Lon., Vol. 26, p.69, Pl.42) | 304774 |
| 11 | BACON VATS, VAUXHALL (late 19th C.)
<i>Former Brand's Works, 72-84 South Lambeth Road, S.W.8</i>
G2 ●
Two conical brick kilns more like chimneys survive, over rectangular vats. (L. I. H.) | 303776 |
| 12 | GAS ENGINES (1908-11)
<i>Hibberd Bros. Ltd., 66 Meadow Road, Oval, S.W.8</i>
B4
Plant includes two Hornsby gas engines of 49 b.h.p. (1908) and 37 b.h.p. (1911) still at work. (L. I. H.) | 307775 |
| 13 | ARTISAN HOUSING (1851)
<i>Prince Consort Lodge, Kennington Park, S.E. 11</i>
E
Designed by Henry Roberts, originally erected adjoining Great Exhibition in Hyde Park. Rebuilt at Kennington in 1852. Originally formed four flats. | 312778 |

LEWISHAM

- | | | |
|----------|--|----------------------|
| 1 | GRAND SURREY CANAL (1801-10)
<i>Surrey Commercial Docks - Camberwell</i>
A2
With truncated arm of the Croydon Canal near Coldblow Lane, S.E.14 (356779), and lock-keeper's house at Trundley's Road (380780). | 362789-330776 |
| 2 | DEPTFORD WELL PUMPING STATION (19th C.)
<i>Brookmill Road, S.E.9</i>
F1
Principal works of the former Kent Water Works Company. | 375766 |
| 3 | SOUTH SUBURBAN GASWORKS (1880)
<i>S.E.G.B., 21 Bell Green, Lower Sydenham, S.E.26</i>
B3 ●
Plant includes two Fairey horizontal steam engines, used as standby equipment. Works due for closure April 1969. | 366719 |
| 4 | HOUSING UNDER RAILWAY VIADUCT (1849)
<i>Coldblow Lane, New Cross, S.E.14</i>
A3, E
Houses added under the viaduct of the Deptford Wharf branch, former London, Brighton & South Coast Railway. Now disused, and external chimneys removed. | 358776 |
| 5 | FORMER RIVERDALE CORN MILL (mid 19th C.)
<i>J. Wallis Ltd., Riverdale Bakeries, Engate Street, S.E.13</i>
B2, G1
Four-storey yellow brick mill, with projecting hoist. Located on former course of Ravensbourne. | 381754 |

6	FORMER LOWER MILL & MILLPOND <i>Bromley Road, South End, S.E.6</i> B2 Large mill pond on Ravensbourne, with remains of mill, dated 1865.	383717
7	OVERHEAD CRANE (c.1853) <i>Hatcham Ironworks, Pomeroy Street, New Cross, S.E.14</i> H Crane remains from former locomotive works, with 60' travel, 28' span.	354770
8	WHEELWRIGHT'S SHOP <i>Mechanics Passage, Deptford High Street, S.E.8</i> H Workshop under Greenwich railway viaduct, with market-barrow and cart trade.	373774
9	GRAVEL PITS C Notably these three:	
a)	Eliot Hill, Blackheath , now forming part of open heath	385763
b)	Blackheath Vale , now built up enclosure on heath	393764
c)	Vanbrugh Park , large open pits	398771
10	ARTISAN HOUSING (c.1868) <i>Folkestone Gardens, Trundleys Road, S.E.8</i> E Three-storey blocks of flats built on the Roberts/Prince Albert principle by railway company to rehouse families displaced by the widening of the Greenwich Railway Viaduct (q.v.)	361779

MERTON

Note: the River Wandle has many sites of water-powered industry along its length, but only those with buildings or wheels of interest are noted.

1	RAVENSBURY MILL (19th C.) <i>Whiteley Products Ltd., Morden Road, Morden</i> B2 Originally a snuff mill, with two water wheels and other machinery still remaining.	264682
2	MORDEN HALL PARK MILLS (19th C.) <i>Morden Hall Road, Morden (L. B. of Merton & National Trust)</i> B2 Two snuff mills either side of Wandle, with cast iron undershot water wheels (one wantonly destroyed 1968). Mills clad in brick and weatherboarding, little internal machinery. Fine setting.	262686
3	MERTON ABBEY WORKS (19th C.) <i>Liberty & Co., Ltd., Merton Abbey, Station Road, S.W.19</i> B2, G1 Silk printing works, with wheelhouse and cast iron undershot water wheel; the Old Colour House (two-storey brick and flint with random stone blocks, c.1743); and Old Block Printing Rooms (19th C.).	264698

4	BOARD MILL (1870)	258720
	<i>Hugh Stevenson & Son Ltd., Summerstown Works, Riverside Road, S.W.17</i>	
	B3	
	Board mill by Masson Scott & Co., with later additions, brought to London from Clondalkin, S. Ireland, in 1930. Plant includes twin-cylinder steam engine, with Tate Stop Motion.	
5	OTHER MILL SITES OF INTEREST	
	B2	
	John Deed & Sons, Willow Lane, Mitcham	276673
	Grove Mill, London Road, Mitcham	273678
	Former snuff mill, Watermeads, London Road, Mitcham	272678
	Wandle Bank Mill, Wandle Bank, Merton, S.W.19	266705
	Copper Mill, Copper Mill Lane, Wimbledon, S.W.17	260716
6	FORMER WINDMILL (1808)	291679
	<i>Windmill Road, Mitcham Common</i>	
	B1	
	Base of post mill remains. (Farries & Mason, The Windmills of Surrey and Inner London, 1966)	
7	WIMBLEDON COMMON WINDMILL (1817, rebuilt 1893)	230725
	<i>Windmill Road, S.W.19</i>	
	B1	
	A composite mill with hollow cage over an octagonal tower (which originally contained the machinery) standing on a six-sided two-storey building of brick.	
8	MITCHAM STATION (early 19th C.)	272681
	<i>London Road, Mitcham</i>	
	A3	
	Pair of two-storey stock brick houses with central entrance to station under elliptical arch. The Wimbledon & Croydon Railway (1852) and this station were built close to the track of the Surrey Iron Railway (1803) but the present building does not look as if it can be connected with the S. I. R. The claims made for it would repay investigation.	
9	BREWERY (19th C.)	272680
	<i>425 London Road, Mitcham</i>	
	G3	
	Another example of the small brewery units formerly working in the country districts around London.	
10	FORMER MINERAL WATER WORKS (c.1870)	
	<i>Ravenspring Works, 37-39 Western Road, Mitcham</i>	276691
	<i>'Casablanca', Morden Road, Mitcham</i>	265684
	G1	
	Both originally works of Ellis & Son, mineral water manufacturers, employing own artesian wells.	
11	ARTESIAN WELLHOUSE (1798)	246715
	<i>21 Arthur Road, Wimbledon Hill, S.W.19 (in grounds)</i>	
	D1, F1	
	Built for the now-demolished Wimbledon Park House estate. Octagonal two-storey yellow stock brick structure, with rendered dome over wellhead. 563' deep, now sealed. One of the first deep wells sunk on the outskirts of London.	

12	COTTAGES (19th C.) <i>296 Western Road, Mitcham, S.W.19</i> E Single-storey cottages built for workers at the mid-19th C. brickworks (now vanished) which was situated at rear.	269696
13	COTTAGES (18th C.?) <i>Copper Mill Lane, Wimbledon, S.W.17</i> E Built for workers of English Copper Company.	261716
14	GRAVEL DIGGINGS C There are several large excavations on Wimbledon Common, notably:	
	a) Blue Gate Pit, Parkside, S.W.19	235717
	b) Gravelly Hill Pit, Gravelly Ride, S.W.19	221716

NEWHAM

1	ABBEY MILLS SEWAGE PUMPING STATION (1865-8) <i>Abbey Lane, West Ham, E.15</i> B4, D1, F2 Venetian-Gothic style pumping station, built by the Metropolitan Board of Works under Bazalgette and Cooper. Originally housed 8 beam engines (removed in 1930s), famous for its elaborate interior cast-iron work. One of the finest industrial buildings in London. At the rear, a solid engine-house (1910-4) houses 7 fine Premier gas engines. (see feature article in Sunday Times Magazine, 25/2/68, and L. I. H.)	388832
2	THE NORTHERN OUTFALL (1864 onwards) <i>Wick Lane, E.3 - Northern Outfall Works, Beckton</i> F2 Part of the principal drainage sewers for the area north of the Thames, carried above surrounding ground level within an embankment, which affords an interesting vantage-point.	372839-445819
3	WEST HAM SEWAGE PUMPING STATION (late 19th C.) <i>Abbey Lane, West Ham, E.15</i> B3, F2 ● Former Borough pumping station, still working fully on steam. Plant includes two compound beam engines (Lilleshall Co., Shropshire, 1895), three small vertical cross-compound engines and the 9 original Lancashire boilers of 1898.	389833
4	THE ROYAL GROUP OF DOCKS (1855-1921) <i>Silvertown and North Woolwich, E.16</i> A4 Vast enclosed wet-dock system, comprising the Royal Victoria Dock (opened 1855), Royal Albert Dock (1880), and the King George V Dock (1921). Buildings and equipment generally up-to-date, nevertheless interesting as a comparison with the earlier London docks.	squares 4080, 4180, 4280, 4380



**CALEDONIAN ROAD & BARNSBURY
STATION** Demolished 1969 - see Islington

5 LOWER LEA NAVIGATION

372847-395806

Adj. Whitepost Lane, E.9 - Bow Creek, Canning Town

A2

Lower part of the canalisation of the old River Lea or Lee: major works undertaken in 18th, 19th and 20th centuries, although the river has been navigated for many centuries. The banks are lined with industrial premises, including timber, chemical and engineering works. Many no longer employ water transport. This part of the Lea valley has an atmosphere (in many senses) not often found in Southern England.

6 THREE MILLS & DISTILLERY (18th and 19th C.)

383828

Three Mill Lane, Bromley-by-Bow, E.3

B2

Two tide mills standing on the River Lea and containing 7 undershot waterwheels and other machinery. The older mill dates. from 1776 and the clock mill from 1817, and both remained in use until the 1950s. (L. I. H.)

- 7 SILVERTOWN WAY (1932-4)** **397811-402804**
Silvertown, E.16
 A1
 Elevated reinforced concrete arterial roadway, with 60' wide viaduct over western entrance to the Royal Victoria Dock.
- 8 BECKTON GASWORKS (1868 onwards)** **squares 4381, 4481**
Winsor Terrace, E.6
 F3
 The largest gasworks in the London region. Plant includes No. 1 retort house (Charlton Gas Company) now out of use. Good examples of industrial housing nearby.

- 9 STRATFORD LOCOMOTIVE WORKS (c.1848)** **383848**
North of Stratford Station, E.15
 A3
 Replaced the works at Romford of the Eastern Counties Railway. Until recently one of the major repair and overhaul depots of railway locomotives in the country. Almost all the locomotives of the Great Eastern Railway were built here.

REDBRIDGE

- 1 ILFORD PUMPING STATION (early 20th C.)** **433863**
Mill Road, Ilford
 B3, F1
 South Essex Waterworks Company well pumping station, with small triple expansion engine (Hathorn, Davey & Co., Leeds) still remaining although out of use.
- 2 RODING PUMPING STATION (1904)** **415891**
Roding Lane, Ilford
 B3, F1
 Well pumping station with Hathorn Davey triple expansion engine (out of use) and remains of a second engine.
- 3 ETHER PLANT (c.1900)** **436855**
Howards of Ilford, Uphall Road, Ilford
 G1
 Works still has interesting ether plant (L. I. H.)

RICHMOND UPON THAMES

- 1 HAMPTON WATERWORKS (1855 onwards)** **135694**
Upper Sunbury Rd, Hampton
 F1
 Southwark and Vauxhall, Grand Junction and W. Middlesex Water Cos. following 1852 Act built new works at Hampton. White brick Italianate pump houses and standpipe towers by Joseph Quick, J. W. Restle, and A. Fraser (M. W. B. 1961)
- 2 PRIMARY FILTRATION PLANT (1923)** **230775**
Barn Elms Waterworks, Merthyr Terrace, S.W.13
 F1
 The works includes the first rapid sand filter bed unit introduced by the Metropolitan Water Board, 1923. Still in use (M. W. B. 1961)

- | | | |
|-----------|--|---------------|
| 3 | THE WHITE CONDUIT (c.1500)
<i>Conduit Wood, Richmond Park</i>
F1
One of three conduit houses built to serve Richmond Palace after the fire of 1499. Red Conduit and Pesthouse Common Conduit are now buried. | 190738 |
| 4 | BARNES RAILWAY STATION (c.1850)
<i>Rocks Lane, Barnes Common, S.W.13</i>
A3
Small country type Tudor style brick station building. | 223757 |
| 5 | BARNES RAILWAY BRIDGE (1849)
<i>Barnes Terrace, S.W.13</i>
A3
"Light and elegant" iron bridge by Joseph Locke for the London & South Western Railway, now disused alongside later bridge. | 214763 |
| 6 | RICHMOND RAILWAY BRIDGE (1908)
<i>Old Palace Lane, Richmond</i>
A3
Impressive three span steel arch bridge across Thames, made and erected by the Horseley Company, London & Tipton. Decorative six arch brick approach on East side. | 173748 |
| 7 | THE PALM HOUSE (1844/8)
<i>Royal Botanic Gardens, Kew</i>
D1, D2
The finest surviving curvilinear glass house, using iron throughout, by Decimus Burton and Richard Turner. | 187769 |
| 8 | SHOT TOWER (18th C.)
<i>Crane Park, between Hounslow Rd & Gt. Chertsey Rd, Twickenham</i>
G1
Tall brick shot tower with conical cap, adjacent to the River Crane. The only major remnant of the infamous Powder Mills, but traces may be found nearby. (G. E. Bate, <i>And So Make A City Here</i> , 1948) | 128728 |
| 9 | TOLL HOUSE (18th C.)
<i>Lower Richmond Rd, Barnes Common, S.W.13</i>
A1
Small brick toll house with projecting facade. | 228759 |
| 10 | MORTLAKE BREWERY (19th C.)
<i>The Green, Mortlake High St, S.W.14</i>
G3
Complex development with riverside facilities. High Street has yellow brick facade, with "Mortlake Brewery 1869" in recessed panel. Maltings adjacent in Bulls Alley. | 205761 |
| 11 | ROYAL or MODEL LAUNDRY (c.1860)
<i>Kew Foot Road, Richmond</i>
F3
Remains of laundry built in brick by Cubitt in Italianate style including tall campanile-like chimney. Served Royal Palaces, now a garage. | 182757 |

SOUTHWARK

- | | | |
|----------|---|----------------------|
| 1 | GRAND SURREY CANAL (1801-10)
<i>Surrey Commercial Docks (P. L. A.) - Camberwell</i>
A2 | 362789-330776 |
|----------|---|----------------------|

(now terminated at Wellsway Bridge), with Peckham arm

Trafalgar Avenue - Canal Head, S.E.15

338777-342768

2 THE TOWER BRIDGE & ENGINE ROOM (1886-94)

337802

Engine room under Tower Bridge Road, S.E.1

A1, B3

Twin bascule leaves, and suspension span either side. Piers of steelwork enclosed in granite and Portland stone. Designed by Sir Horace Jones & Sir John Wolfe Barry; hydraulically-operated bascules, power being provided by two 360 h.p. tandem cross-compound steam engines (Armstrong Mitchell Ltd., Newcastle 1894) and a reserve 250 h.p. engine (1941) pumping into an accumulator.

3 THAMES FOOT TUNNEL - VENT SHAFT & ENGINE HOUSE (1824-43)

352798

Tunnel Road, Rotherhithe, S.E.16 (now Met. Rly. New Cross branch)

A1

Much altered Brunel vent shaft and derelict brick engine house and chimney. Opened as rail tunnel in 1869.

4 LONDON & GREENWICH RAILWAY (1836)

333799-371774

Two track brick viaduct 3½ miles long, London Bridge - Deptford

A2

Extended to Greenwich in 1838, designed by G. T. Landmann. Incorporated on north side of present eleven track structure.

5 RAILWAY BRIDGES (1836)

Abbey Street, S.E.1

339794

Spa Road, S.E.16

341792

A3

Both under the expanded Greenwich Railway viaduct, with cast-iron fluted Greek Doric columns between road and footway.

6 NORTH DULWICH STATION (1868)

330745

Dulwich Village, S.E.21

A3

Unaltered example of London, Brighton & South Coast Railway suburban station, in brick-retained cutting.

7 RAILWAY BRIDGES

A3

Several bridges of interest remain in the Dulwich area including the following (see also Lambeth):

London, Chatham & Dover Railway (1863)

a) Turney Road, Dulwich, S.E.21

325737

Ornamental iron bridge dated 1863.

b) Hunt's Slip Road, Dulwich, S.E.21

332724

Ornamental bridge over railway.

8 RAILWAY VIADUCT (1866)

325741

Burbage Road, Dulwich, S.E.24

A3

London, Brighton & South Coast Railway. Ornamental parapet and shields bearing AC (Alley's College) and date 1866. Large college coat of arms where line crosses earlier London, Chatham & Dover Railway (323739).

9 CITY & SOUTH LONDON TUBE RAILWAY (1890)

338810-305765

King William St. (Bank) - Stockwell (now part of Northern Line)

A3

The first underground electric railway in the world. Originally 10'6" diameter tunnels, since enlarged but a section of the small bore tunnel remains. Section from King William St. to Borough (opened 1890) has been disused since line

was diverted and extended to Moorgate in 1900. (T. S. Lascelles, The City & South London Railway)

- 10 KENNINGTON STATION (see above: 1890) 316783**
Kennington Park Road, S.E. 11
A3
The station still retains its original dome, though now zinc-protected in place of copper.
- 11 DUFFIELD SLUICE (1822) 345797**
Bermondsey Wall, Farncombe Street, S.E. 16
F2
Two-storey yellow brick house over sluice, plaque 'Surrey & Kent Sewer Comm.'
- 12 NUNHEAD RESERVOIR (1855) 352754**
Linden Grove, Nunhead, S.E. 15
F1
Built by the Southwark & Vauxhall Water Company following cholera epidemic of 1849 in Camberwell.
- 13 SHAD THAMES (mainly 19th C.) 338800**
Bermondsey, S.E. 1
A4, D1
One of the most evocative Thameside streets in London, with granite paving, sheer yellow brick walls and crisscrossed by high-level walkways. Continues as Bermondsey Wall and Rotherhithe Street to the Thames Tunnel at Rotherhithe.
- 14 ST. MARY OVERY'S DOCK & CLINK STREET 327804**
London Bridge, Southwark, S.E. 1
A4, D1
One of the earliest landing docks in London, with adjoining narrow streets and 19th century warehouses incorporating the medieval remains of Winchester Palace. Note cast-iron bollards in Clink St., 1812 and 1813.
- 15 HAY'S WHARF & DOCK (late 19th C.) 331803**
51/67 Tooley Street, Bermondsey, S.E. 1
A4, D1
Group of tall brick tea warehouses, surrounding enclosed wet dock.
- 16 WAREHOUSES (early 19th C.) 332797**
1-3 & 2-4 Leathermarket Street, S.E. 1
D1
Good but typical warehouses of 3- and 4-storeys with hoist doors and jiggers. Designed in classical manner. Other warehouses of note in Morocco and Bermondsey Streets nearby.
- 17 FORMER BERMONDSEY LEATHER MARKET (early 19th C.) 331796**
Weston Street, Bermondsey, S.E. 1
D1
Three-storey yellow brick and stone building, with giant Doric pilasters and entablature. Warehouses and remains of Brine House behind.
- 18 LONDON LEATHER, HIDE & WOOL EXCHANGE (1878) 331796**
Weston Street, Bermondsey, S.E. 1
D1
Three-storey brick and stone building adjacent to Leathermarket, with stone plaques showing leather industry scenes.

- 19 FORMER HOP & MALT EXCHANGE (1866) 326801**
Central Building, 24 Southwark Street, S.E. 1
D1
By R. H. Moore, impressive iron-columned facade much reduced by fire damage. Pedimented entrance, decorated with hopworkers, led to exchange hall - now closed at ground floor and much reduced in height but retaining galleries with hop decoration.
- 20 ENTHOVERS WHARF**
Rotherhithe Street, S.E. 16
H
Plant includes early electric jib crane, c.1908 by Krupps, rail mounted.
- 21 W. A. CRIPS 342798**
Near Chambers Wharf, George Road, S.E.16
H
Early chainmakers and smithy (believed c.1860).
- 22 A. LLOYD & SONS LTD. (mid-late 19th C.) 338797**
Lloyd's Wharf, Dockhead, S.E. 1
H
Tin box manufacturers, using power press for tin boxes before 1895.
- 23 LIME KILN (early 19th C.) 328776**
E. R. Burt & Sons Ltd., 291 Albany Road, Camberwell, S.E.5
G2
Lower part of octagonal brick limekiln, facing bed of former Grand Surrey Canal. Three kilns shown on Cruchley's map of 1835.
- 24 SEALING WAX MANUFACTORY 347781**
Cooper, Dennison & Walkden, Walkden Works, Verney Road, S.E. 16
H
Much old equipment still in use. (L. I. H.)
- 25 BRITISH VINEGARS LTD. (19th C.) 334797**
Roper Lane, Tower Bridge Road, S.E. 1
G1
Vinegar works with several 19th century buildings and great wooden vats - some in open yard.
- 26 ANCHOR BREWERY (19th C.) 324803**
Park Street, Southwark, S.E.1
G3
Some items of interest remain within this very large complex.
- 27 CRYSTAL PALACE SUBWAY (1865) 338709**
Crystal Palace Parade, S.E. 19
A3, D1
The High Level station of 1865 was demolished in 1961, but there still survives the fine vaulted brick subway for first class passengers under the parade between station and the Palace.
- 28 SHAD THAMES PUMPING STATION (early 20th C.) 338799**
Maguire Street, S.E. 1
F2
Former L. C. C. storm pumping station, plant includes 6 3-cylinder gas engines (Campbell Gas Engine Co., Halifax).
- 29 WOODEN WALL-CRANE (19th C.) 338797**
Scotts Wharf, Mill Street, S.E. 1
H
Very interesting crane remains in cart-yard.

SUTTON

As in Merton, the River Wandle together with its headwaters has many water-powered industrial sites, but only those of interest are noted.

MAIN STREAM

- | | | |
|----------|--|---------------|
| 1 | LEATHER MILL (19th C.) | 283656 |
| | <i>C. R. Gilbert Ltd., Hackbridge Trading Estate, Hackbridge Road</i> | |
| | B2 | |
| | Brick mill situated over the river, just below the junction of the east and west streams. Machinery now removed. | |
| 2 | ROBERT'S LEATHER MILL (19th C.) | 278668 |
| | <i>Andor Soane Engineering Ltd., Goat Bridge, Mitcham</i> | |
| | B2 | |
| | Several buildings remain, surviving from former leather, flour, drug and log mills. | |
| 3 | PEPPERMINT & LAVENDER OIL MILL & DISTILLERY | 280668 |
| | <i>Holland's Distillery Ltd., 37 Wood St., Mitcham</i> | |
| | G1 | |
| | C.1840 onwards making peppermint oil, still in operation. | |

BEDDINGTON BRANCH

- | | | |
|----------|---|---------------|
| 4 | FORMER FLOCK MILL (19th C.) | 290653 |
| | <i>Brewers Green, Wallington</i> | |
| | B2 | |
| | Square weatherboarded building, with large millpond to south. | |
| 5 | WANDLE MILL | 303651 |
| | <i>Heath Fireplaces, Wandle Road, Beddington</i> | |
| | B2 | |
| | Four-storey brick flour mill, machinery removed. | |

CARSHALTON BRANCH

- | | | |
|-----------|--|---------------|
| 6 | UPPER MILL (c.1800) | 279647 |
| | <i>The Grove, Carshalton</i> | |
| | B2, A3 | |
| | Wooden water wheel with iron plates, formerly in Charrington's flour mill. Since 1880s enclosed in rustic building, and subsequently attached to electric generating plant, now out of use. Surrey Iron Railway stone sleepers and two linseed grinding millstones also exist in the grounds of the Grove. | |
| 7 | OTHER MILL SITES | |
| | <i>Adj. Mill Lane, Carshalton</i> | |
| | B2 | |
| | Five mills of note, namely: | |
| a) | Paper Mill (now British Petroleum), 18th and 19th C. buildings | 280648 |
| b) | Grove Iron Mill (Devonshire Lane), with surviving sluice and millstream | 282649 |

- | | | |
|----|---|---------------|
| c) | Snuff Mill (Butter Hill) , timber-framed and brick buildings | 282651 |
| d) | Lower Mill (Butter Hill) , once a flour and paper mill, now vinyl products | 282651 |
| e) | Shepley Oil and Leather Mills , one building remains | 282652 |

8 CHALK PITS

C

A series of pits of various dates are to be found between Cheam and Beddington, producing lime until the 19th C.

- | | | |
|----|---|---------------|
| a) | Station Way, Cheam (small overgrown pit) | 243634 |
| b) | Carshalton Road, Sutton (part containing waterworks) | 263641 |
| c) | 25/27 Park Hill, Carshalton (to be built in) | 275639 |

9 SURREY IRON RAILWAY (1803) **288637**

Wallington Public Library grounds, Shotfield, Wallington

A3

Length of plateway presumably removed from the Hackbridge branch of the S. I. R. and now laid out for display purposes.

TOWER HAMLETS

1 LONDON DOCKS (1804 onwards) **squares 3480, 3580**

South of The Highway, E.1

A4, D1

Dock system of approx. 120 acres, consisting of two main docks (Eastern and Western) and several smaller basins. Closed May 1969. Of special note: Warehouses 1-5, Northern Quay, Western Dock, by Daniel Asher Alexander in 1804, 343806-347806; Crescent Warehouse, 342807; Wapping Entrance, now filled in, 345800; Hermitage Cutting swing-bridge, 1821, by John Rennie, 343803; lifting bridges at 348805, 351806, 353806. Also numerous other warehouses, dockside furniture, etc. (L. I. H.)

2 ST. KATHARINE DOCKS (1828 onwards) **centreing 339805**

South of East Smithfield, E.1

A4, D1 ●

Small (23 acres) but fascinating enclosed wet-dock system with two docks (Eastern and Western) linked to Entrance Basin. Particularly interesting: Warehouses A, B, C, by Hardwick, 1828; Warehouse I by G. Aitcheson Snr, 1858-60; Dockmaster's House, S. of St. Katharine's Way, c.1830. Much early equipment remains. The Docks, closed 1968 and now the property of the G. L. C., are the only example in London of the work of Thomas Telford, who was Chief Engineer to the Dock Company. (see London Archaeologist, Summer 1969)

3 WEST INDIA DOCKS (1802 onwards) **squares 3780, 3779**

South of Poplar High Street, E.14

A4, D1

The first enclosed wet-dock system built for trade in London. Engineer was William Jessop. Suffered heavy damage in World War II, but short portion of the original 1802 warehouses remains, on Northern Quay, Import Dock, 372806. South Dock incorporates the old City Canal. Note later Millwall Docks to south (square 3779).



**C WAREHOUSE,
ST. KATHARINE DOCKS (1828)**

4 RIVERSIDE WAREHOUSES (19th C.)

342802-353805

Wapping High Street, and Wapping Wall, E.1

D1

Typical Thames dockside, with 5-7-storey warehouses lining both sides of the street. Note particularly Metropolitan Wharf and Gun Wharves.

5 REGENT'S CANAL (1812-20)

349835-363808

Northam St., E.8. - Narrow St., E.14

A2

Final stretch of the canal, skirting Victoria Park, via Mile End Locks to Regent's Canal Dock, Limehouse (363810). Note adjoining systems: Ducketts Canal, 358832-373845, and Limehouse Cut, 382828-365808.

6 THAMES TUNNEL & VENT SHAFT (1824-43)

350802

Wapping (L. T.) Station, Wapping High Street, E.1

A1, A3, D2

Twin foot tunnel, built to the designs of Marc Brunel, using a pioneer tunnelling shield. The Northern shaft is incorporated into the L. T. station, and some of the staircase is believed to be original. The tunnel was bought by the East London Railway in 1866, converted to railway use (opened 1869), and is still in service. (Rails Through the Clay)

- 7 BOW L. T. GARAGE (1908) 374831**
Fairfield Road, E.3
 A1, D1
 Former L. C. C. Tramways depot, with two-storey yellow brick facade. and brick arch entrances of note. Now 'bus depot.
- 8 WHITECHAPEL BELL FOUNDRY (18th-19th C.) 339815**
32 Whitechapel Road, E.1
 G1
 Old-established factory with much early equipment still in use, and production still almost entirely by hand. Of special interest are an old hand-lathe and an 18th century wall crane. (L. I. H.)
- 9 COLD ROLLING MACHINE (1891) 381829**
Ratner Safe Co. Ltd., Hancock Road, E.3
 G1
 Steel plate cold-rolling machine by Craig & Donald, Glasgow, still in use. (L. I. H.)
- 10 PLATE EDGE-PLANER (1888) 381782**
John Fraser & Sons Ltd., Ferry Street, Isle of Dogs, E.14
 G1, H
 Planer used for forming chamfered edges to boiler plates, still used occasionally. Makers: Smith, Beacock & Tannett, Leeds. (L. I. H.)
- 11 VENEER LATHE (c.1866) 362827**
John Wright & Sons, Avon Wharf, Longfellow Road, E.3
 H
 One of the first mechanical veneer peelers, in use until 1922 and now preserved. Designed by John Wright, this is one of the pioneer pieces of equipment of London's disappearing woodworking industry. (L. I. H.)
- 12 SPITALFIELDS SILK-WEAVERS' HOUSES (18th C.) 338818**
Fournier Street area, Spitalfields, E.1 and Bethnal Green
 H
 Many houses, originally connected with the silk weaving industry, still remain. Distinguishable by their attic rooms with large windows to provide maximum light. The last-used workshops known were at 61/67 Warner Place, E.2 (x). 14 Fournier Street is a particularly fine example. (L. I. H.)
- 13 ST. MATTHIAS CHURCH (rebuilt 1776) 377808**
Poplar High Street, E.14
 D1
 Originally the chapel of the Hon. East India Company, the interior contains 7 timber columns from the masts of East Indiamen.
- 14 TRUMAN'S BREWERY (18th-19th C.) 338820**
Brick Lane, E.1
 G3, D1
 Old-established brewery, with Wilkes St. facade (1756), Brick Lane facade (1837, by Davison), and c.1840 stables and Vat House notable.
- 15 CHESHIRE STREET PUBLIC BATHS (late 19th C.) 340822**
Cheshire Street, Bethnal Green, E.2
 D1
 Plant known to include twin Galloway boilers (1899) and early washing machines (1928).

- 16 ARTISAN HOUSING (1868-90)** **centreing 348825**
Wilmot, Finnis and Corfield Streets, Bethnal Green, E.2
 E
 The Waterlow Estate: the largest single development of the Improved Industrial Dwellings Company. 14 blocks of 5-storey dwellings totalling 1,018 homes. Interesting Italianate trim. (see J. N. Tarn on the I. I. D. Co. in Trans. London & Middlesex Archaeological Society, Vol. 22, 1968, p. 43 et seq. This paper should be consulted for other I. I. D. Co. buildings not noted in this list.)
- 17 ARTISAN HOUSING (1849/50)** **342819**
Deal Street, Mile End, New Town, E.1
 E
 Albert Family Dwellings and Howard Buildings: the second venture of the Metropolitan Association for Improving the Dwellings of the Poor. Designed by William Beck. The lodging-house with gallery access is four-storeyed with twin-pedimented gables and Classical facade. Converted to flats in 1869. The Dwellings are grim five-storey brick built, in a late Georgian style.
- 18 ARTISAN HOUSING (1852 onwards)** **353811**
Cowley Gardens, Stepney, E.1
 E
 The Prince Albert Model Dwellings. Designed by Henry Roberts, and probably the first layout to derive from Prince Albert's houses at the Great Exhibition (also by Roberts). Two-storey terrace of flats with large recesses for entrances and stairs.
- 19 ARTISAN HOUSING (1840?)** **342828**
Off Columbia Road, E.2
 E
 Two-storey yellow brick terraced workers' cottages, a good example of the fast-disappearing East End housing of this type.
- 20 ARTISAN HOUSING (1895)** **337826**
The Boundary Estate, off Shoreditch High Street, E.2
 E
 The Metropolitan Board of Works were responsible for this Estate, built as a slum clearance scheme. Red brick, comprising workshops, shops and nearly 1,000 homes.
- For Northern Outfall - see under Newham
 For Lea Navigation - see under Newham
 For Tower Bridge - see under Southwark

WALTHAM FOREST

- 1 LEA BRIDGE WATERWORKS (19th-20th C.)** **362868**
Lea Bridge Road, E.10
 B3, D1, F1
 M. W. B. main works with, of special note, the empty 'Victoria' engine house, and a medium size triple expansion steam engine known as the Musgrove Engine (Hathorn, Davey & Co., Leeds, 1922) with Lancashire boilers still in use.

2	WOODFORD PUMPING STATION (early 20th C.) <i>Woodford New Road, E.17</i> F1, B4 Station believed to contain reciprocating ram pumps, driven by early diesel engines.	392902
3	OLD COPPERMILL (late 18th C. onwards) <i>Coppermill Lane, E.17</i> B2, D1, F1 Watermill successively used for linseed oil, corn and copper rolling. C.1860 taken over for pumping water. Main building has two hipped roofs of open wooden beam construction, supported under centre valley by iron columns. Tower for 'Bull' pumping engine added c.1864. Small hand crane of note nearby. (L. I. H.)	351883
4	TRAMWAY OFFICES (1905) <i>Walthamstow Bus Garage, Chingford Road, E.17</i> D1, A1 Pleasant two-storey tramway depot offices, with clock-tower and attractive terra cotta tiling.	374899
5	HYDRAULIC WAGON LIFT (c.1894) <i>Leytonstone High Road Goods Yard, E.11</i> A3 Railway coalyard with hydraulic wagon hoist still in use.	393869

WANDSWORTH

1	SURREY IRON RAILWAY (1803) <i>Mouth of River Wandle - Croydon</i> A3 The first public rail- or plateway, with horse-drawn wagons. Little remains in Wandsworth of this important item, except:	
	MEAD FOOTPATH, S.W.17 <i>Summerstown - Byegrove Road, Collier's Wood</i> Three-quarter mile long lonely footpath: follows former course of railway.	264718-267706
2	BATTERSEA RAILWAY BRIDGE (1885) <i>Lombard Road, S.W.11</i> A3 Five span cast-iron bridge for West London Extension Railway, one of the most graceful of the Thames railway bridges.	265765
3	RAM BREWERY (18th C. onwards) <i>Young & Co., Wandsworth High Street, S.W.18</i> G3, B3 Several 18th and 19th century buildings of interest remain. The mashing and milling machinery is driven by one of two simple beam engines, one of 16 h.p. (1835), the other of 20 h.p. (1887), both by Wentworth & Sons, Wandsworth. The brewery is also famous for its stud of Shire horses, which are still used on local deliveries.	256747
4	BATTERSEA POWER STATION (1934) <i>Cringle Street, Nine Elms Lane, S.W.8</i> B5 By Sir Giles Gilbert Scott. Pevsner comments "one of the first examples in England of frankly contemporary industrial architecture".	290775

- 5 FALKS VERITAS MANTLE WORKS 258741**
120 Garratt Lane, S.W.18
 G1
 Former paper mill, used during World War I for aircraft assembly, and taken over by current owners c.1918.
- 6 WINDPUMP (c.1840) 268745**
Windmill Road, Wandsworth Common, S.W.18
 B1
 Small weatherboarded hollow windmill, said to have pumped water to a large pond subsequent to the construction of the London & Southampton Railway cutting, which interfered with the original drainage.
- 7 PUMPING STATION (c.1840) 293775**
Cringle Street, Nine Elms Lane, S.W.8
 F1
 Former works of Southwark Water Co. Two-storey pump house in yellow brick with round-headed windows and cornice. Fittings removed.
- 8 SHAFTESBURY PARK ESTATE (1872-7) 280758**
Eversleigh, Elsley and Tyneham Roads, Battersea, S.W.11
 E
 Pioneer suburban housing estate of two-storey houses for Artizans', Labourers' and General Dwellings Co. Plaques bear date and monogram. (see J. N. Tarn, A. R. May 1968, p. 367)

A SURVEY OF BATTERSEA

Attention is drawn to the survey of industry conducted in 1964/5 by the Planning Department of the former Battersea Borough Council. This forms a card index with photographs of over 30 items including Price's Candle Works, Morgan Crucible Works and many smaller works of interest. The survey may be consulted in the Town Planning Department, 207 Lavender Hill, S.W.12.

2026 reformatting:

An advertisement originally printed here for 'The London Archaeologist', a periodical still being published, has been omitted as subscription information of 1969 is no longer applicable.

CITY OF LONDON COAL DUTIES BOUNDARY MARKS

Maurice Bawtree

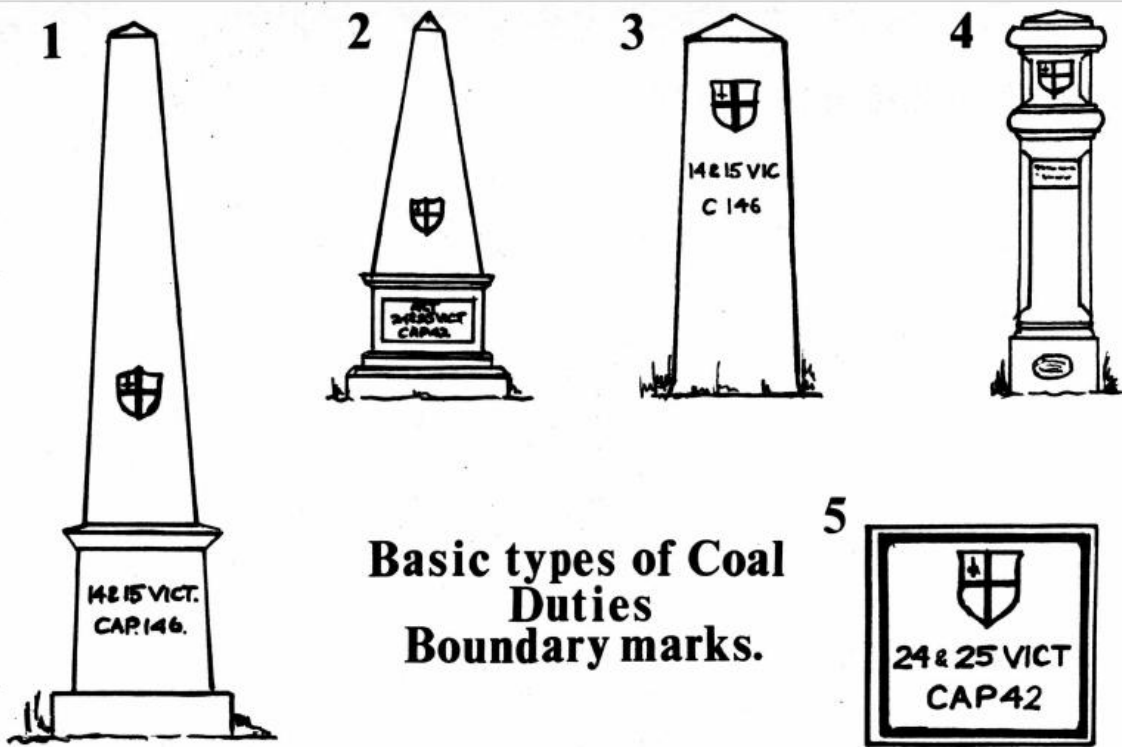
To help the City of London deal with problems caused by the Great Fire of 1666, the Corporation was authorised by various Acts of Parliament to collect duties on all coals brought into the Port of London and the surrounding "London District". The First Rebuilding Act of 1667 granted a duty of one shilling per ton, which was increased to three shillings by the Second Rebuilding Act of 1670. After many changes in the amounts of the duties, they were eventually fixed at 1s. 1d. per ton, which included a metage fee of 4d., in 1831. This amount was continued by further Acts until cancelled by the London Coal Duties Abolition Act of 1889, 52 & 53 Vict. Cap. 17, only the metage fee of 4d. being continued to July 5th, 1890, when the City's rights to collect duties or metage fees on coal finally expired.

The duties were at first used for rebuilding many parts of the City, including St. Paul's Cathedral, Guildhall, and the City's markets and prisons, and for liquidating certain debts. From 1767 they were used for making many road and other improvements, including rebuilding Blackfriars Bridge and building Holborn Viaduct. In 1862 the duties, with the exception of the fourpenny metage fee, were transferred to the Metropolitan Board of Works which carried out more improvements, including a vast new drainage scheme which helped to wipe out cholera in London.

Originally all coal was brought to London by sea, duties being payable prior to unloading. When canals and railways were constructed in the nineteenth century, arrangements had to be made for collecting the duties on coal brought in by them. In 1805 a collecting point was established on the Grand Junction Canal near Watford, and later transferred to Rickmansworth in 1862. Owing to the small amounts collected, arrangements were made in 1869 for the Canal Company to act as collector. The railway companies from the start had to collect the duties on coal brought by them past boundary marks, set up under their Acts of Incorporation and later Acts, and to pay these duties to the City Corporation.

Under the London Coal Duties Act of 1851, 14 & 15 Vict. Cap. 146, boundary marks were set up twenty miles from the G. P. O. in London wherever any railway, canal, road, etc. crossed this twenty mile limit. A drawback on the duty was allowable on any coal taken outside this area. In 1861 the area for the collection of coal duties was amended by the London Coal and Wine Duties Continuance Act, 24 & 25 Vict. Cap. 42, to coincide with that of the Metropolitan Police District. The 1851 boundary marks were moved to new positions on the 1861 boundary and many new posts and obelisks added. Much of this boundary follows that of the G. L. C. area see map pp32-33.

Altogether over 250 were erected up to 1890 and about 200 still remain in position, many being in the area of this survey. In 1961 the Corporation of London asked the relevant local authorities to list and maintain those in their districts, with the result that many have been repainted and preserved, although some still need attention, particularly on railway and private property.



Basic types of Coal Duties Boundary marks.

- 1 Obelisks about 15 feet high beside railways. 1837 to 1850, in stone with the City's full coat of arms in cast-iron. An unknown inscription is missing. 1851 onwards, as illustrated, in cast-iron made by the Falkirk Ironworks Co. or in stone.
- 2 Cast-iron obelisks about 4-5 feet high beside railways, as illustrated. Most have lost their four inscription plates.
- 3 Thick stone obelisk 4-6 feet high beside canals and other navigable waterways.
- 4 Squarish ornamental cast-iron posts 3-5 feet high, inscribed 14 & 15 VICT. CAP. 146 (mostly erased), or 24 & 25 VICT. CAP. 42. (The 2 of 24 was cut away when amendment plates were added in 1865. Many such plates now missing.) Made by Henry Grissell, Regents Canal Iron Works, London. Erected beside roads, bridlepaths, etc. 50 posts cast early in 1861 are inscribed 24 VICT only.
- 5 Cast-iron plate 9 inches square on river bridges on county boundaries.

N.B. The heights of Nos. 1 to 4 vary considerably according to how deeply their bases are buried.

Maps showing the positions of many of the boundary marks are available for study in the Guildhall Library.

Further Reading: Rickmansworth Historian 8, 10, 11
 Essex Journal, June 1968
 Industrial Monuments in Hertfordshire (see References)
 Nonsuch & Ewell Antiquarian Society's Bulletin April 1964
 London Archaeologist, Spring 1969

ABBREVIATIONS USED IN TEXT

The sources listed below have been referred to in the text by an abbreviated form:

A. A. J.	Architectural Association Journal
A. R.	Architectural Review
I. L. N.	Illustrated London News
J. I. A.	Journal of Industrial Archaeology (now Industrial Archaeology, the Journal of the History of Industry and Technology)
L. I. H.	London's Industrial Heritage (see Bibliography)
M. W. B. 1961	The Water Supply of London (see Bibliography)
R. C. H. M.	Royal Commission on Historical Monuments
Sur. Lon.	Survey of London

BIBLIOGRAPHY

GENERAL

INDUSTRIAL ARCHAEOLOGISTS' GUIDE

Edited by N. Cossons and K. Hudson, 1969

Contains an excellent bibliography.

TECHNIQUES OF INDUSTRIAL ARCHAEOLOGY

J. P. M. Pannell, 1966

A SHORT HISTORY OF TECHNOLOGY

T. K. Derry and T. I. Williams, 1960

THE FUNCTIONAL TRADITION IN EARLY INDUSTRIAL BUILDINGS

J. M. Richards and Eric de Maré, 1958

Excellent photographs and an informative text.

THE STATIONARY STEAM ENGINE

G. Watkins, 1968

A splendid study of this most important source of industrial power: contains much on London.

REGIONAL

THE WATER SUPPLY OF LONDON

Metropolitan Water Board, 1961

LONDON'S INDUSTRIAL HERITAGE

Aubrey Wilson, 1967

RAILS THROUGH THE CLAY

Jackson and Croome, 1962

LONDON'S CANAL

H. Spencer, 1961

An account of the Regent's Canal.

EARLY VICTORIAN ARCHITECTURE IN BRITAIN (2 vols.)

H. R. Hitchcock, 1954

THE HISTORY OF LONDON TRANSPORT, Vol. 1

T. C. Barker and R. M. Robbins, 1963

THE BUILDINGS OF ENGLAND SERIES:

LONDON (2 vols., 1957)

MIDDLESEX (1951)

Nikolaus Pevsner

THE WINDMILLS OF SURREY AND INNER LONDON

Farries and Mason, 1966

THE HISTORY OF THE PORT OF LONDON (2 vols.)

Sir Joseph Broodbank, 1921

THE MAJOR SEAPORTS OF THE UNITED KINGDOM

Bird, 1963

Contains a great deal on London.

References for a particular monument are quoted in the text.

ACKNOWLEDGEMENTS

Many people have assisted in the preparation of this booklet, and it is regrettably impossible to mention them all by name. They include Town Clerks, Borough Engineers and Librarians, Planning Officers, and other staff of the Greater London Council and the London Boroughs, members of many local societies, of the Victorian Society, and of the Thames Basin Archaeological Observers' Group. These sources have proved invaluable in producing this booklet. Special mention must also be made of the help provided by Denis Smith (Lea Valley), John Turtle, Michael Robbins (London Transport), and Roy Canham (London Museum). Our gratitude goes also to Maurice Bawtree for contributing the article on the Coal Duties Boundary Marks, and for supplying details of the location of these Marks.

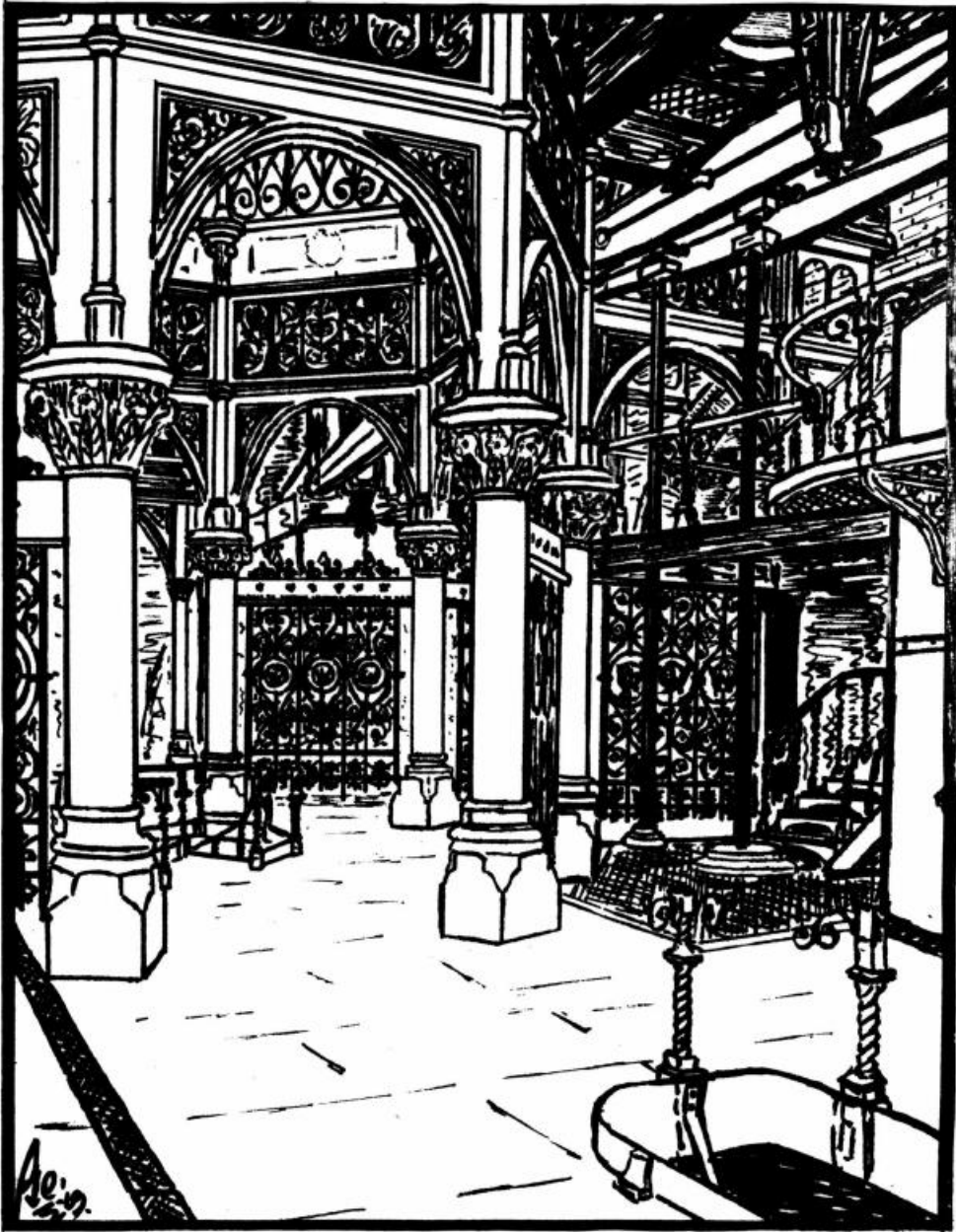
Without this help, the booklet would have remained no more than an idea in the minds of its compilers.

CONCLUSION

This booklet has attempted to list some of the industrial monuments that are contained in the London region. Some - a few - have been recorded: all of them should be registered before they disappear, using film, paper and tape. Some monuments have already gone while this booklet was being prepared, and this stresses the urgency of the task. The advent of the Greater London Industrial Archaeology Society (formed early in 1969) will, it is hoped, stimulate Londoners to go out and look at what is left, and record what is around them, before our industrial past vanishes from sight and memory.

2026 reformatting:

The final text in the booklet gave the name and address of the first GLIAS Secretary, the late Paul Carter, for details of GLIAS membership and inviting readers to provide additional information or omissions, and comment on the booklet. This text has been omitted here.



CROSSNESS ENGINE HOUSE,
INTERIOR VIEW - see p.8