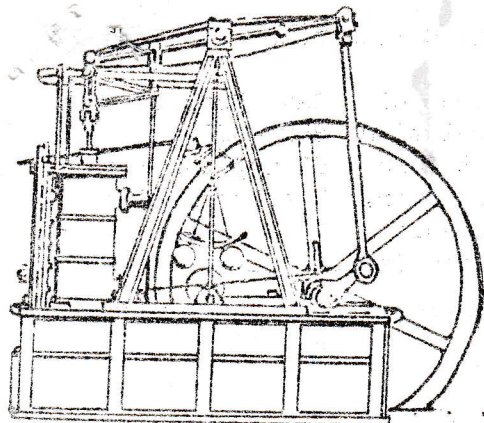
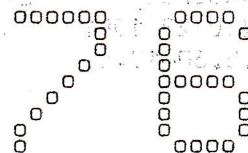




GLIAS NEWSLETTER



OCTOBER 1981

GREATER LONDON
INDUSTRIAL ARCHAEOLOGY SOCIETY

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

DIARY DATES FOR OCTOBER & NOVEMBER 1981

W H E N	W H A T	ORGANIZER
Sat & Sun Oct 17 & 18 1981	Thames Barge open day at Greenwich Pier	
Mon evening Oct 19 1981 17.30	Lecture: Electricity & Society, the first hundred years by R.A.S. Hennessey at the Institution of Electrical Engineers, Savoy Place, London W.C.2.	
Wed evening Oct 21 1981 18.30	<u>THE FIRST OF THE GLIAS WINTER LECTURES:-</u> St. Katharine's Dock & Thomas Telford by Malcolm Tucker - telling the story of the construction and reconstruction of the dock. As usual the lectures are at The Main Lecture Theatre, City Poly, 31 Jewry Street, London E.C. (See also Nov 25 1981)	
Saturday Oct 24 1981 10.30-17.30	Conference on I.A. Research Speakers include: Anthony Burton & Charles Hadfield, on board the 'Farnworth' moored at the Grand Junction Arms, Western Road, Southall. Tickets £2, payable to WLIAS from Michael Stimpson (enclose SAE for map).	Michael Stimpson 83 Sunny Bank Rd Potters Bar, Herts
Thur evening Oct 29 1981 20.00	<u>GLIAS Coffee Evening</u> at Derek & Lyn Holliday's, 17 Dudley Road, Walton-on-Thames (Tel: W-o-T 24038) Derek & Lyn advise that public transport from Central London is not very convenient, but they hope that GLIAS members who live more locally will join them on this evening.	
Friday Oct 30 1981	<u>GLIAS Day Trip to Dunkerque</u> , France, to visit the large steelworks of USINOR (to see the nearest working blast furnaces to London!?) Arrangements will be similar to those for the Calais trip on Bank Holiday Monday. Send large (DL size) SAE to Bob if interested.	Bob Carr 37 Ainger Road NW3 3AT
Mon evening Nov 9 1981 18.30	<u>GLIAS Recording Group Meeting</u> at the Architectural Association, 36 Bedford Square, W.1. All members are welcome.	Tim Smith
Sat morning Nov 21, 1981 12.30-12.30	<u>GLIAS Visit to the Museum of London store</u> by kind invitation of Chris Elmers. Meet at Moorgate tube station west exit (which has the escalator to Barbican) Among the items we shall see are some tools from Sindalls.	Bob Carr
Wed evening Nov 25 1981 18.30	<u>GLIAS Lecture: IA and Film</u> by John Rogers. Although retired from the Civil Service Scientific Film Unit, John continues to make IA films (see Industrial Past Summer 1981). As well as describing some of his techniques and problems, he will also show two of his films: 'Ploughing by Steam' and 'Waterwheels'.	

Saturday Nov 28 1981 13.30-17.40	LAMAS 16th Local History Conference at the Museum of London. Programme includes: History of the Population of London by Mrs. B. Shearer*, History of Trent Park by Dr. S. Dore, History of the Crystal Palace by Mr. K. Kiss, and Development & Aims of the Crystal Palace Foundation by Mr. K. Wyncoll. Tickets £1.50 from Dave.	Dave Perrett 852 4867 62 Leyland Road Lee Green SE12
Fri evening Dec 4 1981 19.00	12th Annual IA Workshop at Kingston Poly. Programme not yet fixed so contact Bryan for details.	Bryan Woodriff 549 1366
Tues evening Dec 8 1981 18.30 for 19.30	<u>GLIAS Informal Dinner</u> : A pre-Christmas opportunity to meet your fellow members. 18.30 at the Museum Tavern, 49 Great Russell Street, or come straight along to the Pizza Express at 30 Coptic Street.	Julia Elton 226 9213 or 636 4895 (work)

... MORE DATES ...

Sorry for the non-availability of the full lecture programme with this newsletter, but it has not proved possible to contact all the speakers yet. The first two lectures are detailed above (Oct 21 & Nov 25) the other lectures will be on Jan 20, Feb 17 and Mar 17 and a full list will be available at the first lecture.

DAVE PERRETT

TOO NUMEROUS TO LIST are the talks and films with distinct IA interest at the Science Museum on afternoons in October (including Saturdays); they range from a talk on textile machinery to a film about the beginning of the hovercraft. The complete list is available from the Science Museum, South Kensington, SW7 2DD or phone Miss Emma St. John-Smith, 589 3456, ext. 562.

IRONBRIDGE GORGE MUSEUM is still churning out courses: (has any GLIAS member been to one?) Ceramics in the Victorian Home, October 23-25 1981; The English Household Before the Industrial Revolution, November 6-8 1981. Details from Inst. of IA, Ironbridge Gorge Museum, Ironbridge, Telford, Shropshire TF8 7AW.

AFTER THE LORD MAYOR'S SHOW COMES (not only the dustcart, but) LONDON'S FLYING START ...

A major exhibition opening on November 14 1981 at the Museum of London about the major part taken by our area in the early development of flying. The exhibition is accompanied by a series of lunchtime lectures and films: Oct 28 film: Powered Flight; Nov 4 Aviation Pioneers in London by John Bagley; Nov 11 The Royal Aeronautical Society by Arnold Naylor; Nov 18 The Dagenham Experimental Flying Ground by Philip Jarrett; Nov 25 The Short Brothers, Aeronautical Engineers, London & Sheppey by Gordon Bruce; Dec 2 Howard Wright, Pioneer Aircraft Manufacturer by Mike Goodall; Dec 9 Hendon Aerodrome, The Early Years by Jack Bruce. All these begin at 1.10 p.m. Further details from 600 3699, extension 279.

OTHER PROMISING LOOKING LECTURES AT THE MUSEUM OF LONDON INCLUDE:

Electricity in London by Brian Bowers of the Science Museum on Friday November 27 and Patience in the Strand by the ever-interesting Colin Sorensen on Friday December 11 1981; both at 1.10 p.m.

MENAI BRIDGES EXHIBITION until October 25 1981 at the Science Museum

A small exhibition of plans, models, etc., by the Welsh Arts Council/Gwynedd Archives Services Touring Exhibition is hard to find behind a display of micro-chip technology, but goes some way towards doing justice to Robert Stephenson's Britannia Bridge and Thomas Telford's Menai Bridge. It is enlivened by video film of the burning of Britannia Bridge and its reconstruction. The illustrated catalogue of the exhibition is good value at £1.50.

BOB CARR

... AND A NON DATE ! ...

The Newcomen Soecity visit to the London Brick Company in the Bedfordshire area has again been postponed, but it is hoped that it will take place eventually. Send the usual SAE to me at 37 Ainger Road, NW1 3AT if you are interested. The visit is almost certain to be during working hours and participants will have to provide their own transport.

BOB CARR

*Mrs. Shearer is hoping to form a History of Population Group. If interested write to her at Flat 6, Flaxman House, 1/3 Coleherne Road, S.W.10.

GLIAS RECORDING GROUP

For the last six months the Recording Group has been without a permanent secretary. Whilst a number of meetings and one or two "recording" sessions have been held it is quite clear (at least to the struggling temporary secretary!) that we need someone to take charge.

The main function of the Recording Group is to co-ordinate recording by GLIAS members so that we know what work has been done and can ensure that, with our limited resources of time and people, there is no unnecessary duplication of effort. The Recording Group also provides a forum for those interested in recording work and, from time to time, organises its own recording activities. Just occasionally the results of these see the light of day as a published report! Its members can be called upon to assist if they can with "rescue" recording of sites when we hear that closure or demolition is imminent. Usually in these cases there is no time to publish such events in the Newsletter. All GLIAS members are welcome to join in with the Recording Group's activities - just come along to our next meeting.

Meanwhile, is there anyone who is willing to be Recording Group Secretary? You don't have to be an expert. The only qualifications are to have some spare time, to have an interest in practical IA, and to live South of Watford!

TIM SMITH

THANKS - AND A PLEA

My thanks go to the three or four members who responded to my call for a person to collate, staple and despatch this newsletter. My especial thanks go to Mrs. Berman of Chingford (a member's mother) whose offer to "give it a try" was gratefully accepted. Unfortunately, Mrs. Berman found the task too daunting, and reluctantly (but understandably) had to say that she could not continue. Regrettably, those others who responded lived in locations too far away for me to organise suitable delivery arrangements.

Although I am quite happy to continue to duplicate the Newsletter, my family find that doing this as well as the despatching, etc., takes too great a part of our time in one fell swoop; I therefore ask, once again, if any member (or group of members) can relieve us of this part of the Newsletter production. I am able to deliver the printed pages to anyone within a reasonable distance of Chingford, or my place of work in Central London. A reasonable remuneration is paid for the job. Please contact Brenda Innes (460 1416) or me (524 1954) if you want further details of what is involved.

ROBIN BROOKS

SAINT PANCRAS LIGHTING COLUMNS LISTED

The Department of the Environment has recently included twelve St. Pancras public lighting columns on the Statutory List of Buildings of Architectural or Historical Interest. Eleven of the columns are in the centre of Tottenham Court Road. This street was the first to be electrically lit by the St. Pancras vestry, which was the first municipal authority in London to adopt the electric light system. These columns, which bear later alterations, were originally lit in January 1892. Three of the column doors display the old Metropolitan Borough of St. Pancras coat of arms which is incorrect and was never approved by the Herald's College. Even the motto is wrong! These columns were to have been removed under a new public lighting scheme which is currently being implemented.

The other column listed is at the NW corner of Gordon Square. It is the last St. Pancras Vestry column to retain its original carbon arc lamp cradle-type fitting, although converted to take an incandescent lamp. It has been out of lighting since 1976, but has remained in situ. Under the acanthus leaf decoration the door displays the Vestry seal: St. Pancras standing on a Roman soldier.

Further details of the historic public lighting columns in St. Pancras can be found in "Vestry Arc" by Peter G. Scott, available from the author at 11 Duffield Close, Greenhill, Harrow, Middx HA1 2LG, or from Tom Smith (GLIAS publications) 74 Lord Warwick Street, Woolwich SE18 5QD, price 90p + 30p postage.

GLIAS DAY TRIP TO CALAIS

'La Pioche at L'Aiguille' (the pickaxe and the needle) was the title of an exhibition of Calais industries 1817-1914 which lured several GLIAS members across the Channel on August Bank Holiday Monday. The museum curator responsible for mounting the exhibition, M. L-M Gohel, gave a conducted tour of the exhibits with special emphasis on those relating to the lace industry. It was surprising to learn that not only had their lace industry been started by British entrepreneurs but also that at one stage in the 19th century 75% of the skilled labour in the lace factories had come from England.

There then followed a perambulation of the old industrial area of St. Pierre and the typical features of Calais lace mills - the 'tourelles' (free-standing staircase towers giving access to all floors) and 'boites vitrees' (glazed extensions to the upper floor windows) - were seen in plenty. The group was fortunate in having a conducted tour of the exhibition and even luckier to meet M. Peeters of Usine Boulart who showed the group around his mill, where the latest German lace machinery was seen working as well as several old jacquard machines of English design dating from the 1920's. M. Peeters showed the whole process of machine-made lace from the original artist's drawing through translation of the design into jacquard cards; reeling the yarn for the looms, weaving, splitting and finally winding the finished products onto reels and cards for sale to haberdashers and clothes manufacturers.

Finally, the group visited the Town Hall where they were shown a special photographic exhibition of workers' housing as well as receiving a conducted tour of the building. Altogether an exciting day, not only in Calais itself, but also the trip to and from London which involved two train journeys, eight bus rides and two sea crossings.

CHRIS RULE

GLIAS SEPTEMBER SOCIAL

A pleasant evening was had by some 30+ members in the upstairs room of the Black Horse, Rathbone Place, W.1. It was nice to welcome some less familiar faces as well as the hard core. Our thanks to lanternist John Parker for skilled operation of his epidiascope-cum- $\frac{1}{2}$ kw heater. Using it we were able to enjoy turn of the century postcards supplied by Tim Smith, Robert Vickers and others. My own glass slide lecture on the building of Beachy Head Lighthouse in 1902 was premiered, while Peter Skilton and David Thomas to us along on their holidays with normal slides.

DAVE PERRETT

WET DOCKS - IN THE DRY

Second visit to West India and Millwall Docks on Sunday July 12 1981

Following the visit on May 3 (see Newsletter 74, June 1981) which was made in cold and thoroughly nasty weather, plans were made for a car-borne expedition. We met near the original warehouses of 1901-4, ignored areas accessible only to foot-slogging acrobats and made for the impounding station, open this time and with two of the centrifugal pumps busy churning dirty Thames water into the dock. These, with the two primer pumps, were all electric. We looked at the former PLA railway engine shed: intact but without doors or tracks. By dint of daring quayside navigation we parked alongside the grain elevators of McDougall's Millwall Mill; the elevator hoses have suckers which were dropped into the ships holds. Nearby were several sets of rollers from the mill which closed in 1978, although it is believed that the flour-bagging section remains in use, supplied from Rank's Royal Docks Mill.

The corner of the quay next to Badger's dry dock was by consensus the spot for sandwiches and one from which forays could be made between mastication into the abandoned repair sheds (no machinery left) or the PLA refuse destructor: still in occasional use and similar in design to that at the Royal Docks described in Newsletter 63. It was now time for some site work and groups were formed to concentrate on the former forge, railway engine shed and hydraulic equipment. Of that, more anon ...

DAVID THOMAS

A fitting postscript to David's account of the docks came from DEREK BAYLISS marked simply "without comment". You have it here without the origin and date, which Derek supplied; answer, but no prizes, in next Newsletter:-

(The rebuilding of the City) "Much has still to be done and another 20 years may elapse before the transformation is complete. A great deal of what we know today will remain: the river and its port, its ships, tugs and barges, its wharves and warehouses." ? ! ? ! ? ! ? ! ? ! ? ! ? ! ? !

GLIAS TAKES SHELTER

Saturday July 25 members of GLIAS met to descend into the bowels of the earth yet again (some members becoming quite mole like). This time the visit was to view the twin tunnels of the old City & South London Railway. The visit was organised by Dave Perrett and we were given a very well conducted tour by Peter Bancroft, author and publisher of a booklet entitled: The Railway to King William Street and Southwark Deep Tunnel Air-Raid Shelter.

The party descended by way of the London Transport ventilation shaft at London Bridge, once the entrance to London Bridge underground station. We walked along one of the more recent tunnels which provides ventilation for the Northern line and then retraced our steps to walk along the twin tunnels that run between King William Street and a point just N of Borough station.

The tunnels were started in 1886 and completed in 1890. Their working life was only ten years. A by-pass was later constructed and now joins the 'Bank' with London Bridge and thence on to the Borough. Peter's booklet is well worth reading for the full details of the tunnels history, but he does not impart the atmosphere one encounters, however as this was his first actual visit this is not surprising! During World War II the tunnels, by now the property of London Transport, were rented to the London Borough of Southwark for £100 per annum and converted at a cost of £105,628 into shelters that could accommodate 14,000 people.

In the shelter that was once King William Street station are long forgotten posters reminding one that "Careless talk costs lives", others imploring one to invest in 'National Savings' to help the war effort and in the tunnels remains of official notices stating that 'Smoking is not permitted'. I could find no evidence that 'Kilroy' had visited the tunnels, or that the one time ubiquitous 'Mr. Chad' had, but the small amount of graffiti was predominantly that of children: a picture of a bomb falling, Hitler and a vehicle (dated by the inclusion of a starting handle), also the scratching of two initials linked with an 'L' to two more initials - the universal symbol of adolescent love; however, considering the thousands of people who spent many a long night in the tunnels, there was really little evidence of their occupancy.

There was, as one might expect in a disused tunnel system, a certain amount of water and one member of the party managed to get his feet wet. He should have taken Dave's advice and worn waterproof footwear. We didn't find a white haired old man with a long beard asking of the war was over yet, and to the best of my knowledge we all came out ... but, now I come to think of it, I don't recall Peter Skilton buying a 'round' in the George afterwards ...

Signed: The Mole
(with PETER SKILTON's paw mark!)

Q ? U ? E ? R ? I ? E ? S

WEST INDIA DOCK GRANITE TRAMWAY ?

Francis Whishaw's 'The Railways of Great Britain & Ireland' (1842, reprinted David & Charles 1969) refers on p. 256 to a "granite tramway" built in the late 1820's and still in use when he wrote, from the West India Dock entrance to the top of Commercial Road. Can anyone say definitely what form this tramway took? Whishaw makes clear that it was not a railway. But was the granite, or any other part of the roadway, raised or recessed to give guidance to the wheels of vehicles using it, or was the granite merely laid flush with the roadway to give a firm and smooth surface? Also can anyone say how long the "tramway" survived? Any information, please, to Derek Bayliss, 30 Muskoka Avenue, Bents Green, Sheffield S11 7RL

LAST YEAR WE WERE LOOKING FOR GRAND-DADS MANGLE, THIS YEAR IT'S GRAND-DADS LAUNDRY EQUIPMENT (Can this be progress?)

Does anyone know of the whereabouts of any laundry machinery made by a firm called Armitage & Crosland in the Peckham area? This was the name of a members' grandfather and great grandfather's firm and he already knows that a model of their belt driven machinery exists in the Science Museum store. Any news to: R.P. Dawson, Waylands, 16 Kings Oak Close, Monks Risborough, Aylesbury, Bucks.

THE WORKING OF THE FORGE AT WEST INDIA DOCKS ?

The disused forge was recorded on July 12, but we need to gain a better idea of what it was like whilst in use before publishing the site report. Can anyone help? Every bit of information could be useful, please contact Peter King at Flat 10, The Dell, 32 Harefield Road, Uxbridge, Middx. or phone Uxbridge 53674

ANY MORE SITES LIKE CHISWICK MUNICIPAL STABLES ?

An excellent report on this remarkably intact site has been prepared by Geoffrey Bowles and is attached as a supplement with this Newsletter. Does anyone know of any comparable sites in London? Please tell DAVID THOMAS, 36 Pearman St. SE1 7RB (928 8702)

QUICKLY FOR FALLING STANDARDS AND DEAD LEAD ...

After several years disuse two well-known sites in N Southwark are being cleared. Get in quick if you want to see the remains of Grey & Martin's City Lead Mills, Southwark Bridge Road / Bankside or Stevenson & Howell's Standard Works Great Suffolk Street / Bear Lane, where flavouring and essences were made. Both sites have been recorded and reports will appear in due course. DAVID THOMAS

THE PRINTED WORD ...

ON STONE ...

On a chance visit to Silkstone Church nr Barnsley in South Yorkshire (while re-tracing the course of the Silkstone Railway, an early 19th century horse railway) I discovered a memorial tablet to JOSEPH BRAMAH, inventor of the Bramah lock and the hydraulic press (1749-1814), not mentioned in the standard biography 'Joseph Bramah: A Century of Invention' by Ian McNeil (David & Charles 1968), although he devotes a chapter to Bramah's childhood in the district and quotes the inscription on his tomb in Paddington churchyard. The tablet at Silkstone reads: "This stone is inscribed to the memory of Mr. Joseph Bramah, late of Piccadilly and Pimlico, London and formerly of this parish, who died 9th December 1814 in the 66th year of his age. By rare genius and unusual perseverance he advanced himself to considerable eminence as an Engineer and Mechanist, and matured several inventions of the greatest Public Utility. He was not less remarkable for a benevolent disposition and a steadfast faith in the blessed Founder of our Holy Religion." DEREK BAYLISS

IN THE ILLUSTRATED LONDON NEWS ...

The October 19 1981 issue is to carry an eight page article on 'The Changing Face of the Thames' by Tony Aldous which sounds interesting.

AN ENTERPRISING SURREY PUBLISHER

Living History Publications has just issued its Local Guide No. 5, a very nicely produced 64-page booklet devoted to Epsom Common. Written by members of the Epsom Common Association, it traces the area's history in considerable detail. For us, there is an account of the Epsom & Leatherhead Railway cut across the common in the 1850's, and details of the windmill whose life ended spectacularly a century ago by fire. A brickfield flourished for over 200 years, its products gradually supplanting the vernacular building tradition of timber framing and weatherboarding. Grandiose plans for a 300 foot wide London - Portsmouth Ship Canal crossing the common would have transformed its character, but came to nothing. Accounts of local life and inhabitants put a body around the bare bones of history and the booklet is well illustrated with maps, photographs and sketches. It can be obtained from booksellers at £1.10, or by post from Living History Publications, 249 High Street, Croydon at £1.29. Due out very soon is a history and "pilgrim's guide" for the Surrey Iron Railway (by our Derek Bayliss, more news of that anon), and future plans include an account of the Croydon Canal.

MIKE BUSSELL

GAZETTEER OF LONDON INDUSTRIAL ARCHAEOLOGY

N E W H A M PART 5 continued

Street Furniture A CLANG ? OF COAL HOLE COVERS

- 307 Outside 735 Romford Road. Mark: J. Horwood Ironmongers, Stratford (their address was 19-25 The Broadway).
- 308 Outside 955 Romford Road. Mark: H. Freund & Co. Tower Hamlets Road, Forest Gate.
- 309 Outside National Westminster Bank, Stratford Broadway. Mark: Nicholls and Clark, Shoreditch London.
- 310 Outside The Stratford Express Offices, Romford Road. Mark: Young & Marten, Stratford. Pat. No. 13403.
- 311 Outside No. 6 Shirley Road, E.15. Mark: Miles & Ginn, Brunswick Works, Mile End Road. This firm was listed in Kellys Directory 1900 as: 'Lead and window glass merchants, varnish makers & colour manufacturers, builders' ironmongers and paperhanging manufacturer, 43 Mile End Road.'

BET & JOHN PARKER

LONDON BOROUGH OF BARNET

A POSTING ? OF PILLAR BOXES

The following list of interesting pillar boxes in Barnet was prepared by ANDREW SMITH and is the only contribution so far received in response to an appeal (Newsletter 72) for help in recording the street furniture in the borough.

Pillar boxes by A. Handyside & Co. Ltd. Derby & London. Foundry: Britannia Foundry and Engineering Works.

- Anonymous High posting aperture Large 19 $\frac{1}{4}$ " dia. 1879 - c.1884
- 312 Long Lane, N.3
- 313 Trinity Road, N.2
- 314 Golders Green Road, N.W.11
- 315 The Riding, N.W.11
- Anonymous High posting aperture Small 15 $\frac{1}{4}$ " dia. 1879 - c. 1884
- 316 Long Lane, N.3
- 317 Oakfield Road, N.3
- 318 Glenthorne Road, N.11
- 319 Holly Park Road, N.11
- 320 125 Nether Street, N.12
- Anonymous Lower posting aperture Large 19 $\frac{1}{4}$ " dia. 1884 - 1887
- 321 Durham Road, N.2
- 322 Lincoln Road, N.2
- Anonymous Lower posting aperture Small 15 $\frac{1}{4}$ " dia. C. 1884 - 1887
- 323 Elmfield Road, N.2
- 324 King Street, N.2
- 325 Cyprus Road, N.3
- 326 Nether Street (facing Eversleigh Road) N.3
- 327 146 Station Road, N.3
- 328 Friern Park Road (near Glenhurst Road) N.12
- 329 Sunningfields Road, N.W.4
- 330 Nursery Walk, N.W.4
- V.R. cypher Large 19 $\frac{1}{4}$ " dia. 1887 - c.1899
- 331 Hendon Lane, N.3
- 332 Hendon Avenue, N.3
- 333 Regents Park Road, N.3
- 334 Mountfield Road, N.3
- 335 Woodside Avenue, N.12
- 336 Woodside Grange Road, N.12
- 337 The Burroughs (nearly facing Brampton Grove) N.W.4
- 338 Post Office, Colindale Avenue, N.W.9

/ ...

- V.R. cypher Small 15 $\frac{1}{4}$ " dia. 1887 - c.1899
- 339 Ravenscourt Park Road, Barnet
- 340 York Road, Barnet
- 341 Somerset Road, Barnet
- 342 Stapylton Road, Barnet
- 343 The Drive, Barnet
- Later E VII R cypher Large 19 $\frac{1}{4}$ " dia. 1901 - 1904
- 344 Ballards Lane (facing Long Lane) N.3
- 345 Friern Barnet Road, N.11
- 346 MacDonald Road, N.11
- 347 High Road (near Friern Watch Avenue) N.12
- 348 Lichfield Road (near Cricklewood Lane) N.W.2
- 349 Mill Hill Village, N.W.7
- Early E VII R cypher Small 15 $\frac{1}{4}$ " dia. 1901 - 1904
- 350 Lichfield Grove (facing Wootton Grove) N.3
- 351 178 Long Lane, N.3
- Later E VII R cypher Small 15 $\frac{1}{4}$ " dia. 1901 - 1904
- 352 Cromwell Road, N.10
- 353 Colney Hatch Lane, N.10
- 354 Friern Barnet Lane, N.20
- 355 Sweets Way, N.20
- 356 Woodville Road (near Meadway) Barnet
- 357 Potters Road (near Cromer Road) Barnet
- Pillar Boxes G.R. cypher, type 'D' Oval 1932
- Posting aperture one end, stamp vending machine other end. Derby Castings Ltd formerly A. Handyside.
- 358 Post Office, Alexandra Parade, Colney Hatch Lane, N.10 (on Haringey boundary)
- 359 Totteridge Common, N.20
- Telephone kiosk No. 4a with posting box and stamp vending machine(s)? in rear wall. Carron Co. Falkirk 1929
- 360 Coppetts Road, N.10
- 361 Halliwick Road, N.10 (on Haringey boundary)
- E VIII R cypher Large 19 $\frac{1}{4}$ " dia. McDowall Steven & Co. Glasgow 1936
- 362 Elliott Road, N.W.4
- 363 Watford Way, N.W.4
- Wall boxes VR No. 2 (small) Smith & Hawkes Ltd., Eagle Foundry, Broad Street Birmingham 1861 - 1871
- 364 Convent of the Good Shepherd, East End Road, N.2
- Wall boxes VR cypher Large 'A' W.T. Allen & Co. Ltd., E.C.1. c.1884 - 1901
- 365 Woodside Park Railway Station (L.T.E.), N.12
- Wall boxes VR cypher Small 'C' W.T. Allen & Co. Ltd., E.C.1. c.1884 - 1901
- 366 Barnet Road (facing Barnet Gate Lane, Barnet. (in brick pillar)
- Wall boxes E VII R cypher Small 'C' W.T. Allen & Co. Ltd., E.C.1. 1901 - 04
- 367 Barnet Road (near Quinta Drive) Barnet.

ANDREW SMITH

More material for the Gazetteer and for the December Newsletter wanted by mid-Nov please.

BRENDA INNES

ANOTHER BOOK ...

CENTENARY OF SERVICE: A HISTORY OF ELECTRICITY IN THE HOME by Anthony Byers
£1 post free from the Electricity Council, 30 Millbank, London SW1P 4RD

A bargain not to be missed. 96 pages, generously illustrated, to mark the centenary of electricity generation for public supply. The first few pages give a very potted history of electricity, but the bulk of the book tells the story of electrical appliances in the home. What does an electric mousetrap look like? Who invented the coal effect electric fire, and why? The answers are here, but more seriously the book outlines how much more comfortable our homes have become and how much easier our domestic chores, because of the advent of electricity.

DEREK BAYLISS