

NEWSLETTER 9

DIARY

Thursday, Sept. 3rd	Fulham and Hammersmith Joint Archaeological Group, Inaugural Meeting at 7.30 p.m.
Saturday, Sept. 5th	'Wealden Iron and Tunbridge Wells' - all-day GLIAS excursion by bus and on foot around Tunbridge Wells
Saturday, Sept. 5th & Sunday, Sept. 6th	Upminster Windmill open to public 2-5.30 p.m. each day by courtesy of Hornchurch & District Historical Society
Saturday, Sept. 12th	TLURS Walk along the Brill branch (former Metropolitan Rly), starting at 2 p.m. from Quanton Road
Saturday, Oct. 3rd	GLIAS morning visit to National Monuments Record, Westminster
Tuesday, Oct. 6th	West Drayton and District Local History Society Annual Exhibition and Lecture
Saturday, Oct. 10th	GLIAS afternoon visit to Royal Small Arms Factory, Enfield Lock
Sunday, Oct. 18th	GLIAS afternoon car tour of West Drayton and surrounding area
Tuesday, Oct. 27th	Clapham Transport Museum Open Day - volunteers wanted to man GLIAS display
	'Geology and Industrial Archaeology of the Upper Greensand Industries of East Surrey' - address by Paul Sowan to AGM of London Natural History Society (Geology & Archaeology Section), to be held at Linnean Society's Rooms, Burlington House, Piccadilly, W.1 commencing 6.30 p.m.
Tuesday, Nov. 17th	GLIAS afternoon visit to Whitefriars Glass, Wealdstone (details in next Newsletter)

FULHAM HISTORY SOCIETY & HAMMERSMITH LOCAL HISTORY GROUP, INAUGURAL MEETING OF JOINT ARCHAEOLOGICAL SECTION THURSDAY, SEPTEMBER 3rd

After two preliminary public meetings, it has been decided that the Fulham and Hammersmith societies should form an archaeological group. The inaugural meeting will take place at Fulham Library, 598 Fulham Road, S.W.6, commencing at 7.30 p.m. At the meeting a committee will be nominated and plans put forward for the coming year. Nearest Tube stations are Parsons Green and Fulham Broadway, while the No.14 bus passes the door.

WEALDEN IRON AND TUNBRIDGE WELLS SATURDAY, SEPTEMBER 5th

This all-day excursion will start from Tunbridge Wells station main entrance after the arrival of the 9.10 train from Charing Cross at about 10.15 a.m. Car parking space available nearby for those driving. The party, led by John Ashdown, will visit the Museum and the Pantiles, and view some of the town's fine old buildings before travelling by bus to Eridge for a 2½ mile walk across Eridge Park to Frant, pausing at a Wealden iron furnace and forge site. On by bus to Wadhurst, with its churchyard containing the Weald's finest examples of cast iron tomb slabs (1617-1799), many having fine heraldic details. Finally, return by bus to Tunbridge Wells for tea at about 5.30 p.m.

Those catching the 9.10 from Charing Cross must change at Tonbridge. There is a 6.32 train from Tunbridge Wells back to Charing Cross, arriving 7.27, and further trains hourly.

Please come suitably shod and bring a picnic lunch. Those who know John Ashdown will expect, and those who do not can anticipate, a stimulating day.

TLURS BRILL BRANCH WALK
SATURDAY, SEPTEMBER 12th

The London Underground Railway Society has arranged a walk along the route of this branch, once a far-flung outpost of the Metropolitan empire, but closed before the Second World War. GLIAS members are invited to take part: those wishing to do so should contact Mr A.J.Reed, 8 Brudenell Drive, Stoke Mandeville, Aylesbury, Bucks, by September 7th, enclosing 5d s.a.e. A coach is being organised for transport to and from the line, for which a small charge will be made. Wear stout shoes and be prepared for bad weather if it comes: the walk (about 7 miles) will take about 3½ hours, starting at 2 p.m.

VISIT TO NATIONAL MONUMENTS RECORD
SATURDAY, OCTOBER 3rd

This is an opportunity to see something of one of the finest collections of photographs and drawings in the country. Normally the NMR is open from Monday to Friday only, but Mr Cecil Farthing, who is in charge of the Record, has kindly agreed to show members something of its work. (The NMR houses a duplicate collection of the National Record of Industrial Monuments.)

Meet at 10.20 a.m. outside the Record, which is in Fielden House, Great College Street, Westminster, S.W.1. Nearest Underground station is Westminster. Leader: Paul Carter.

WEST DRAYTON & DISTRICT LOCAL HISTORY SOCIETY - ANNUAL EXHIBITION & LECTURE
SATURDAY, OCTOBER 3rd

This will take place at the West Drayton Women's Institute Hall, West Drayton Green, starting at 2 p.m. when the Exhibition opens. The Lecture at 3 p.m. will be by Mr A.Fisher, chief designer at Whitefriars Stained Glass Studio. Refreshments will be available. GLIAS members are invited to attend: this meeting should be of especial interest to those who visited Whitefriars last January, or are thinking of coming on November 17th.

VISIT TO ROYAL SMALL ARMS FACTORY, ENFIELD LOCK, MIDDLESEX
TUESDAY, OCTOBER 6th

A visit has been arranged to see the manufacturing processes of modern small arms, weapon testing, and a fascinating museum containing the history of firearms through the ages. Numbers are restricted to 14. The visit will start at 2.15 p.m. and continue until about 4.45. For security reasons all persons applying to come on this visit must state full name and nationality: apply to Mike Kenney, 59 Kingsway, Ponders End, Middlesex before September 7th, enclosing s.a.e. please. Cameras will not be allowed within the factory perimeter.

CAR TOUR OF WEST MIDDLESEX AROUND WEST DRAYTON
SATURDAY, OCTOBER 10th

Assemble by 2.30 p.m. outside the 'Angler's Retreat' public house next West Drayton Mill (O.S. ref. TQ 054790, map in Newsletter No.8). Mr Maurice Bawtree will show us the remains of the Mill, the Hounslow baseline marks used for the first triangulation of 1784, the Bath Road pumps c.1828, the Duke of Northumberland's River, the "shoot-off" and "hook-on" cottages by the towpath on the Thames, and many other features and buildings. The visit will end at London Airport for those wishing to have a cup of tea or watch the jets.

As this is a tour by car, it is important to know how many people and vehicles will be involved. Please write to Mike Kenney (address above) enclosing s.a.e. for acknowledgement, and stating whether (a) you have seats to spare in your car, or (b) you would like a lift. (All lifts of course at passenger's risk.)

CLAPHAM MUSEUM OPEN DAY
SUNDAY, OCTOBER 18th

Last April GLIAS mounted a display at the Special Sunday Opening at the Museum of British Transport, Clapham. We have been invited to display again, and VOLUNTEERS are needed to man the stand for periods of two hours each: 10-noon, noon-2, 2-4, and 4-close. Any members willing to help, please contact Paul Carter, 20 Chestnut Grove, Wembley, stating first and second choices of "shifts". Note: free admission and refreshments provided for stand-manners.

Thanks are due to Keith Whitehouse, A.J.R.Snelling, Maurice Bawtree, Peter Davis and John Cresswell for information on non-GLIAS events.

NEWS

FIRST GLIAS ANNUAL GENERAL MEETING

The Society's first AGM was held on Saturday, July 4th at the Institute of Archaeology, Gordon Square, W.C.1. The meeting began just after 2 o'clock with an introduction by the Chairman, Alan Thomas, who in welcoming those present expressed his pleasure at the large turnout - nearly 50% of the Society's membership. He read a message of good wishes from Michael Robbins, the Society's President, who was unavoidably absent from the meeting.

The Secretary, Paul Carter, commenced his report by reviewing the circumstances that had led up to the afternoon meeting held at the Science Museum on Sunday, December 1st, 1968, which was attended by 130 people. A Steering Committee had been elected to formulate policy and draft a constitution for a Greater London Industrial Archaeology Society; this constitution had been accepted with a few modifications at the Society's Formation Meeting held on Saturday, April 12th, 1969 at Westminster Technical College.

At the end of its first year, GLIAS had a membership of 123 individuals and 12 groups. Events of various types had been organised and generally well-supported. These included a Regent's Canal cruise, a 'teach-in' at St Katharine Docks, and visits to several waterworks and pumping stations, Tower Bridge, Croydon gasworks, Whitefriars Glass Company, and a brickworks. The Newsletter, originally planned to appear 8-10 times a year had in the event appeared 6 times, but with an average of 5 pages each issue compared with the 3 pages originally intended. Communications had been established with various bodies, including the Council for British Archaeology, the Guildhall, London and Science Museums, the National Monuments Record, and Surrey Archaeological Society amongst others. A number of field projects had been undertaken or begun by the Society and by individual members. A report on the Crossness beam pumping engine house had been prepared by a GLIAS sub-committee, and submitted to the Greater London Council who were considering the engine house's future.

Looking to the Society's own future, the Secretary saw the coming year as one of consolidation and at the same time extension of the Society's activities; and he emphasised that its growth depended on the enthusiasm and actions of all its members.

The Treasurer, Godfrey Oxley-Sidey, reported that the Society's accounts (which had been circulated to members before the meeting) showed a substantial surplus at the end of the first year, this having largely accrued from sales of the Thames Basin Archaeological Observers' Group booklet on London's industrial monuments, which were being handled by GLIAS. The gross balance included two amounts of £30 owing to the London & Middlesex Archaeological Society and Southwark Excavation Committee from booklet sales, as had been agreed when the TBAOG was dissolved, and he thanked these organisations for allowing GLIAS to delay payment of these sums (which had in fact now been paid over). Had there not been the income from booklet sales, the Society would have ended its first year with a small deficit; printing and distribution costs having been the Society's main sources of expenditure.

There being only one nomination for each post of Society Officer, and seven nominations for the remaining seven places on the Executive Committee, the meeting elected the nominees unopposed. (A list of the current Committee appears at the end of the Newsletter.)

Following a short interval, Mr LTC Rolt addressed the meeting on the subject of Brunel's 'Great Eastern'. A vote of thanks to Mr Rolt, proposed by Denis Smith, was carried with acclamation and following this Patrick Beaver's film on the Great Eastern was shown.

Before and after the meeting, those present were able to view the displays in the Entrance Hall which were mostly put up by Society members. Brief details are given below, with the name and address of the exhibitor so that anyone with useful information or wishing to learn more can make contact.

BOC (Edmonton) IA Group featured a small portable display showing some of their activities in the past year, including work at French's brickworks, Buckhurst Hill. Hon. Sec.: Mr P.L. Young, 82 Coolgardie Avenue, Highams Park, London E4 9HX.

Gas Industry Archives showed part of the collection of material Enfield College of Technology are accumulating to illustrate all aspects of the Gas Industry over the past 150 years or so, including some unusual gas appliances. Alan Spackman, Enfield College of Technology, Queensway, Enfield, Middlesex.

Hatcham Ironworks illustrated the sort of project that can be tackled by an individual. Little is known of Geo. England and the products of this, one of London's many ironworks, yet locomotives from the New Cross works were sent to all parts of the world. A. Adams, 59 Sevenoaks Road, Crofton Park, London, S.E.4.

Industrial Monuments of Barnet showed something of the work being done by the Hendon & District Archaeological Society. Some of the borough's most notable monuments were shown, including Arkley windmill, a railway viaduct, and industrial housing. It is hoped other local societies will follow suit. Hon. Sec.: Mrs B. Grafton-Green, 56 Temple Fortune Lane, London, N.W.11.

'The London Archaeologist' is London's own archaeological quarterly magazine, and while still less than two years "old" has published several features on industrial archaeology, including London Coal Duties Markers and St Katharine Docks. The Editor is always glad to consider I.A. material for publication; he is Nicholas Farrant, 7 Coalecroft Road, Putney, S.W.15.

The London Underground Railway Society display gave a good idea of the Society's work, which includes the issue of an excellent monthly magazine 'Underground'. Meetings, visits and a library are provided for members. Hon. Sec.: J.P. Wirth, 17 Garth Road, Sevenoaks, Kent.

Towards a National Lettering Collection was undoubtedly the display which most intrigued many who saw it. The Typography Department of Reading University are collecting material with the aim of establishing a National Collection, not only of printing but also street nameplates, plaques, tombstones, shop signs, etc. Miss Gillian Riley, Typography Unit, The University, London Road, Reading RG1 5AQ, Berkshire.

Windmills around London showed a map locating windmill sites within 30 miles of London, with some fine photographs of eight of the survivors. It may be a surprise to learn that 60 or so sites of interest still remain within easy reach of London. Martin Salzer, 2 Oldfield Road, Bexleyheath, Kent.

Also present in the Entrance Hall was a large and attractive display of books on industrial archaeology and related subjects, manned by a representative of St John Thomas Booksellers Ltd, 30 Woburn Place, W.C.1. This is a specialist bookshop that nevertheless covers a wide range of subjects - social and economic history, industrial archaeology and history, transport studies, local history, etc. Members can be placed on the mailing list for catalogues and booklists which are issued at intervals.

WINDMILLS ON VIEW

Martin Salzer writes that in addition to the Upminster and Brixton mills referred to in the last Newsletter as being open to the public, the following are also open for inspection:

Outwood, Surrey (TQ 328456) - Sunday afternoons at 2.30 p.m.

Stansted Mountfitchet (TL 510248) - first Sunday in September and October, and Sunday and Monday of the Bank Holiday weekend, 2.30-7 p.m.

Stansted Mountfitchet mill was restored in 1966 and dates from 1787.
It stands by the A11 3 miles north of Bishop's Stortford.

CROSSNESS - LATEST NEWS

A small party of GLIAS members, together with invited guests, visited the Crossness engine house recently to discuss ways of getting the building and its contents preserved and restored. As a result of the discussion, a public meeting is being arranged for early November in Erith, when all interested parties and individuals will be invited to explore the possibility of setting up a Crossness Trust. The Society's own Crossness Action Committee is meeting shortly to consider this.

News has very recently come that Crossness engine house has been spot-listed Grade II by the Ministry of Housing.

'GLASS IN LONDON'

A last opportunity to visit this exhibition at the London Museum, Kensington Palace, W.8 before it closes on August 31st. Besides displaying examples of the many uses made of glass since Roman times, the exhibition locates and illustrates the wares of some notable London glasshouses. This is the last exhibition to be organised by Dr D.B. Harden who is retiring as Museum Director this year.

THE FUTURE OF THE ALBERT BRIDGE

Members may have read of the scheme proposed recently by the GLC for the insertion of a pier in the middle of Albert Bridge, which is being weakened by heavy traffic. This is being opposed by the Albert Bridge Group which includes many local residents. The Group maintains that the scheme could only be a short-term measure prior to demolition and rebuilding of the bridge if the present flow of traffic is to continue. They argue that a midstream pier would interfere with the present graceful appearance of the bridge, which was opened in 1873. It was designed by R.M. Ordish (of St Pancras Station roof fame), and employed a rare combination of two structural forms - the suspension span and the stayed girder. The Albert Bridge Group argue that the bridge should eventually be closed to traffic other than perhaps local traffic requiring access, remaining primarily as a pedestrian way linking the Battersea Park area and the north side of the Thames. The GLIAS Committee is in general agreement with these views, and has written offering support to the Group.

The latest news is that the GLC are still proposing to insert a "temporary" pier, while a study into the long-term future of the bridge is carried out over a period of 7 years. A public inquiry may be necessary before this proposal can go through, and GLIAS will continue to keep a close watch on events.

In the meantime, anyone wishing to offer direct support or seeking further information should write to Mrs C.L. Lewis, Albert Bridge Group, 31 Warriner Gardens, S.W.11.

ST BRIDE PRINTING LIBRARY EXHIBITION

This permanent display is now on view at the St Bride Institute, Bride Lane, Fleet Street, London, E.C.4. It is open Monday-Friday between 10 a.m. and 5 p.m., and contains a fascinating selection of important items illustrating the history of printing. Two of the weightiest specimens are a Stanhope press of 1803 (the world's first iron press), and an 1824 Albion press.

PROJECTS

WEST DRAYTON MILL

Recently there have been two visits to West Drayton Mill to carry out recording work, led by Mike Kensey and Roger Eddington. Site work has not yet been completed, and any members who have already been to the mill, also those who have not but would like to get some experience of fieldwork, are asked to contact Mike Kensey at 59 Kingsway, Ponders End, Enfield, Middlesex (with s.a.e. please) advising which weekends in October and November they would be free. This will enable arrangements to be made regarding access to the site, transport, etc.

Would members with material already recorded at the mill please contact Mike Kensey, who is co-ordinating work. Please notify him of exactly what you have, enclosing copies of sketches and drawings (not originals) if possible.

WINDMILLS AROUND LONDON - HELP WANTED

Wanted - someone with transport, willing to check one or two sites in the Dunstable and Luton area. If interested, write to Martin Salzer, who is directing the project, at 2 Oldfield Road, Bexleyheath, Kent (01-303-5844).

WINDMILLS OF ESSEX

Further to the note in the last Newsletter, Mr Ian Robertson, Curator of the Passmore Edwards Museum, Romford Road, Stratford, E.15, writes that Mr K.G. Farries, who is working on the definitive account of Essex windmills, is basing his researches on the Museum "where a considerable collection of windmill material is being amassed. The research has now reached a crucial stage and I would appeal to any member of GLIAS who has photographs, documents, or other material relating to Essex windmills to contact me at the above address. Any information will be very much appreciated, and, of course, acknowledged."

INDUSTRIALISED OR SYSTEM BUILT HOUSING

GLIAS chairman Alan Thomas would welcome any clues, no matter how trivial, to the history of prefabricated home building. All sizes of structure, from post-war "prefab" to tower block are relevant - and, of course, any age. Alan's address is The Coach House, 112 Langton Way, Blackheath, S.E.3.

CANAL WINCH AT LIMEHOUSE

This item, mentioned in Newsletter No.4, was recorded by Martin Salzer. Recently GLIAS approached the Regent's Canal Group to ask if they can persuade British Waterways Board to agree to the dismantling, restoration and resiting of the winch by GLIAS somewhere along the more accessible part of the Regent's Canal. Is any member willing to direct the project, if BWB agree? It will be the Director's job to arrange the work programme, including transport to the new site, and re-erection. Anyone interested contact Paul Carter, address at back of the Newsletter.

MARKING THE BOUNDARY

GLIAS, under the direction of Mr Christopher Cox, are to institute a survey of Boundary Markers within the GLC area. Markers abound throughout the region, demarcating parishes, trusts of various forms, and transport authorities. In some areas or subjects these have been reasonably well dealt with, whilst much has on the other hand been sadly neglected. If any member has recorded markers, or knows of a locality or subject that has been covered, will he please advise Mr Cox to avoid duplication of effort. Assistance will also be needed in the Survey, by photographing and measuring markers and compiling information, and anyone keen to join in should write to Mr Cox at 29 Bolingbroke Grove, London, S.W.11 (s.a.e. please). Further details of the Survey will be available soon.

PUBLIC BATHS & WASH-HOUSES - INVESTIGATORS WANTED

This project, mentioned in Newsletter No.4, has not yet been taken up. One or two buildings have been demolished unrecorded since then: of those that remain, many are of considerable architectural merit, and several still contain interesting machinery and other equipment. This so necessary feature of the town is likely to disappear during the next ten years as whole areas are rebuilt, or else be modernised beyond recognition. A small team of three or four, maybe fewer, could find this sparsely-documented building type a fascinating and rewarding study. Volunteers, please contact Paul Carter.

HELP WANTED TO CATALOGUE THE P.L.A. PICTURE COLLECTION

During the recent visit to the Port of London Authority Paintings and Prints Collection, Mr F.W.Marsh, Archivist to the P.L.A., explained that it has not as yet been possible to catalogue this most valuable source of information and details. It is felt that a collection with so much material of interest to industrial archaeologists and others is something which concerns GLIAS directly. Mr Marsh hopes to start work on the project later this year, but at the moment it is difficult for him to find the time necessary. However, the assistance of a GLIAS member would enable the task to be undertaken in a shorter time; and once completed, the catalogue would be of enormous value to members of the Society and others. Anyone who would be interested in assisting, please write first to Paul Carter. Note: the work would of necessity have to be undertaken during weekday office hours.

INFORMATION WANTED - COAL EXCHANGE PAINTINGS

Mr Christopher Brunel, of Flat 6, 134 Queen's Gate, S.W.7, is seeking information on the wall paintings that were in the Coal Exchange until it was lamentably demolished in the early 1930s. Did any of these paintings survive, and if so where are they? And does anyone have, or know the whereabouts of, some good sharp photographs of the paintings in situ? Mr Brunel is particularly interested in the painting of the early iron bridge over the Wear at Sunderland. Please write to him if you can help.

FUTURE PROJECTS

Two projects, recording railway station architecture and stationary engines (steam, gas or oil), are being planned. Full details will be available shortly.

THE SUBTERRANEAN SURVEY OF LONDON

The London Subterranean Survey Association has been formed to encourage the systematic recording of underground features in London - tunnels, gas, water and sewer pipes, electric cables, etc. It is surprising to realise that many of these have never been mapped; pipes and tunnels have been "lost" for years only to be rediscovered during building operations, road widening, or other works. Clearly, this is a haphazard and often expensive and dangerous state of affairs, which the LSSA hopes will eventually be superseded by the availability of comprehensive and accurate documents locating underground features.

Such a task is obviously going to require a lot of voluntary help: it is also up - or perhaps beneath - the industrial archaeologist's street. Two schemes are being undertaken which GLIAS members might like to assist.

ILLUSTRATED SURVEY OF MANHOLE COVERS

This is a project which will combine the functional activity of locating and recording manhole covers, with the interesting study of variations from street to street and borough to borough. Many London foundries produced covers with their name, address and often the date cast into the surface, and these are frequently the most prolific and easily recognised survivors of such foundries' products. The directory could well be published in book form.

HACKNEY PILOT SURVEY

In conjunction with the Inner London Education Authority, the LSSA is arranging for senior schoolchildren in Hackney Borough to survey the surface manifestations of underground features. Thus covers, hydrants, etc. will be plotted and recorded, and underground watercourses traced. It is hoped that the survey will attract public attention as well as providing experience in carrying out such work.

Committee member John Smith is a member of the Council of the LSSA, and would be glad to hear from anyone keen to assist, or who just wants to know more about the Subterranean Survey. Members who are schoolteachers might also be interested to see how the Hackney Survey could be emulated in their district. John Smith's address is 22 South Audley Street, W1Y 5DN.

BOOKS

Discovering Windmills, John Vince, 1969: 64pp. (2nd edition)

Discovering Watermills, John Vince, 1970: 56pp.

Discovering Bridges, Leon Metcalfe, 1970: 56pp.

Published by Shire Publications, Tring, Herts at 4/6 each from booksellers

Illustrated by line drawings and numerous photographs

These are three of the popular "Discovering" series, now numbering over 70 titles (a leaflet listing the full range of titles is enclosed with this issue). Each fits the pocket and contains much solid fact and many illustrations.

The Windmills booklet includes a description of the various types of mills and their equipment, notes on operation, a gazetteer of mills and fuller details of some notable examples, and a bibliography. The Watermills booklet is similar but lacks a gazetteer. The Bridges booklet includes sections describing the various bridge forms - arch, beam, suspension and movable - notes on some famous bridge builders, and a gazetteer of interesting bridges. These include examples built recently; while the other two booklets cannot offer this, they do mention a gratifying number of mills restored and accessible or visible.

The content of these publications is excellent value for money. One's only criticism is that these soft-cover booklets have forsaken stapling for a glued binding, which in the field soon detaches cover from contents.

MNB

The 80th Completed Year of the First Tubular Railway in London and the 70th Year of the Arrival of the Chicago Yerkes Group, by John Pattinson Thomas, 1970: 20pp.

Published (originally as part of the August 1970 issue of TLURS journal Underground) by the London Underground Railway Society, and obtainable from Mr S.E.Jones, 113 Wandle Road, Morden, Surrey at 2/- post free

Eighty years ago the first tube railway, the City & South London Railway was opened, to be followed ten years later by the Central London Railway - the 'Twopenny Tube'. Both were conceived and built in the nineteenth century: but in 1900 there arrived in London a group of Chicago financiers and engineers led by Charles Tyson Yerkes, whose forward-looking electrification and extension of the Tube system transformed it into the effective rapid transit organisation that London needed. How they did this is the main theme of this interesting booklet, written by a man who was himself once an associate of Yerkes.

SOCIETY PUBLICATIONS

The following items are available from Michael Bussell (address below). Please add 6d postage on any order.

Newsletters 1-6 1/- each (one or two issues nearly exhausted)

Newsletters 7 and 8 are available to new members on application

Beam Engines in
Greater London 9d

Notes for Grand Union
Canal trip on 6th June 1/6

Notes for a Walk around
Barnes and Mortlake
(by Charles Hailstone) 1/-

GLIAS OFFICERS AND COMMITTEE 1970-71

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GLIAS QUESTIONNAIRE

The Committee would like to thank all those members who completed and returned the recent Questionnaire. These have now been analysed by Mike Kensey, and the Committee will be considering the findings shortly. One suggestion - a visit to the National Monuments Record - has already been taken up (see page 2).

Paul Carter

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GLIAS/SLAS DERBYSHIRE REUNION
TUESDAY, OCTOBER 13th

The GLIAS/SLAS Derbyshire Reunion will be held between 7.30 and 9.30 p.m. in the hall of Christ Church, on the corner of Westminster Bridge Road and Kennington Road, S.E.1. The entrance to the hall is in Kennington Road, 1 minute's walk from Lambeth North station across Westminster Bridge Road. Bring slides, memories, etc. Those who did not come to Derbyshire in May are cordially invited to come along, and the venue for next year's visit will be discussed.

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