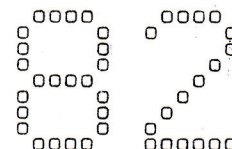


GLIAS NEWSLETTER



GREATER LONDON
INDUSTRIAL ARCHAEOLOGY SOCIETY

OCTOBER 1982

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

DIARY DATES FOR OCTOBER & NOVEMBER 1982

W H E N	W H A T	ORGANIZER
Aug 21 to Oct 16 1982 Weekdays: 10.00-18.00 (Thur 20.00) Sat 10.00- 13.00 & 14.00 -17.00	<u>GLIAS/London Borough of Newham IA Exhibition</u> at the Passmore Edwards Museum, Romford Road, Stratford, E15 A visit to this most interesting exhibition of East London IA was enjoyed by the AIA conferees, if you missed it go along before the 16th and don't miss the Museum bookstall where a fireman's account of the Blitz on the Docks and copies of the East London Record are well worth their modest price.	Ian Robertson Curator Passmore Edwards Museum
Mon evening Oct 11 1982 18.30	<u>GLIAS Recording Group Meeting</u> at the Architectural Association, 36 Bedford Square, W1. All GLIAS members welcome	Geoff Bowles 994 7514
Tues evening Oct 12 1982 17.30	Lecture: Lord Kelvin & Electricity at the Institution of Electrical Engineers, Savoy Place, London WC2, by J.T. Lloyd of Glasgow University. A recording by Kelvin describing his 'plan' of the radioactive atom and made in 1907 is to be played during the lecture. GLIAS members welcome.	
Saturday Oct 16 1982 10.00-17.00	Conference by Subterranea Britannica to promote research & recording of man-made underground structures at Lucy Cavendish College, Cambridge, includes 2 talks on mining, 1 on 'Tunnels of War', coffee, sherry, tea & lunch (if wanted) for £4.30 Apply by Oct 11 for lunch.	Mrs S.P. Beamon 16 Honeyway, Royston, Herts Royston 42120
Saturday Oct 16 1982 13.15	GLIAS PUFFER TRIP TO THE THAMES SAILING BARGE OPEN DAY Go in style to see the sailing barges at Greenwich (& shovel coal on the way!) If you can't manage a 'Puffer' holiday in Scotland at least you can steam down the Thames. All you do is meet at Surrey Docks tube station bringing your own coal (I believe, ring Bob for details!)	Bob Carr 586 5122
Sat/Sun Oct 16/17	Thames Sailing Barge Open Days at Greenwich Pier	Elizabeth Wood 894 4154
Saturday Oct 23 1982 10.30-16.00	S.E. London Local History Conference at Catford Town Hall. Always good, this year's conference is about IA, has Dave Perrett as principal speaker & includes the History of Deptford Dockyard, so should be of particular interest. Tickets £1 with SAE to Julian Watson.	Julian Watson Woodlands 90 Mycenae Rd SE3 858 4631

- Wed evening GLIAS Lecture The first of our 1982/3 series of Dave Perrett
Oct 27 1982 lectures, as usual at City Poly, 21 Jewry Street, EC3 852 4867
18.30 we get off to a good start with Bob Carr talking about
 the Coal Trade to London
- Saturday
Nov 13, 1982 Croydon Natural History & Scientific Society are having C.J. Monk
13.30-19.00 'A Symposium on the River Wandle' which includes speakers 647 5063
 on the local textile industry and navigation. GLIAS
 members welcome at East Croydon United Reformed Church
 (Large Hall), Addiscombe Grove, East Croydon.
- Fri lunchtime Lecture at the Museum of London (first of a series of Museum of London
Nov 19 1982 four Towards a Docklands Museum) The Dockland History 600 3699
13.10 Survey by Bob Carr
- Saturday
Nov 20 1982 LAMAS 17th Local History Conference at the Museum of Rosemary Weinstein
14.00 London (see Aug N/1 for full details) Tickets £1.50 600 3699
 from J. Slade 20 Bendemeer Rd, Putney SW15 (send SAE)
 Admission by ticket only.
- Wed evening GLIAS Lecture title and speaker for this second lecture Dave Perrett
Nov 24 1982 are not yet confirmed (and Dave, wizely, takes no
18.30 chances!) but all will be revealed (on a programme) at
 the Oct 27 lecture. STOP PRESS It's Pioneer Aviation in
 London by John Bagley.
- Fri lunchtime Lecture at the Museum of London by Paul Calvocoressi Museum of London
Nov 26 1982 (GLIAS member) on Recording London's Dockland Buildings
13.10 (2nd lecture in Towards a Docklands Museum series of 4).
- Fri evening Croydon Natural History & Scientific Society: inaugural C.J. Monk
Nov 26 1982 meeting of a new Industrial Studies Section. "All (as above)
20.00 interested come and bring any interesting slides for a
 friendly social meeting" to E Croydon United Reformed
 Church (Beginners' Room) Addiscombe Grove, E. Croydon.
- Sat afternoon Railway & Canal Historical Society Lecture: The Effects of Road/Rail Competition, 1920-1982 by Prof T.C. Barker
Nov 27 1982 in the Lecture Theatre of the Science Museum. All welcome
14.30
- Fri evening Annual Kingston Poly IA Workshop at Knights Park Campus Bryan Woodriff
Dec 3 1982 Theme: Nautical Archaeology, principle speaker Margaret 549 1366 Ex 523
19.00 Rule on the Mary Rose.
- Fri lunchtime Lecture at the Museum of London by Geoff Marsh on Museum of London
Dec 3 1982 Industrial & Maritime Museums (3rd lecture in Towards
13.10 a Docklands Museum series of 4).
- Tues evening GLIAS pre-Christmas Dinner Meet at Prince of Wales Julia Elton
Dec 7 1982 Feathers (hope this will "tickle your fancy"), 8 Warren 226 9213
 Street W1 to decide whether to eat Italian, Indian,
 Greek, Tex-Mex or McDonald's (all local!) NB Dinner
 suits will not be worn for this one.
- Fri lunchtime Last of 4 lectures at Museum of London: Chris Elmers
 on A Museum in London's Docklands?

The above series of lunchtime lectures at the Museum of London is only one of their many activities that is likely to interest GLIAS members. Slightly more marginal to IA is the series in October-December 1982 'Life in Victorian London' organized by the Education Department (ext. 239), or the exhibition: Before Suburbia (photographs of Hornsey), but if you are interested call in at the Museum for a programme or send £1 to be put on their mailing list for a year (Mailing List, M of L, London Wall, EC2Y 5HN

FUTURE EVENTS

Bob Carr is, as always, busy planning future goodies for us:-

Industrial Archaeology from the Air by de Havilland twin-engined Rapide biplane from Biggin Hill (not likely to be cheap, but whow !)

More river trips

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A Newcomen Society all day visit to Lotd Road during working hours. It is hoped to arrange a visit to the TWA storm water pumping station and the LT power station.

Please send a SAE to Bob for each visit you are interested in, first class stamp as arrangements often have to be made at the last minute.
Bob Carr, 37 Ainger Road, London NW3 3AT, telephone 586 5122

MORE ITEMS FOR YOUR NEW DIARIES ...

GLIAS Lectures are planned for December 15 (no details yet), January 19 (Animal Powered Machines by J. Kenneth Major), February 16 (Canal Lifts and Inclines by John Boyes), and March 16 (Pumping Stations, by 'Anon' at the moment!).

AIA Conference ...

Some of the events listed above have their origins in those organized for the Conference: the immediate re-booking of John Boyes for instance, also Bob's flight plans which must both result from Johns fascinating lecture and magnificent slides which converted us all to his unique form of IA. The Conference certainly stirred us all up: a surprising number of GLIAS members were heard to admit that they had never been to X & Y and, a certain committee member, pressed into service as a 'guide' could be seen mugging up the details of a famous site he had never previously visited on the evening before his 'debut'. Do let Dave know if there are still IA sites you have not seen (yes, he is planning another visit to Youngs!)

On the subject of the Conference, I would like totake the opportunity of thanking all those who gave so much of their time to both organizing and carrying through a packed programme that, to judge from comments and letters I have received, was enjoyed by GLIAS members and visitors alike. First the 3 back room 'boys' whom few saw, but who put in a full weeks work: Elizabeth Wood, Tom Smith, Peter Skilton & Bill Firth; the 'front' men: Danny-the-cash, Bob-the-docks and Dave-the-events; the 'ladies' who made the sandwiches: Olwyn, Jill, Sue & Danny! and all our speakers and guides. I must confess to one nasty moment when someone phoned about 11pm to say we had left him in the docks (however he was a GLIAS member and had found his way home), also we managed to lock two of our most valuable visitors in a warehouse and lose the irreplaceable driver of the famous RT bus at one stage, but no one was eaten by the wild dogs of the Skin Floor (thanks to Bob with his dog biscuits) and no one fell out of the Albert Hall roof into the arms of Janet Baker practising for her last proms appearance below, so I guess it all went well.

BRENDA INNES

STEAM NEWS

The AIA Conference's Saturday afternoon excursion to Croydon gave us a chance to update on the steam plant in the area. The visit was kindly arranged at the last minute by Mr. Tomalin, the TWA district engineer, who put on a steaming of the Waddon engine. Waddon Pumping Station has been for the last two years the last steam-powered public water supply station in Britain and we all thought it would go on for many years yet. Unfortunately, at the end of last year the middle one of the three Cornish boilers failed and estimates for its repair were considered excessive so in mid-June a start was made on electrification. This involved dismantling part of the 1915 Worthington-Simpson engine, but its steam winch continues in use to dismantle the well pump. The boilers will be kept in steam until next Spring for heatin purposes and occasional running of the 1910 Simpson engine; then this engine too will stop. (GLIAS will have a special visit before this occurs.)

At Addington the two beam engines were stopped in 1975 and were preserved in the engine house. Mr. Tomalin's latest information is that one may shortly be removed to th steam centre at Strumpshaw Hall, Norfolk, while the other may go to the Museum of London for possible exhibition in a Docklands Museum.

(Fuller details of these engines are in GLIAS Journals 1 & 2).

DAVE PERRETT

ANSWERS - AND MORE QUESTIONS ? ? ? ? ?

Newsletter 51 included a number of questions from David Thomas. Replies received are below. Any further information / thoughts will be gratefully received by David at 36 Pearman Street, SE1 7RB

VICTORIA COACH STATION This was built on former Grosvenor Estate land, sold to Westminster C.C. in 1906 and later purchased freehold by London Coastal Coaches (in which the Southern Railway had shares), the new terminal being opened on April 1, 1932. Other operators used it from the start, e.g. Midland Red. The land was never part of that associated with the Grosvenor Canal, which was exclusively to the East of Buckingham Palace Road. This reply from Bill Firth still leaves open a question: was the Southern Railway's role in purchase of the site purely one of an interested shareholder, or was some sort of 'deal', perhaps swapping parcels of land, included in the arrangements?

BROAD STREET STATION SAVE has produced a design which shows how, at an additional cost of £2m., the main entrance could be retained (and used for shops/restaurants) in British Rail's £200m redevelopment for Liverpool Street and Broad Street station sites. This information, from Roger Morgan, dates back to May; does anyone know the present position?

RADIO TIMES - TWOPENCE John Parker says that the painted advertisement definitely pre-dates WW2, when prices increased, but suspects that the Radio Times was not published before c. 1928.

CHELSEA ELECTRICITY SUPPLY COMPANY The plaque at 4 Milner Street, SW3 states that this was the site of the Company's works 1899-1935. However, Kelly's directories show this address to have been a motor repairers' c.1902-17, involved in aircraft manufacture 1918 and used by a manufacturing chemists' 1921-39. Meanwhile the Company had premises at Draycott Place, later named Cadogan Gardens, 1886-1934 at least, and a station at 19 (Chelsea) Manor Street/Alpha Place for part of that time. Can anyone unravel this, please? Info. received from Bet & John Parker and Mike Bussell.

WOODEN ROADWAYS Obviously a relatively well-documented and remembered subject, with info. from Mick Marr, Mike Bussell, Oliver James, Bet & John Parker and Tim Smith. Summarising, it seems that wood block road paving was experimentally laid in Oxford Street in 1839 and was regarded as a new, but accepted, way of paving roads in the 1850's, being cheaper than granite, quieter and, allegedly, as hard-wearing. The wooden blocks were soaked in creosote before being laid end-grain-up. As an aside on the matter of quietness, there is mention in "The place called Fulenham" by L. Harker, 1981, that straw was laid on the street to ensure quiet if someone was very ill and that this practice continued until the 1920's. (I can confirm this, my mother in law had straw laid down for her when ill as a child in Maidstone, and it was not only done for the rich, she lived in a terrace house near a brewery where her father worked) Ed.

Wooden blocks were in common use for all sorts of roadways by the early 1900's, from new residential roads in Baron's Court to the Barking and Old Kent Roads, although granite was used for roads with exceptionally heavy goods traffic, around the docks and at busy junctions, e.g. Elephant & Castle. Problems of the surfaces swelling up were not uncommon. Typically, wood block roads were laid on some 2" of concrete, so that any water that did manage to get underneath was trapped, the blocks eventually swelling and on occasion going 'pop'! The creosote had, recalls Oliver James, a hidden danger: during the Blitz wood block roadways burned.

From Kelly's Directories it appears that the main London firm associated with wood block roads was the Improved Wood Pavement Co. Ltd., which an advertisement in the Elements of Roadmaking by J.W. Green (1924) stated was founded in 1872 and had provided "The ideal road for heavy motor traffic", with a list of some 80 well-known London streets so laid, including Bishopsgate, Clapham Road, Edgware Road, Strand, Pall Mall, Woolwich Road. This firm had depots in Rotherhithe from the 1870's until the 1950's (close to the Surrey Commercial Docks) as well as a wharf in Greenwich, although many more addresses are also given. Bet Parker reports that wood blocks exist beneath tarmac in St. Chad's Street, WC1 and at entrances to 245 Grays Inn Road, 142 Old Street and Royley House, Old Street, all EC1. Are there any more - or any streets where wood blocks are not covered by tarmac?

DAVID THOMAS

GLIASTURNED ON BY GAS ...

Requests in the GLIAS Newsletter 81 on the subject of gas lighting in the home produced an unexpectedly high response. Brian Sturt told me of the all-gas Kensal House (2 blocks) opened as late as March 1937 (tenants chosen by the local Council) and of several schemes opened shortly before. In the mid 1930's blocks of flats equipped with gas lighting were erected in Peckham, Bermondsey, Brixton, Charlton, Kensington and the Old Kent Road, largely because gas lighting was then cheaper than electric; an important consideration for low income families. At the AGM of the Gas Light & Coke Company in 1934 it was stated that only 50% of the domestic lighting load in London has been lost. It would appear that at any rate in London gas lighting in would-be utopian flats for the artisan was the rule rather than exceptional in the blocks erected in programmes of slum clearance around the Metropolis in the mid 1930(s. Refs. Gas Journal 14 Feb 1934, 5 Dec 1934 pp 754-5, 12 Dec 1934 p819, 30 Dec 1936 p899, 24 Mar 1937 pp771-2 and pp780-783. Many thanks for the letters etc.

BOB CARR

ELECTRICITY vs GAS My grandparents' house on the towpath below Staines was built about 1914 and was lit by gas, operated by switches like the old fashioned electric light switches. Each gas mantle had a pilot light and when the switch inside each room was moved to the on position one mantle was lit. This system remained unchanged until the house was sold about 1960 and the new owner had the house wired for electricity.

MICHAEL SHILSTON

AND ANOTHER REPLY FROM MICHAEL TO PAUL SOWAN'S JOLLIFFE & BANKS QUERIES ...

The old bridge at Staines was fortunately left in place until Rennie managed to locate solid footings in the river bed capable of carrying the weight of masonry for the two piers supporting the main arch which was built some few years prior to 1837. The old bridge was a timber structure with masonry ramps on the Middlesex and Surrey banks, the Surrey bank masonry being still present when I left Staines in 1976, with its toll house and sweeping run-up and masonry parapets still standing above the towpath. I have an engraving published Nov 1 1821 showing the old bridge with its four timber piers, curved span and a centre pair of lanterns. Stukeley's drawing of the bridge (published 1750 or so, but drawn during his perambulation around the UK in 1722-3) shows virtually the same bridge. Try Staines History Society for info.

MICHAEL SHILSTON

NEWS FROM DOCKLANDS ...

As shown on TV, HMS Belfast went to Tilbury on Sept 15 to use the large ex River Thames Ship Repairs Ltd dry dock, she passed through Tower Bridge backwards. A visitor to the Upper Pool is the 4-engined flying boat G-BJHS, an S,25 Sunderland V which was stationed in the West Indies until recently; the landing on the Lower Pool must have been quite tricky with all that driftwood. The expedition ship Benjamin Bowring entered the Royal Docks after first coming up-river to the Pool of London. She returned from her 82,000 mile voyage just 4 days short of 3 years since Transglobe Expedition left Greenwich. A day of welcome was held on August 29 with speeches at Greenwich by HRH Prince Charles and Sir Ranulph Fiennes. Benjamin Bowring (1184 tons gross) is now at No. 11 shed Royal Albert Dock.

The Royal Albert and King George V Docks are becoming quite full of shipping: the Royal Docks are impounded and have security men on duty which makes insurance rates lower than for ships lying at anchor, it is therefore proving economic to lay up some of the many ships out of use owing to the recession and vessels of up to 30,000 tons in size are being brought from Greece to London for this purpose: try the view from the bridges on Woolwich Manor Way, it is quite reminiscent of the 1960's. At present the largest ship in the Royals is the British ship King Charles (30,276 tons gross) berthed at 10 & 12 sheds King George V Dock.

OTHER SURVIVALS IN THE DOCKS ...

The Royal Victoria and Albert Docks are connected by the Connaught Road cutting. Connaught Road itself is carried across this cutting by a hydraulically operated swing bridge originally built for both road and rail traffic. The small hydraulic power station for this area at the NW corner of the Royal Albert Dock still survives complete with its hydraulic accumulator (in a small tower) and electrically driven reciprocating pumps. The BR railway line from Canning Town to N Woolwich passes beneath the Connaught Road cutting just to the E of the swing bridge; on the surface its course can be traced by a pair of ventilation shafts. When Asa Binns became

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chief engineer of the PLA the Connaught Road cutting was deepened (in 1937) from 28 to 31' (without interrupting the passage of ships!) In 1958 the cutting was widened, from 84 to 100'. Water leaking into the railway tunnel beneath is pumped out via a shaft constructed just to the E of the small hydraulic power station. This pumping shaft is surmounted by an attractive cupola, reminiscent of the Greenwich foot tunnel, and with the hydraulic power station forms an interesting group of small buildings for the industrial archaeologist.

Two dry docks are situated to the SW of the Royal Albert Dock and are drained by pumps at the end of the peninsula formed between the docks. The pumphouse, even now, is in quite good order, after the demise of River Thames Shiprepairs it was placed in the hands of the PLA. In the pumphouse are 2 large centrifugal pumps by Tangye, driven by Westinghouse 2 phase synchronous electric motors. These motors are of some interest, the electrical equipment of the pumphouse includes Scott Connected Transformers converting the 3 phase mains to 2 phase. No dates appear on the motors. The large centrifugal pumps are primed by a pair of small Tangye 2 cylinder reciprocating pumps with Westinghouse DC motors. There is also a pair of deep well reciprocating pumps driven by Lawrence Scott DC motors. In the other half of the pumphouse are 4 splendid Alley & Maclellan Sentinel 2 cylinder vertical air compressors driven by Electric Construction company DC motors dated 1919. The air receivers outside are rated at 100 p.s.i.

BOB CARR

STEVENSON & HOWELL A FIRM OF FLAVOUR AND FRAGRANCE 20pp + 3pp photographs Obtainable at GLIAS lectures, LAMAS Conference or direct from Tom Smith, 74 Lord Warwick Street SE18 5QD (please include 30p for postage & packing)

Another GLIAS booklet: this one detailing the history and operation of Stevenson & Howell, essence manufacturers of Southwark. Essences are extracted from fruit & plants and used for flavouring food and drink and perfuming toiletries. Established in 1882, the firm prospered largely due to the development of the aerated soft drink industry and soon had world wide outlets. The company traded until 1973 when following a take over it was closed.

In 1974 the site was surveyed and recorded; the resulting report is a model of what can be achieved even when most of the machinery has been removed. The booklet relies on secondary sources, but provides a well-researched and interesting account of the development of a late Victorian business and the associated manufacturing processes of, as far as I am aware, an unrecorded and little known industry. The booklet is illustrated with letterheadings, product labels and advertisements - one being particularly noteworthy was for a foaming agent which gave a "thick close white creamy head" to mainly ginger beer. Was this also supplied to a well known London brewer? Some human interest is missing, possibly no previous employees could be traced, but it is excellent value for only 40p to members.

JOHN BLACKWELL

SCIENCE & TECHNOLOGY IN 19th CENTURY GERMANY - exhibition from the Deutsches Museum Munich opens on October 15 1982 at the Goethe Institut, 50 Princes Gate (Exhibition Road) London SW7 Drawings, documents and objects connected with Krupp, Siemens, Daimler, Count Zeppelin and many others trace the progress of Britains great 19th century rival. Mon-Fri 10.00-20.00, Sat 10.00-13.00.

KATHLEEN RATTUE

ST MARY OVERY WHARF, CLINK STREET, SE1 A familiar sight just upstream of London Bridge is likely to disappear soon, as planning permission has now been given for the demolition of this attractive warehouse, in spite of listed building status

DAVID THOMAS

TWISTING THE DEVELOPERS ARM ... We cannot stem the tide of "development". We can ask Planning Authorities to make, as a condition of planning consent, the preservation and conservation of old buildings and industrial structures, or the provision of a mini-museum. Development is intended to make big profits. Preserving an IA feature would probably be met from "petty cash"; and perhaps enhance the value of the site. (I think the technical term is "planning gain") Example. A huge development is planned at Limehouse Basin. The fine old mooring bollards will be incorporated in the new "waterside village". The GLIAS newsletter seems often to report destruction of the industrial past. Consultation and participation with Planning Authorities might preserve some of it.

PHILIP DANIELL

Well, you can't say we don't give space to both points of view. Ed.
Items for the next (December) newsletter to me by November 15 please. (How about some more Gazetteer?) Brenda Innes, 9a Upper Park Road, Bromley BR1 3HN