

GLIAS NEWSLETTER

FEBRUARY 1981

GREATER LONDON
INDUSTRIAL ARCHAEOLOGY SOCIETY

Hon Secretary & Newsletter Ed: Brenda Innes 9^a Upper Park Road Bromley BR1 3HN

DIARY DATES FOR FEBRUARY & MARCH 1981

WHEN

WHAT

ORGANIZER

Sunday Feb 15 1981 11.00	<u>GLIAS Walk</u> in Stratford. An interesting area and one of the most industrialized in London will receive increasing GLIAS attention this year, starting with this walk. Meet at Stratford tube/BR ticket office.	Bet & John Parker 555 6021
Mon evening Feb 16 1981 18.30	<u>GLIAS Recording Group Meeting</u> All welcome at the Architectural Association, 36 Bedford Square, W1	
Mon evening Feb 16 1981 17.30	Lecture: The History of Optical Communications in Free Space by Dr. R.W. Burns of Trent Polytechnic at The Institution of Electrical Engineers, Savoy Place, London WC2R 0BL	Bridget Brown 240 1871
Wed evening Feb 18 1981 18.30	<u>GLIAS Lecture</u> The Archaeology of Coalmining by Ron Storer of the National Mining Museum at City Poly, 31 Jewry Street, E.C.3.	Dave Perrett 852 4867
Fri lunchtime Feb 20 1981 13.10	Museum of London Lunchtime Lecture: Bridging the River by Denis Smith in the Main Lecture Theatre.	M of L 600 3699

G. L. I. A. S. E V E N I N G O U T . . .

Fri evening Feb 20 1981 20.15	We have booked the entire MAGIC LANTERN NARROWBOAT THEATRE for the entire evening, for a colourful, strange and magical evening of rare, beautiful, phantasmagorical, Victorian lantern slides, using an enormous variety of original equipment. This massive theatre (all of 29 seats) is currently moored in Delamere Terrace, Little Venice. The boat is, of course, centrally heated. Book immediately, <u>special GLIAS price £2 per person (usually £3)</u> by sending cheque and S.A.E. to Dave at 62 Leyland Road, Lee Green, London SE12 8DP	Dave Perrett 852 4867
Wed morning Feb 25 1981 10.00	<u>GLIAS Recording Visit</u> to Bowden's Glass Bending Factory, Stratford to record plant in use. Only 4 places left, contact John if you are interested.	John Parker 79 Devenay Rd Stratford E15 555 6021
Fri lunchtime Feb 27 1981 12.00-14.00	<u>GLIAS Library Session</u> at the Bishopsgate Institute 230 Bishopsgate, EC2 (near Liverpool St. station) If you work in the City drop in and see what this interesting collection can offer: including glass lantern slides and the Victorian periodical 'The Working Man'.	Bob Carr day: 590 7722 ex. 6075 eve: 586 5122

WHEN

WHAT

ORGANIZER

Tues evening Mar 3 1981 19.15	Talk: Recent Archaeological Work in Southwark and Lambeth - results of recent excavations by SLAS and SLAEC at John Harvard Library Hall, Borough High St.	
Mon lunchtime Mar 9 1981 12.30	GLIAS Informal Lunch at the New Kebab House, 12/14 Charlotte St, W1, handy for British Museum and Oxford St. Probably the first Kebab House in London; almost IA itself? We had 8 members here on Jan 19, if more members show interest GLIAS lunches could become a regular feature again. (Some members have been put off by the 'foreign' food: can anyone suggest an alternative location?)	
Thur evening Mar 12 1981 19.30	GLIAS Video Evening Our missed chance to see the Belgian visit film and the new video on Sindall's Trimming Works at the offices of KBS Computers, 155 Old Kent Road (next door to Bennetts and near end of flyover).	Danny Hayton 66 52186

G.L.I.A.S. WORKSHOP - I.A. IN SOUTH EAST LONDON

Tues evening Mar 17 1981 19.00-21.00	Short presentations on: Woolwich Arsenal The Rennie Engine at the Brunel Project Recording an I.A. Site and The Woolwich Kiln (film)	Dave Perrett 852 4867
	there will also be a display of photographs. Everyone welcome. Room 274, Geography Dept., 1st Floor, Goldsmith's College, Lewisham Way, SE14 (2 minutes from New Cross and New Cross Gate tube/BR stations)	
Mon evening Mar 23 1981 18.30	GLIAS Recording Group Meeting All welcome at the Architectural Association, 36 Bedford Square, W.1.	
Wed evening Mar 25 1981 18.30	GLIAS Lecture IA in London's Dockland by Bob Carr at City Poly, 31 Jewry Street, London E.C.3	
Mar 27-29 17.30 Fri to 12.30 Sun	IWA Weekend Conference: London's Waterways - Tarnish or Sparkle, on the problems of London's waterways. Lectures, visits, meals, etc., at Ifor Evans Hall, University College, Whitcher Place, NW1	Len House Admin Officer London Water ways Weekend 69 Finsbury Park Rd. N4 226 1775
Tues evening Mar 31 1981 18.30	GLIAS Walk around Woolwich and westwards along the river. (British Summer Time will have started) Meet at Woolwich Arsenal station.	Bob Carr
Sat afternoon April 25 1981 14.00	GLIAS AGM at the Museum of London (just so that you can put the date in your diary, more details later)	Brenda Innes 460 1416

Museum of London Lunchtime Lectures

In addition to Denis's talk on Thames bridges listed above, the Museum's series of Friday talks at 13.10 in the Lecture Theatre are likely to interest GLIAS members as they range from Blackwall Frigates on Feb 6 to the 1970-80 redevelopment of the docks in the last of the series on April 10. The full programme is available from the Museum.

STOP PRESS Also at the Museum of London: London Kiln Study Group Seminar Glass: Furnaces & Technology, Past & Present on Saturday April 4 1981. £7 incl. coffee, tea, cheese & wine party. Details from Sec. L.K.S.G., 155 Walworth Road, London S.E.17.

HOLIDAYS AHEAD ...

The Peak National Park Study Centre are offering their usual rich crop of "holidays with a difference" again this year, including 'Mines of the Peak' March 6-8, 'Canals of the Peak District' May 25-29, 'Industrial Archaeology' August 22-29, and 'Practical Industrial Archaeology' October 16-18. All are based at Losehill Hall near Castleton and anyone requiring further details should write to Peter Townsend at Losehill Hall, Castleton, Derbyshire S30 2WB. (By the way, I have never been to any of these courses and as I like to put personal recommendations in the Newsletter if I can, I would be grateful if anyone could let me know what they are like, I should also be pleased to hear of any other good IA holidays).

ON THE WAY ... to the Peak National Park the Elvaston Castle Museum looks as if it would provide an interesting stop: it has a complete 19th century estate workshop containing everything from a 1905 National gas engine to a dairy and is open 13.00-17.00 Wed to Sat from Easter to October. Details from the Derbyshire Museum Service.

TRINITY BUOY WHARF

The Trinity House Maintenance Depot, Orchard Place, Blackwall, turned out to be more significant than expected; work for the whole of England and Wales is carried out here, items for maintenance and repair being transported by road. A good deal of activity was to be seen on the GLIAS visit of Friday 17th October with a blacksmiths' shop in operation, a large machine shop and a two-storey building containing numerous machine tools in use. Some fine late-19th century British machine tools were noted on the ground floor of the latter, in particular a planing machine by Whitworth's of Manchester, still in good order.* The equipment of the blacksmiths' shop dates from the early 1950's and includes an hydraulic press/hammer; the large machine shop contained machines said to have come second-hand from the Thames Ironworks (only a few hundred yards away on both sides of Bow Creek). Of note were a pyramid 3 rolls by Craig & Donald of Johnstone near Glasgow, said to be c.1905, and a shearer/punch by S. Appleyard of Halifax (surprise, surprise, not a Glasgow firm!)

Upstairs in the machine shop building we were treated to the sight of rows of merrily twinkling buoy flashers, under test to check that their characteristic signals were as they should be, each with a brown luggage label attached, made out to show the intended station. Buoy flashers run on acetylene gas carried in bottles in the main body of the buoy. The gas is ignited in the flasher atop the buoy by a small almost-invisible pilot light, an automatic mechanical mechanism turning the gas supply on and off as appropriate, the ignition of the gas giving a bright flash. This means of lighting is still favoured for its reliability. A new electronic timing system (no doubt packed with micro-processors) has been developed and one was demonstrated for us; nevertheless the new 'black box' operated a traditional acetylene gas jet, in this case complete with fantail burner. When installed in their housings at the top of a buoy, flashers still perform even if immersed in sea water for an hour or so and may stay at sea for several years. Our guide had been working in the Bristol Channel area maintaining equipment in situ and was full of anecdotes concerning this region, being reminded of incidents as we passed equipment familiar to him, in for maintenance from places such as the Mumbles and Barry. The IANBY system of big automatic light buoys controlled by UHF radio which should largely replace lightships was described and we saw several items of associated equipment in the electronics department. There are problems, such as that of access in bad weather, which is when things usually break down, and seasickness of maintenance crews when on board; so far only a few lightships have been replaced.

By the riverside to the South West of the site a number of foghorns, working on various principles, were mounted on the roof of a small building and are sometimes tested here. On the south side of the site stands a travelling rail crane dated 1924, by J. Booth & Bros Ltd., Engineers, Rodley, Leeds, once used to unload ships in the river, the system is now defunct, only road transport being used at Trinity Buoy Wharf. The site also boasts a flourishing training school where we inspected various items of equipment,

models, etc., including a fine 19th century lighthouse lens system. The visit ended with an ascent of the lighthouse, thought to have been built towards the end of the century and at one time used for a navigation light. From the top the view was superb. Several paraffin burners had been installed for test purposes and the tower also served for the training of lighthouse keepers. Thank you Trinity House for a most memorable morning.

BOB CARR

* Some of this machinery is to be disposed of. I have contacted Alan Spackman of the Lea Valley IA Society and it is hoped that items may be taken into his safe keeping.

THE BOOK OF LONDON'S INDUSTRIAL ARCHAEOLOGY

Members will be aware that the Batsford series on the IA of England has been terminated by the publishers following a series of poor reviews and the London volume was among those cancelled. Manchester University Press are to publish some of the unpublished volumes and agreement has been reached in principle to publish the London volume. This has meant that a different editorial format to the Batsford books is possible and we intend to have individually authored chapters, e.g. railways, manufacturing, etc., plus a comprehensive gazetteer. The catch is that M.U.P. want the manuscript by the end of this year to publish for the 1982 AIA conference in London. We particularly need to hear from members who are prepared to check the accuracy of the GLIAS card index of sites in areas of London that they know. Interested helpers are asked to contact the Editor, Mike Bussell, 23 Fitzgeorge Avenue, London W.14. or phone 603 8157

DAVE PERRETT

GLIAS NEWSLETTERS - BACK NUMBERS

Thanks to the efforts of Peter Skilton, Dave Perrett and others progress has been made in completing the Science Museum Library's run of GLIAS newsletters. The Library now has numbers 1-29, 42, 44, 47-65 & 67 on open shelf access. Subsequent numbers are being taken. It is hoped the remaining gaps will be filled eventually. The Science Museum Library, Imperial Institute Road, S.W.7. is open all day Saturday (except for a Saturday immediately preceding a Bank Holiday Monday).

BOB CARR

NEWS FROM DOLPHIN YARD ...

Following the transfer of sail maker Les George to other premises, the Port of London Authority have donated the single storey structure (last used by Les, and formerly housing a tarpaulin and hatch cloth maker) to the Dolphin Sailing Barge Museum Trust. The only snag is that the Trust have to demolish the structure, move it to Sittingbourne and re-erect it at Dolphin Yard. On Sunday January 18 a brave band of GLIAS members, led by Bob Carr made a contribution to the de-mounting by removing and bundling the cladding from the front of the building - Thank you for your help.

The timber clad and timber framed structure is 40' long by 30' deep, with large sliding doors. Once re-erected at Dolphin Yard it will be developed as a modern workshop for the various tasks involved in repair and restoration of Thames Sailing Barges as well as, in the not too distant future, the building of a new craft.

Further working parties are being arranged and the next is on Sunday March 1 at 11.00, bring lunch and heavy tools, meet at King George V Dock, access via Gate 15, Royal Docks (at the eastern end of the Royals, on the 'island' between the Albert and the George) the sailmakers shop is at the far end, south side of the dock, opposite the entrance to the dry dock.

Meanwhile back at the Yard: Edward Sargent has been assisting the Trust with the Pratt & Whitney 1891 band saw, on permanent loan from British Shipbuilders. This massive machine (by barge yard standards) was once housed in the R.H. Green & Silley Wier ship repairers yard in the Albert Dock and was moved bodily down to Dolphin Yard earlier in 1980. The wire mesh guards and other 'screens' have been removed and the machine is now inside the sail loft

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providing an interesting comparison with the hand-operated band saw - probably of the same era! Edward is advising the Trust on the preservation and care of this machine.

The Museum re-opens on the 17th April, but there is much to be done before that date. Of particular interest to GLIAS members is the original leather bellows housed in the forge. If anyone has a particular interest in helping restore this item please contact me at Reading 585644 after 20.00. TONY ECLIS

GLIAS COMMITTEE NEEDS Y O U

The Society needs the involvement of more members in its running and organization. Members who would consider being appointed to the Committee which meets on the first Monday evening of each month at the Architectural Association in Bedford Square - are asked to contact Brenda Innes at 9a Upper Park Road, Bromley BR1 3HN or phone 460 1416.

FRINGES & TASSELS

At the kind invitation of Mr. Cecil Sindall some GLIAS members have been visiting the interesting specialist weaving firm of A. Sindall in Dalston who make textile trimmings, items such as tassels, cords and fringes. Founded in 1864 the firm moved to its present site in 1906 and is shortly to transfer operations to the former Rolls Royce factory in Derby. The machinery at Sindall's dates from around the turn of the century, many items have been made by Sindall's themselves for their specialised products. Impressive wooden-framed Jacquard looms were installed in 1915 (the year Mr. Cecil Sindall and his twin brother started work) and we had the privilege of seeing these mechanical wonders perform their intricate evolutions as well as watching several other fascinating machines of great mechanical ingenuity in action. Sindall's have 1860 designs on rolls of punched Jacquard cards. The card punching machine and the jig on which cards are made up into a roll were demonstrated for us by Mr. Sindall. The firm has a rope walk making cords, etc., for example the thick red ropes used as barriers in cinemas. Among the more exotic manufactures noted were fez tassels, monks girdles, fringes and tassels for bagpipes and frogging for Royal Artillery ceremonial uniforms. Much work is done for the DOE, the Crown, ecclesiastical and military customers, but as someone remarked you find tassels everywhere. Sindall's had a gas engine and line shafting is still in use with electric drive. In recent years the firm was the only one in London to have power looms. (Ref. Hackney Gazette, March 7 1980).

BOB CARR

LECTURE COURSE

For the third year running GLIAS members will be lecturing on their own pet subjects to provide a comprehensive background course on I.A. The course is on seven Saturday afternoons from February 7. Further details from the City Lit, Stukeley Street, W.C.2.

SHELL INLAND WATERWAYS RESTORATION AWARDS

In case there are any canal enthusiasts among GLIAS members who have not heard, Shell are launching their third competition for canal restoration and it includes water-mills and warehouses as well as actual waterways. Closing date for entries July 31, 1981; prize money £25,000; details from: Shell Inland Waterways Restoration Awards, UKPA/131, 3 Savoy Place, London WC2R 0BN.

LAST DAYS AT KEMPTON PARK . . . After 52 years the two giant Worthington Triples at Kempton Park pumping station have pumped their last water to North London. On November 4th the last steam was admitted to the cylinders and the engines stopped, watched only by a party of TWA officials. Known to the public only as the backdrop to a dance routine for Hot Gossip and as the engines for the 'Titanic' on TV, they will be missed by GLIAS members who have seen them over the years. TWA plan to keep them in situ and possibly turn them with an electric drive, they may also be joined by examples of steam plant from other stations. But electric drive is never the same and the world's largest land based engines will just be museum pieces.

DAVE PERRETT

BLACKWALL POINT POWER STATION

The GLIAS visit to Blackwall Point on Sunday morning December 14 1980 proved to be a very interesting power station visit. Lighting had been arranged so we could enter the firebrick-lined portion of a Babcock & Wilcox boiler and plenty of time was spent looking at the coal handling plant on the riverwards side of the station, also on the roof which affords a magnificent view of the surrounding industrial and dockland landscape (the PLA have installed a radar scanner here to monitor river traffic approaching the Thames Barrier being built a mile or so downstream). The present power station of 90 MW capacity was designed before WW2 and replaced an old station demolished in 1947 which had undergone many stages of development since 1900, when Blackheath & Greenwich District Electric Light Company started production with two 125 kW non-condensing steam driven sets. At the time of closure the original station was of 15MW capacity. The present Blackwall Point Power Station ceased generation in June 1980. The control room, unusual in being situated in a separate building on the other side of River Way, is to be retained. GLIAS would like to thank Mr. Parmenter and all the members of the power station staff who gave up their Sunday morning to show us round. We should also like to express our thanks for very kind hospitality.

POWER STATIONS GENERALLY ...

It was hoped to advertise a visit to Bankside Power Station in this Newsletter, but the station is closed and no staff are available to act as guides. Twenty-two CEBG power stations in England and Wales are to be closed or 'mothballed' (see The Times of September 12 1980). Ref. GLIAS Newsletter 67, last page for London Power Stations.

GLIAS PUBLICATIONS OFFICER - TOM SMITH - has the following in stock:-

GLIAS OWN PUBLICATIONS		Price	By Post
London's Industrial Archaeology Journal No. 1	2	80p	£1-16
		£1-25	£1-61
I.A. Walk No. 1 Waterloo to London Bridge		10p	21½p
2 Blackfriars to Tower Bridge		10p	21½p
3 Tower Hill to Blackfriars		10p	21½p
4 Blackfriars to Waterloo		10p	21½p
Little Venice to Camden		10p	21½p
Vincent & Sons, Ltd., Cabinet Makers		35p	59p
W.A. Crips & Sons, Bermondsey's Last Chain Smiths		65p	89p
Walton Lodge Laundry		50p	74p

OTHER PUBLICATIONS

Beam Engines	60p	84p
Brunel's Tunnel & Where It Led	£1	£1-19
Elementary Surveying	£1-25	£1-44
I.A. of Merseyside	60p	75½p
Industrial Past (Quarterly) 1978 issues	30p	45½p
1979	40p	55½p
1980	50p	65½p
Light Railways Guide	75p	90½p
Stationary Steam Engines	£1-40	£1-64
Discovering Canal Barges	85p	£1-04
Street Furniture	75p	94p
London Curiosities	85p	£1-04
London's Statues	85p	£1-04
Watermills	95p	£1-14
Windmills	50p	69p
Mills and Millwrighting	75p	94p
The Engineers: James Brindley	95p	£1-14
Isambard Kingdom Brunel	95p	£1-14
Robert Stephenson	95p	£1-14
Thomas Telford	95p	£1-14
Richard Trevithick	95p	£1-14

All these books can be obtained from Tom Smith at 74 Lord Warwick St. Woolwich, SE18 5QD or save postage by buying them at GLIAS lectures and workshops.

GAZETTEER OF LONDON INDUSTRIAL ARCHAEOLOGY

TRANSPORT IN THE BOROUGH OF BARNET Part I Water, Air & Road

Water Transport

194. BRENT (WELSH HARP) RESERVOIR TQ 215 870 (partly in Barnet) N.W.9
 Formed in 1835 on completion of dam (in LB of Brent) across Brent Valley to provide water for Grand Junction Canal.

195. Site of GUTTERSHEDGE FARM, now Park Road N.W.4 TQ 225 879
 Sir Francis Pettit Smith (1808-74) inventor of the screw propeller lived here and demonstrated a model of his invention on the farm pond in 1836. Thomas Tilling, motor bus pioneer also lived here.

Air Transport

196 Former HANDLEY PAGE AIRCRAFT CO. 110 Cricklewood Lane N.W.2 TQ 244 861
 The Company moved here from Barking in 1912, prior to move to Claremont Road.

197 Former HANDLEY PAGE FACTORIES Claremont Road/Somerton Road NW2 TQ 240 862
 Occupied by the Company 1914-1970, now in other use.

198 R.A.F. MUSEUM Grahame Park Way, N.W.9 TQ 221 903
 Incorporates two early hangars, C. 1914, with timber Belfast truss roofs.

199 GRAHAME-WHITE HANGAR, R.A.F. Station Hendon, N.W.9. TQ 221 901
 Listed as an historic building.

200 Former ENTRANCE GATES TO GRAHAME WHITE AVIATION CO. LTD. Re-sited at entrance to R.A.F. Museum (TQ 220 904), formerly in Aerodrome Road, N.W.9 TQ 219 890. Listed.

201 There are a number of other normally inaccessible un-researched sites on the R.A.F. Station.

Road Transport

Firm evidence for Roman Watling Street (now Edgware Road) and a Hampstead - Hendon - Mill Hill Roman road (the Viatores suggested route 167) is very scanty. Physical evidence of a number of North-South routes remains and is included here. There are also a number of East-West routes well known by name and from documentary evidence, but for which no physical evidence is visible.

Blacksmiths' forges, although associated with transport are considered as craft workshops to be covered under industry rather than transport. Motor garages and filling stations have not been covered: this is a sector of IA that deserves investigation.

TOLL GATES

202 SPANIARDS TOLL HOUSE, Spaniards Road, N.W.3. TQ 266 872
 This is on the borough boundary with Camden.

203 TOLLGATE COTTAGE, Hadley Green, TQ 248 975

204 Site of CHILDS HILL TOLL HOUSE, Castle Public House, Finchley Road, N.W.2. TQ 250 864 Blue plaque

205 Site of EDGWARE TOLL HOUSE Edgware Road, TQ 195 913 Blue plaque

MILESTONES

On the Edgware - Kilburn Turnpike, opened 1711 (now Edgware Road). Early 19th century cast iron, V-shaped, round headed, all marked Hendon Parish:

206 In front of 3/4 Grafton Terrace, NW2 TQ 236 859
 London 4, Watford 10.

207 20-25M north of junction Edgware Road/Goldsmith Avenue, NW9 TQ 217 885
 London 6, Watford 8.

208 70-75M south of junction Edgware Road/The Greenway, NW9 TQ 207 898
 London 7, Watford 7.

209 Formerly at Staples Corner, TQ 226 873
 The London 5, Watford 9 stone was removed when the flyover was built and is in safe-keeping. It is hoped that the Borough may re-erect it at an appropriate point.

210 On the continuation of this route, half-way up Brockley Hill, TQ 178 934
 Rectangular stone milestone. 18th century?

On the Finchley - Regents Park Turnpike, built 1826, milestones similar to the above:

211 Outside 604 Finchley Road, N.W.11 TQ 252 872
 Regents Park 3, Barnet 6 $\frac{1}{4}$.

212 Junction Regents Park Road/The Avenue, N.3. TQ 249 902
 Regents Park 5, Barnet 4 $\frac{1}{4}$.

On the Holyhead Road (later Great North Road) which existed before the 19th century, but was re-surveyed by Telford in 1810:

213 50-55M south of junction High Road, N12/Ravensdale Avenue TQ 263 925
 London 8, Barnet 3, similar to above.

214 Junction Barnet Hill/Meadway TQ 251 964
 Stone milestone, possibly dating from Telford's survey.

Hampstead - Mill Hill, on a winding route, rectangular stone milestones, stated by Peter Collinson to be newly erected in 1752:

215 Brent Street NW4, between Lodge Road & Church Road TQ 233 893

216 Holders Hill Road, NW7, close to Hendon Park Cemetery TQ 241 906

217 Top of Bittacy Hill, NW7, opp. UK Optical Factory TQ 237 921

218 The Ridgeway, NW7, on green by War Memorial TQ 224 029

219 Highwood Hill, NW7, near junction with Hendon Wood Lane TQ 222 938

220 In Ravenscroft Park, Barnet TQ 241 965
 Boundary stone inscribed inter alia "This stone was originally a boundary stone of the Whetstone & Highgate Turnpike Trust which built Barnet Hill about 1823" (not marked on the map on p.9)

CATTLE/HORSE TROUGHES & DRINKING FOUNTAINS (not marked on map on p.9)
 These are an historic link with the final days of horse-drawn traffic immediately before the start of mass production of the motor car. The following (all of which bear the primary inscription "Metropolitan Drinking Fountain and Cattle Trough Association") are known:

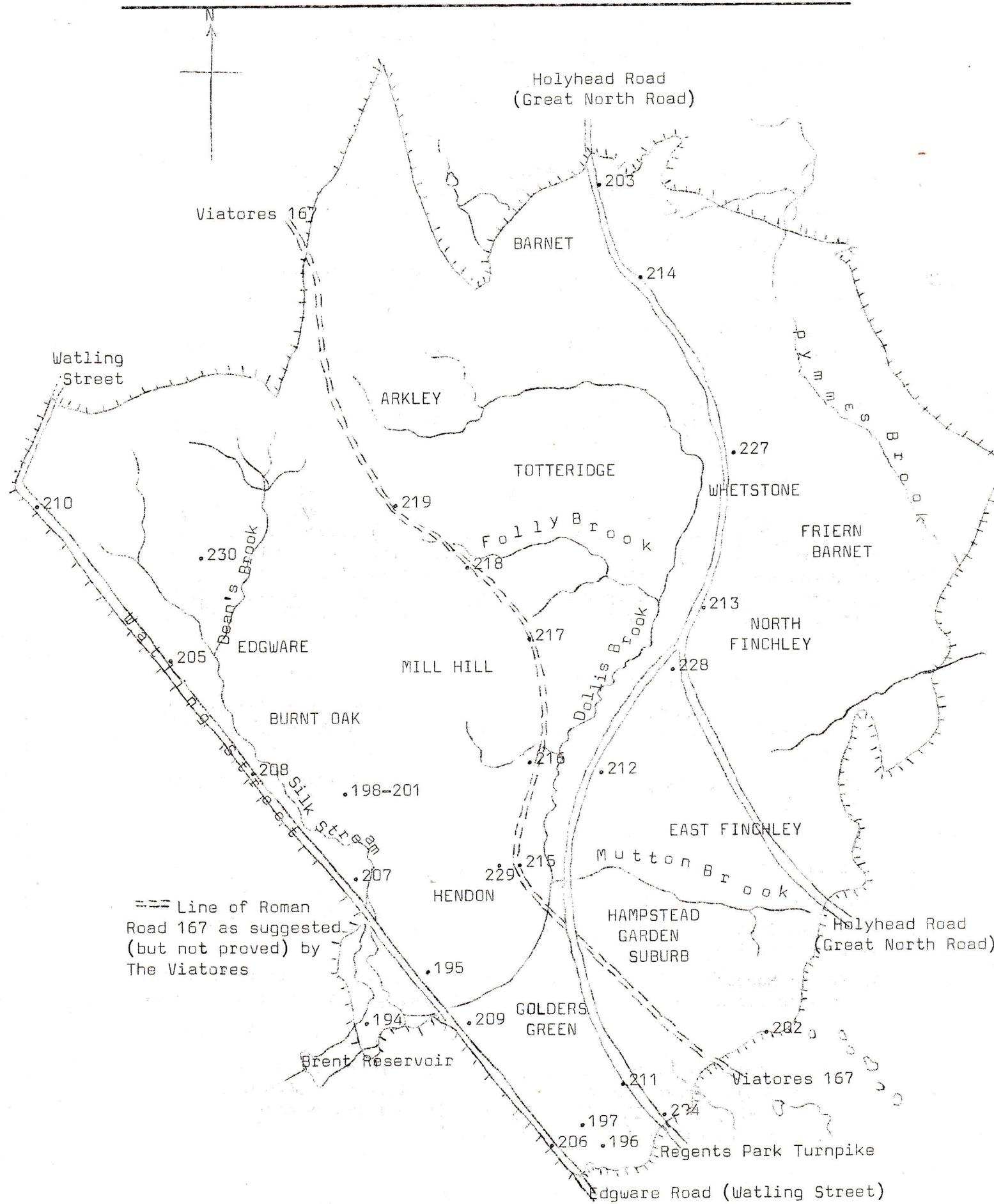
221 Corner Wellgarth Road/North End Road, NW11 TQ 257 872
 Secondary inscription: "George & Annie Bills. Australia." NB This trough was taken into care by Borough Engineers Dept., for duration of the still incomplete Wellgarth Development, with a promise of re-erection when building is finished.

222 Meadway Gate, NW11 TQ 254 881
 Now used as a plant container by Barnet Parks Dept.

223 Outside 40 The Burroughs, NW4 TQ 226 890
 Secondary inscription: "Be kind and merciful to all animals in memory of Louis David Benjamin, 1917"

224 Top of Bell Lane, NW4 TQ 235 890
 Secondary inscription: "Be kind and merciful to your animals.
 Erected by Mrs. F.C. Danbury"

225 Junction Nether Street/Ballards Lane, N3 TQ 252 907
 No drinking fountain. Secondary inscription: "In memory of John White of this parish, surgeon, obit AD 1868 and Emily his wife, obit AD 1891"



226 At junction Ravenscroft Park/Wood Street, Barnet TQ 241 965
With dog trough underneath.

NB How many of these are in their original positions has not been checked. They were often at the top, or part way up, a hill. Some may be as first placed, others patently are not.

227 HORSE MOUNTING STEPS in front of The Griffin, High Road, Whetstone TQ 264 939
Remains only.

STREET FURNITURE

Any members resident in or frequently visiting the Borough who would like to help record the diminishing amount of street furniture are asked to contact Bill Firth at 455 7164

TRAM & BUS DEPOTS

228 Former FINCHLEY TRAM DEPOT, Woodberry Grove, N12 TQ 264 919
Built by Metropolitan Electric Tramways, 1906; now a bus garage.

229 HENDON BUS GARAGE, Church Road, NW4 TQ 229 894
Built by London General Omnibus Co, 1913. Entrance originally onto Church Road.

230 EDGWARE BUS GARAGE, Edgware Station, TQ 196 919
Originally built 1925, completely re-built 1939.

MODERN ROADS

For the benefit of the future industrial archaeologist mention should be made of the arterial roads of the 1920's: Hendon Way/Watford Way/Edgware Way/North Western Avenue (Watford by-pass) started 1924; Barnet Way (Barnet by-pass) started 1924; the North Circular Road (1925) and the Great North Way system (1926); and, in the 1970's, the M1. One good area at which to study modern roads and flyovers is between Staples Corner, TQ 226 873 and Brent Cross, TQ 237 880, approx. 209 on map on page 9.

TRANSPORT IN THE BOROUGH OF BARNET Part II: Rail

GREAT NORTHERN RAILWAY, MAIN LINE Opened 1855, much altered in recent years by electrification and up-grading for 125mph high speed train running. Many GN features have disappeared only quite recently.

STATIONS All c. 1890, but may incorporate parts of 1855 stations; all altered, but some Victoriana remains:

231 New Southgate & Friern Barnet TQ 287 923

232 Oakleigh Park TQ 270 948

233 New Barnet TQ 265 959

234a Southgate Tunnel TQ 277 936 to TQ 274 941 Original 2-tracked bore 1855,
b 4-tracked c. 1890.

In Friern Hospital wall at New Southgate station, bricked-up arch through which line serving hospital ran. No other visible evidence now remains.

BILL FIRTH

Bill's IA of Barnet will be continued (with a railway map). Items for the April 1981 Newsletter to BRENDA INNES, 9a UPPER PARK ROAD, BROMLEY, BR1 3HN by mid-March, please (or phone 460 1416)