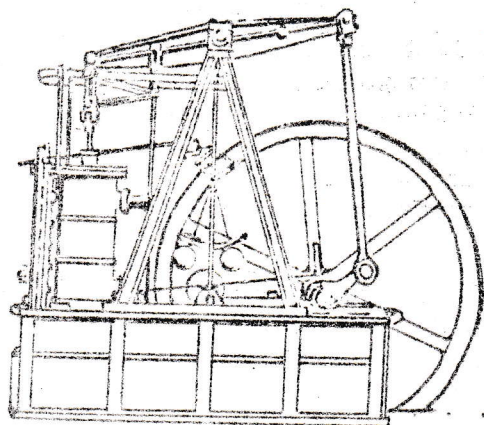
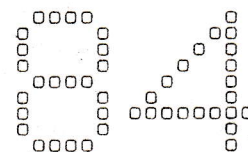




GLIAS NEWSLETTER

ISSN 0264-2395



GREATER LONDON
INDUSTRIAL ARCHAEOLOGY SOCIETY

FEBRUARY 1983

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

DIARY DATES FOR FEBRUARY & MARCH 1983

W H E N

W H A T

ORGANIZER

Weekend
12/13 Feb 1983
11.00-17.00

Second National Steam Boat Exhibition at the
Kew Bridge Steam Museum, Green Dragon Lane,
Brentford, Middlesex.

Kew Bridge Engines
Trust, Kew Bridge
Rd. Brentford Midx
568 4757 or
Diana Willment
560 5932

Wed evening
Feb 16 1983
18.30

GLIAS Lecture Canal Lifts & Incline Planes
Although the pound lock is best known, much
ingenuity has gone into other mechanisms for
raising and lowering boats on canals. John Boyes
will present a world wide survey of some of the
others at City Poly, 31 Jewry St. EC3 (Aldgate or
Tower Hill tubes) Don't miss John's marvellous
aerial photographs (Ed.)

Dave Perrett
852 4867

Mon evening
Feb 14 1983
18.30

GLIAS Recording Group Meeting at the Architectural
Association, 36 Bedford Square, W1. All GLIAS
members welcome (see item about the Recording
Group on p. 4).

Youla Yates
851 2938

Tues evening
Feb 22 1983
20.00

GLIAS Eat Out /IA Visit to Marine Ices, 8
Haverstock Hill, NW3 (Chalk Farm tube). In 1930
the Mansi family started making ices here, in 1947
Aldo Mansi rebuilt the shop to resemble the bridge
of a ship, they now supply 350-400 restaurants &
we hope to see the machinery. Bob will be in the
ice cream parlour (a newsletter on the table so
that new members can recognise him), but if you
are hungry there is an Italian restaurant (Bob
recommends the Spaghetti Vongole).

Bob Carr
586 5122

Sat evening
Feb 26 1983
20.00

Grand Victorian Evening at Kew Bridge Steam Museum
Admission by ticket only (£10) to include enter-
tainment and refreshment. Wear Victorian dress
if possible.

Diana Willment
& KBET (see 12/
13 Feb, above)

Mon evening
Feb 28 1983
19.00

GLIAS Pub Evening at the Black Horse, Rathbone Pl.
W1 (off Oxford St, near Tottenham Court Rd tube)
in the room above the pub, reached by staircase on
the L of the pub. Bring about ten slides or just
come and get to know the other members of your
Society.

Youla Yates

/ ...

- end Feb or early March 1983 GLIAS Visit It is hoped to have a final visit to Waddon Pumping Station, Croydon, where Britain's last steam engine on a public utility is about to stop work, SE12. also Surrey St. Croydon, the former Atmospheric Railway Engine House which is also due to change usage. Owing to the strike threat Dave is unable to confirm arrangements for this newsletter, but anyone interested should send 1st class SAE to him for details. Dave Perrett 62 Leyland Road
- Saturday March 12 1983 Council for Kent Archaeology are having another IA meeting at Gravesend and have asked Danny to be one of the speakers. Their last event of this kind at Faversham was an unusually successful get-together of dirt and (oil?) archaeologists. Danny Hayton 66 52186
- Wed evening Mar 16 1983 18.30 GLIAS Lecture by the Recording Group. Many pumping stations survive in London and are important features of our industrial townscape; their recording is important. This evening includes a showing of a new film about Shad Thames Gas Engine Station. At City Poly, 31 Jewry Street, EC3. Dave Perrett
- Sat afternoon Mar 19 1983 14.30 GLIAS Visit to steam tug 'Torque'. Not steaming, so don't wear your yachting costume, we'll be looking at the 'works' so bring torches and wear old clothes. Meet at Surrey Docks LT station. Bob Carr
- Mon evening Mar 21 1983 GLIAS Recording Group Meeting (details as Feb 14 above)
- Wed evening Mar 23 1983 20.00 GLIAS Pub IA The Spotted Dog is a pub of the 1920's or 30's on the corner of Wakering Road and Longbridge Road, east of Barking LT station. It has gas lights, sawdust on the floor, old notices, real ale by the half gallon, port by the pint and good bar food. Bob will be there (doesn't he get around!) with a newsletter on the table and hopes that GLIAS locals will turn up to talk about Barking IA (and presumably help him out with the half gallons of beer and pints of port!) Bob Carr
- Tues evening Mar 29 1983 18.00 GLIAS Recording Visit to Camberwell Stables, premises of Wallis' Builders, 25 Hopewell St. SE5 (near Camberwell Green) Spring re-start to the recording of this interesting site. Come along to help or just to look, but let us know you are coming if possible. Peter Skilton 38 34075
Diana Willment 560 5932
- AND SOME DATES A BIT FURTHER AHEAD ...
- Easter Apr 2,3,4 1983 11.00-17.00 Railway Week-end at Kew bridge Steam Museum see Feb 12/13
- Saturday Apr 16 1983 SERIAC (South East Regional Industrial Archaeology Conference) - see enclosed leaflet for details.
- Saturday Apr 23 1983 GLIAS AGM at the Museum of London. Full details will appear in the next Newsletter, but nominations for the 1983-4 committee and any motions to be discussed at the AGM are wanted N O W Brenda Innes 460 1416

Apart from turning up all over the place, Bob Carr is still busy planning events for the Spring and Summer. If you are interested in Rapide flights (from Biggin Hill), trips on the Thames and River Lea, Temple Mills, Turnford Green, and cinema air conditioning at the Rainbow Theatre, Finsbury Park, send him a 1st class SAE (for each visit) for details. (Bob Carr, 37 Ainger Road, NW3 3AT). Elizabeth Wood is also arranging two river trips by THAMES SAILING BARGE on Thursday May 12 1983 (Limehouse to Gravesend) and Friday May 13 (Gravesend to Greenwich). If interested send SAE to 20 Walpole Road, Twickenham or phone 894 4154.

EXHIBITION AT THE MUSEUM OF LONDON UNTIL MAY ...

Kings Cross & St. Pancras - A Tale of Two Stations

Members may remember that in our last lecture series Mr. Dobson showed us scenes taken of the building of St. Pancras Station in the 1860's. These photographs had been given to the Model Railway Club who presented them to the National Railway Museum. These photographs form a centre piece to this major exhibition mounted by the Museum of London and the N.R.M. The story of these two contrasting stations is shown in photographs, maps, original drawings, models and railwayiana. The 'whole' story is told with the goods stations and the grand hotels receiving full attention. The detail is such that more than one visit to this excellent exhibition is justified. The displays are imaginatively laid out in two of the three rooms devoted to the exhibition where the air is full of the sounds and even the smells of steam days! Strangely, the second series of photographs shown to us, including the widening into St. Pancras in the 1890's are not used. Sadly, like the Bedford - St. Pancras line itself, the exhibition ends with two empty showcases surrounded by a few adverts from British Rail about its non-existent electric service. Have NUR and ASLEF practises entered the Museum?

Immediately outside the above exhibition is a display of winning entries from the Wiggins Teape / Architects Journal 1982 Mechanical Drawing Competition. The standard of these winners is fantastically high and amongst them are a number of IA interest: Michael Senatore & Associates drawing of G. N. R. offices at Kings Cross (joint second), water structures in India, brickworks at Karag, a wagon at Oakwood Mill, a French coalmine and Haxted Mill, Kent.

DAVE PERRETT

HOLIDAYS 1983 ...

Subterranea Britannica are running a Study Weekend in the Dudley area from June 24-26 based at Wolverhampton Poly Residential Centre at Himley Hall, near Dudley. With a minimum of 16 to find they are keen on GLIAS support and the planned programme sounds interesting: Disused limestone mines, canal tunnels, underground munitions factory, working opencast quarries, ice houses, rock houses, and museum visits. Cost not yet known, details from Margaret & Martin Guest, 35A Victoria Road, Fallings Park, Wolverhampton, WV10 0NG.

The Institution of Electrical Engineers are holding a History of Electrical Engineering Weekend at the University of Birmingham from July 15-17 1983 with a packed programme of lectures and a Saturday afternoon visit. No price given. Send to: Groups Officer LS(SG), SET Division, IEE, Savoy Place, WC2R 0BL. if you are interested.

Manchester Polytechnic is organizing a Study Holiday in North Cumbria based at The Newby Grange Hotel, near Carlisle from May 31 to June 4 1983 with visits to railways, wagonways, lead mining, Solway canal, docks & harbours, etc., and lectures in the evenings. The course fee is £10 and full-board accommodation £70. Details and booking form from D.D. Brumhead, North Hulme Centre, Jackson Crescent, Manchester M15 5AL.

The Peak National Park Study Centre are running two weekends that may interest GLIAS members: Mines of the Peak, March 4-6 1983 and Canals, May 30 - June 3 1983 at Losehill Hall, Castleton, Derbyshire S30 2WB; details from the Principal Peter Townsend. The former costs £45 and the latter £85 (both all inclusive). This centre is also offering the use of camping barns in which you can stay for £1.25 a night. They contain a wooden sleeping platform, table & bench, outside cooking shelter, tap and toilet, bowls for washing and hooks for clothes, and take up to 8 people. Camping without the bother of carrying a tent.

Last, but not least, the Field Studies Council is offering 450 courses at 9 residential field centres for in the region of £100 a week. Send to FSC, Information Office, Preston Montford, Shrewsbury SY4 1HW for their 'Archaeology, History & Architecture' programme, or the complete list if you want to make it a family holiday with other members (including children) interested in walking, painting, environmental studies or teachers courses. TIM SMITH sent me the list and can recommend their IA courses.

CAN YOU MAKE IT A RECORD ?

News of an interesting site is gleaned - perhaps because the concern is moving, finishing business; the premises have been acquired ... perhaps they will be cleared away to make way for new proposals. It seems to be worth a visit ... soon. Then the announced intentions take place and the building, equipment, machinery, processes or systems are gone. But ... if some kind of record is made, all is not lost. Knowledge of the now-vanished concern can be made available to others, and links made with similar establishments, perhaps already recorded or similarly to be affected with closure. For those unusually interesting and unique premises, the point of recording seems to focus more sharply. And the recording itself leads to deeper enquiry and a bit more understanding, possibly after interviews and ... library work!

Recording does not have to be done but can be added to, and add to, a visit. The March Recording Group lecture on pumping stations illustrates, amongst discussing several sites, some aspects of recording at Shad Thames pumping station (and a video film illustrates the station itself!) As a variety of sites are heard of, interested GLIAS members get together to publish a record - the number of sites involved depends on the number of interested people. While sending their good wishes, the Recording Group is very sorry to see Geoff Bowles move to a new home and job in Leicester (just too far for London sites?), who as secretary got sites and people together. We still hear of sites and we would like to hear from more people; anyone who feels interested will be very welcome.

YOULA YATES
Recording Group Secretary
Flat 15, 140 Burnt Ash Hill
SE12 0HU Phone 851 2938

SUBSCRIPTIONS 1983-4

For the first time the Executive Committee had made use of the constitutional clause which allows it to fix the subscription rate for the following year. The rates for 1983-4 will be:

Individual	£4-00
Family	£5-00
Affiliated Societies	£6-00
Under 18's and pensioners	£2-50

Since the last increase in 1976-7 the Society had funded its activities, including publishing site reports and two Journals, from its subscription income. A couple of 'missing' Journals have enabled us to accumulate funds which we can use to finance Journal No. 3 and other GLIAS publications, but with a new journal editor working on No. 4 and the promise of town trails and site reports for publication in 1983-4 the Society will need a subscription increase to meet these commitments in any one year. It is hoped that the ability to adjust the subscription at the beginning of the next year, rather than the 18-month delay which was written into the old constitution, will enable more accurate forecasts of the Society's needs to be made, removing the temptation to raise the subscription "just in case".

DANNY HAYTON
Hon. Treasurer

EARLY TUNNELLING IN SOFT GROUND

May I add to the information given by Paul Sowan in the AIA Bulletin 10 (1), 1982 and GLIAS Newsletter 83, December 1982? The construction of the sewer heading in Hyde Park (surely not 2 miles long?) appears to have encouraged the Regent's Canal Company in pursuing its scheme to obtain water from the Thames at Chelsea by a heading (i.e. small tunnel) of some 2½ miles to a pumping shaft at Paddington. This was provided for in their Act of 1812 but, not surprisingly, it was subsequently dropped. The Grand Junction Canal Company had used similar but less ambitious arrangements through the chalk at Tring summit from 1804.

The first tunnel through the London Clay was at Greywell, Hants, on the Basingstoke Canal (1,230 yards, 1792-4, William Jessop consulting engineer), those

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on the Regent's Canal in London followed 20 years or so later. Even earlier canal tunnels in Southern England included the Sapperton Tunnel, partly through the Fuller's Earth Clay in Gloucestershire (2½ miles, 1783-9, Robert Whitworth engineer) and at Fenny Compton through the Lower Lias Clay in Warwickshire (336 yards, plus 452 yards, 1775-8, Samuel Simcock engineer, later opened out into a cutting).

The information quoted for the Highgate Archway requires amendment, since its Act was not obtained until May 1810 (50 Geo 3 c. 88). The tunnel was still under construction when it collapsed in April 1812, an event probably not unrelated to its unusual four-centred cross section. The engineer, Robert Vazie, had earlier undertaken the abortive Thames Archway from Rotherhithe towards Ratcliffe (Act of 1805, abandoned 1809) and had been thrown off the job. (See Charles Lee, "The East London Line and the Thames Tunnel", London Transport, 1976). 1,000 yards of heading were driven under the Thames.

Probably the earliest scheme for a tunnelled crossing of the Thames came from Ralph Dodd in 1798, after his early proposals for the Tyne. He constructed an access shaft for a Gravesend to Tilbury tunnel (in chalk), before its abandonment in 1802 (See, for instance, J.G. James, "Ralph Dodd, The Very Ingenious Schemer", Transactions of the Newcomen Society, 47, pp. 164-5, 1976). Marc Brunel's famous Thames Tunnel of 1824-43 never saw road traffic, and the first successful road tunnel beneath the Thames was the Blackwall Tunnel, constructed 1891-7, (the first tunnel in the world to combine logically the use of compressed air and the Greathead tunnelling shield. (See the Minutes of Proceedings of the Institution of Civil Engineers, Vol. 130, 1897, for a useful discussion of sub-aqueous tunnelling methods).

Incidentally, the "North Hyde Works" undertaken by Joliffe & Banks, to which Paul refers, are most likely to have been connected with the Ordnance Depot next to the Grand Junction Canal at North Hyde, Southall, Middlesex. A canal dock was constructed there in the period 1813-8. It became known as the Hanwell Loop and one of its two former entrances is marked by a winding hole at Grid Reference TQ 120 785.

MALCOLM TUCKER

CINEMA I.A.

On January 15 about 15 members and four junior members visited the Electric Cinema, Portobello Road. I had been going to take issue with Bob over his brief description in the last newsletter, according to my source "Cathedrals of the Movies" by David Atwell, the Electric Cinema was built in 1905 and known as the Imperial. Early purpose-built cinemas were simply built: a rectangular hall with a barrel-vault roof, usually there was not room for a gallery as in the Electric, but despite this there was still room for about 1,000 patrons. The barrel vault would be covered in ornate plasterwork and the screen would cover the end wall. As talking pictures didn't arrive in most halls until the late 1920's there was no need for anything more complicated. Proscenium arches were often added to facilitate the installation of sound systems.

The Electric's interior remains substantially unaltered, making it the oldest in London. The earliest purpose-built cinema still existing is the Biograph in Wilton Road, Victoria (March 1905), although much altered. Imagine my surprise when the guides to the Electric claimed that it dates from 1911. However, as the frontage had been altered, perhaps the 1911 refers to that re-building.

A number of other very early cinemas still survive, including some which were converted from other uses. The Dara in Delancey Street, Camden Town is now a bingo hall, but was built as a public hall in the 1880's. With the great skating craze in 1903 it was converted into a rink and then into a cinema in 1908. In 1909 the Cinematograph Act ensured that more safety precautions would be taken and so many purpose-built cinemas post date this Act. A sports shop on Brixton Hill is in reality Pyke's Cinematograph Theatre of 1910; the Bingo Hall in Deptford High Street was the Electric Palace. Theatres were obvious candidates for conversion: the Coronet, Notting Hill Gate was designed in 1898 by W.G.R. Sprague. The Palaseum, Commercial Road was designed in 1911 for Freeman's Yiddish Theatre, but closed within weeks to become a cinema - which now shows Asian films.

Obviously much more could be written about cinemas in such a large area as London and I would be grateful for any information any members might have. I also hope that Bob can organize more cinema or theatre visits as all those who came to the Electric had a most interesting morning.

SUE HAYTON

RADIO TIMES TWOPENCE ? (David Thomas' query on p.8 of Newsletter 81)

I have a copy of the 50th Anniversary Souvenir 1923-1973 from which it is clear that the first issue of Radio Times was on 23rd September 1923 and it cost two pence. The price remained at 2d for ordinary issues at least until January 1950. It was 3d by September 1952 so the change took place between these dates. It is possible therefore that a 2d advertisement could be as late as 1950, although during WW2 and the next five austerity years it may be unlikely that such an advert was painted. Some early issues of the RT - maybe only the special Christmas numbers - however cost 6d. Certainly Christmas numbers 1926-38, all of which had covers by well-known artists (unlike the ordinary issues), but from 1939 on Christmas numbers were no different from the others.

BILL FIRTH

BUCKINGHAMSHIRE VISIT July 23 1982

On this rather wet morning our party, which comprised 32 members of GLIAS and the Newcomen Society, visited Matthews Brickworks at Bellingdon (SP936063). Mr. Matthews, who combines brickmaking with farming some 500 acres and pig breeding, showed us the various stages of brickmaking from the digging of the local clays to the final firing. The works, which have been in operation since 1923, produce top quality Buckinghamshire bricks both by small-scale machine methods and by traditional hand methods. Much of the output is to special order for customers such as the National Trust since by varying the mix and the firing temperature Buckinghamshire bricks can be produced in a variety of colours to match existing brickwork. Only one worker produces the hand-made bricks in a variety of shapes at a rate of 300 per day and we were fortunate to see him at work. Bricks are dried in outdoor racks before firing in what were said to be the last three working Scotch kilns in Souther England.

After an excellent lunch at a fine Chilterns' pub and with better weather, we travelled to Gomme's Forge, Loosley Row (SP815003). This small country forge was established before 1865 and is still producing fine castings using both aluminium and iron. We were able to witness the casting of some aluminium ornaments. In the other casting shop iron is melted in a furnace fabricated from an old steam engine boiler. The wooden jib crane in this shop dates from c. 1865 and is inscribed with the name of the works founder J. Gomme. The forges output is very varied, ranging from small domestic items to large replacement castings, which recently included railings for the 1810 cast-iron Tickford Bridge at Newport Pagnell.

Finally we visited the Smock Mill at Lacey Green. This important mill was originally erected near Chesham c. 1650, but was moved to its present site in 1821. It still contains much early and unique milling machinery. It ceased milling in 1921 and is now being slowly restored by the Chiltern Society. We are grateful to the owners of both works for allowing the visits and to Mr. W.J.D. Parkhouse for making all the local arrangements and acting as our guide.

DAVE PERRETT

NEWS FROM CALAIS

Since the GLIAS visit in August 1981 much demolition has taken place. Almost the whole block between the rue des Communes, rue de Pont-Neuf, rue de Vic and rue de Pont-Lottin has gone, including the usine Cordier and the row of old houses in the rue des Communes. A slight compensation is that this demolition gives fine views of the usine Boulart from the west. Happily this lace mill still seems to be in business, but clearly if you wish to see something of the traditional machine-made lace industry of Calais you must hurry. Good news is that Monsieur Gohel's exhibition "La Pioche et l'Aiguille - Calais Industrial and Monumental 1817-1914" which ran at the Museum in Calais in 1981 has been put on again, in Paris. Is this a sign that IA is gaining favour in France?

BOB CARR

VERY JUNIOR I.A.

Have you noticed how the average age of GLIAS members is falling? On the visit to the Electric Cinema, Portobello Road there were four members under school age: Barbara Hayton (4), Simon Purkis (2), Alice Hayton (1) and Kirsty Perrett (7 months). Although the children were not necessarily impressed by their surroundings they did not distract the adults from appreciating the visit. At lunch afterwards at Obelix, Westbourne Grove, there were all four young members and six adults. Under GLIAS's family membership scheme all family members are entitled to be card holders, providing the membership secretary is informed. Perhaps some of the events organizers would consider families when arranging events. I have sadly missed all this winter's lectures as these and all other evening events coincide with Kirsty's bedtime. Daytime visits are sometimes possible, but obviously some sites are unsafe or unsuitable. Maybe we could have a couple of family-oriented visits during the summer (what a pity Hollycombe has been disbanded). What about a creche at the AGM? That way only one or two adults need miss the lecture, rather than one parent in each family.

OLWEN PERRETT

MORE GAS ...

Bet & John Parker have added another Woolworth's to their list of those with emergency gas lamps still in place: Bethnal Green branch. The Spotted Dog (visit on March 23 1983) has partial gas lighting, there are quite a number of gas lamps in the Covent Garden area, many Thames Water Authority pumping stations have emergency gas lighting. Simon Hickmott and Peter Hopkinson, who wrote "The Surviving Gas Lights of Central Keeds" have been in touch with GLIAS regarding their project of recording gas lighting throughout Britain: does anyone know of any more examples?

GLIAS 'gas man' Brian Sturt's article in the August 1982 SEGAS magazine prompts me to ask also what GLIAS members know of the waterborne coal traffic to the gas works dock on Bow Creek, to the N of East India Dock Road (TQ 386 819). Did colliers sail here until c. 1960? The negotiation of the East India Dock Road bridge must have been impressive, (were special flatirons used?)

Malcolm Tucker has given me a cutting from the New Civil Engineer (July 22 1982) concerning coal gas and its effects on health. According to Lewis R. Mather men who spent their working lives in gasworks enjoy a surprising longevity. However, before the efficient purification of gas things were probably not so good and in their booklet on the gas lights of Leeds Simon Hickmott and Peter Hopkinson quote the following passage by Fred R. Spark, Chief Medical Officer in Leeds 1879: "The impure gas in Leeds inflicts upon health depression and headache".

BOB CARR

BAILEY NW1 by David Bailey, published by J.M. Dent & Sons Ltd 1982 at £17.50

Although this is intended as a collection of art photographs, examination of the subjects reveals a surprising concentration of IA. Is the photographer really an industrial archaeologist at heart and should we send him an 'about GLIAS' leaflet? The Regent's Canal and St. Pancras station are particularly well covered. Nice pictures (59 of them), shame about the price.

BOB CARR

THE PRE-HISTORY OF REFRIGERATION ...

A gazetteer of ice houses in Hampshire, compiled by one of the Southampton University IA Group may not come very high on a London archaeologist's reading list, but this is only part of Monica Ellis's "Ice & Icehouses Through the Ages" which also contains (I am told, I have not seen it) a comprehensive history of ice collection and storage and the early development of ice making machines. The book is available from the author at 'Bridge Cottage', Kiln Lane, Brambridge, Eastleigh, Hants, price £2.25 + 50p for postage and packing.

BRENDA INNES

CROYDON AIRPORT SOCIETY

After mentioning the proposed aviation museum in Newsletter 82 I received details from Croydon Airport Society's press officer and GLIAS member John King of their 'goings on' which included a Christmas Soiree, no less! Seriously, it sounds as if most interesting things are happening and anyone interested in this project should get in touch with their membership secretary: Mr. C. Fuller, 11 Purberry Shot, Epsom Road, Ewell KT17 1JX (enclosing SAE for a speedy reply).

Items (gazetteer?) for the April Newsletter to me by March 18, please BRENDA INNES

GAZETTEER OF LONDON INDUSTRIAL ARCHAEOLOGY

Continuation of B R E N T Rail Transport Metropolitan Railway

- 432 NEASDEN WORKS, TQ 206 857 Principal Metropolitan Railway Works dating from 1886. Extensively rebuilt, but parts of original complex remain. Now one of the main London Transport works.
- 433 WEIGHT RESTRICTION SIGNS Dudden Hill Lane, NW10 TQ 219 852
On the W side of the bridge carrying Dudden Hill Lane over the Metropolitan Railway there are two weight restriction signs erected by the M.R., one at each end of the bridge. Needless to say the restrictions imposed no longer apply.

Stations:

- 434 KILBURN, Kilburn High Road, NW6 TQ 245 846 1879
- 435 WILLESSEN GREEN, Walm Lane, NW2 TQ 233 849 1879 A particularly good example, booking hall, in nearly original condition with ornamental iron work, facade bears inscription "Metropolitan Railway Willesden Green Station"
- 436 DOLLIS HILL, between Burnley Road, NW10 and Chapter Road, NW2 TQ 222 851
Opened 1909, rebuilt 1939, "modern" platform buildings of that date.
- 437 NEASDEN, Neasden Lane, NW10 TQ 214 854 1880 Retains much of original Metropolitan "country" style.
- 438 WEMBLEY PARK, Bridge Road, Wembley TQ 193 863 Opened 1894, considerably extended and rebuilt since, but retains original style booking hall.
- 439 PRESTON ROAD, Preston Road, Wembley TQ 182 873 Opened as halt 1908, new station 1931.
- 440 NORTHWICK PARK, Northwick Avenue, Harrow TQ 167 879 1923
- 441 KINGSBURY, Kingsbury Road, NW9 TQ 193 887 First station on Stanmore Branch opened in 1932, but style is that of Wembley Park and other 19th century Metropolitan stations.
- 442 QUEENSBURY, Station Parade, NW9 TQ 188 897 1934 Probably last Metropolitan designed station to be built.

Great Central Railway

- 26 (in GLIAS Newsletter 63) is wrongly named. The BR station at Sudbury is SUDBURY & HARROW ROAD

Piccadilly Line

- 443 ALPERTON STATION, Ealing Road, Wembley TQ 180 838 A Charles Holden design of 1933

Bakerloo Line

- 444 KILBURN PARK, Cambridge Avenue, NW6 TQ 253 833 Fine example of London Electric Railway station entrance and booking hall, steel framed faced with glazed red tiles, built for Bakerloo line extension in 1911.

Midland Railway

- 445 DUDDEN HILL STATION Dudden Hill Lane, NW10 TQ 219 854 Built by the Midland Railway about 1878 in order to run trains on a "super outer circle" from St. Pancras to Earls Court via Cricklewood, the Midland & South West Junction Line and the LSWR's Acton Curve. The MR operated various services intermittently over this line until October 1902. Survival of two small platform buildings here may be due to their use as coal offices until about 1960.
- 446 HARROW ROAD STATION (later Stonebridge Park, later Harlesden) Craven Park, NW10 TQ 210 839 The other station on the "super outer circle" (see 445). Platform remains can be seen from Craven Road and, at the SE corner of Craven Park Bridge, the booking office, currently in use by a car hire firm, remains.

B R E N T Transport continued

- 447 MIDLAND RAILWAY BOUNDARY STONES Craven Park, NW10 TQ 210 839 On the N side of the bridge taking the southern arm of Craven Park over the railway there are two boundary stones in the pavement (one at each end of the bridge) marked WLB/MR - probably Willesden Local Board / Midland Railway.
- 448 MIDLAND RAILWAY TRESPASS SIGN Craven Park, NW10 TQ 210 840 At the N corner of the bridge taking the NW arm of Craven Park over the railway there is a partly broken Midland Railway "do not trespass on the railway" sign.
- 449 DUDDING HILL SOUTH JUNCTION SIGNAL BOX by Parkside, NW2 TQ 227 857 Typical Midland Railway signal box controlling the junction of Brent Curve to the N and Cricklewood Curve to the S which lead to the MR main line. On the opposite side of the line there is a platelayers' hut.

R o a d T r a n s p o r t

- 450 CRICKLEWOOD BUS GARAGE Edgware Road, NW2 TQ 234 863 First motor garage built by LGOC (1905). Considerably extended, but original small garage building backs on to Edgware Road.
- 451 WILLESDEN BUS GARAGE High Road, NW10 TQ 222 847 The front on to High Road of 1912 is a fairly early example of an LGOC motor bus garage. Little else old remains.
- 452 ALPERTON BUS GARAGE Ealing Road, Wembley TQ 180 837 Only two bus garages were designed by London Transport before WW2, Alperton was opened in 1939, Victoria in 1940.

A v i a t i o n

- 453 THE PLUMES HOTEL, Abbey Road, NW10 TQ 199 828 The Edwardian Plumes Hotel was built to serve the Royal Agricultural Society's ground at Park Royal. There was flying here from 1910-1913. Today it is a factory estate, but the hotel is a historic aviation site as it was Grahame-White's base for his first attempt on the London - Manchester prize.

M a n u f a c t u r i n g I n d u s t r y

- 454 ex-SUDBURY & HARROW BREWERY Harrow Road, Sudbury TQ 166 854 Now occupied by Tasker & Booth, building plant and scaffolding hire. Slate nameplate from entrance is in Grange Museum, Neasden. Believed to be one of few local mid-19th century breweries in London of which substantial parts remain.
- 455 KILBURN POLYTECHNIC ANNEXE Edgware Road, NW9 TQ 209 893 Originally the offices of the de Havilland company. To the N on the other side of Grove Road there is another early de Havilland factory. Stag Lane aerodrome (1916-1934) is entirely built over but is commemorated by de Havilland Road and Mollison Way.
- 456 SMITH INDUSTRIES Cricklewood Broadway, NW2 TQ 235 862 The famous clock and instrument makers for cars and aircraft occupy a large site bounded by Cricklewood Broadway, Temple Road, Langton Road and the railway. Parts of these buildings, particularly on Langton Road, date from 1912 when they were occupied by the Nieuport and General Aviation Company and they are one of the earliest aircraft manufacturing sites in the country.
- 37 (GLIAS Newsletter 63) MULLINER PARK WARD DIVISION After being vacated by Rolls Royce in 1980 this complex has now been demolished.
- 34 (GLIAS Newsletter 63) HOLLAND & HOLLAND LTD This factory was purpose built.

S e r v i c e I n d u s t r i e s

- 457 POST OFFICE RESEARCH STATION Brook Road, NW2 TQ 220 863 Opened in 1933, given up by the PO in 1976 and now in other commercial use. Typical brick built buildings of the period by A.R. Myers, HM Office of Works architect. Main block is 286 feet long with 3 principal floors, one other large block and a number of individual single storey research blocks also remain. / ...

B R E N T continuedS t r e e t F u r n i t u r e

- 458 CAST IRON URINAL, Carlton Vale (on NW6/W9 and Brent/City of Westminster boundaries) TQ 248 830 Urinal not in use, but attractive above ground metal railings and a 'Gothick' vent pipe remain.

BILL FIRTH

M O U T H O F B O W C R E E K / B L A C K W A L L A R E A

This is a compact, heavily industrialised area coincident with the River Lea delta and characterised by heavy industry: gas works, electric power stations, railways, docks and shipyards. Some of this industry survives and small sea-going ships still sail up Bow Creek to the north of the East India Dock Road bridge. The following are a 'top 21' sites in a particularly interesting area; although not arranged as a walk they are collected into four groups for convenient exploration (459-465, 466-470, 471-475, 476-479) but remember that like many sites in this Gazetteer they are not open to the public without prior permission.

- 459 EARLY DRY DOCK Blackwall Yard, (Blackwall Engineering) off Blackwall Way, TQ 387 806 The eastern of two dry docks at Blackwall Yard coincides with the site of a dock which existed in 1803. It had been enlarged to approximately its present length by 1850. Granite blocks set in the walls at the entrance have bearing faces for struts at 45° in plan, probably to help support an early caisson gate. This dock is out of use and silting up, but the other, dating from the 1890's is still in use for ship repairing and a forge with a pneumatic hammer is at work.
- 460 FORMER SHIPBUILDER'S HOUSE now offices for Blackwall Engineering, Blackwall Way TQ 385 806 Mid-19th century house of the Green family who owned Blackwall Yard. Three-storey brick and stucco, with imposing central stair well.
- 461 FORMER HYDRAULIC PUMPING STATION (ex Midland Railway) Duthie Street / Blackwall Way TQ 384 806 Built in 1870's to serve the Midland Railway's railway yard and dock (now filled in). A fine example of the Company's characteristic architectural style in red brick with lozenge-pattern cast iron window frames (unfortunately not 'listed', only on the local list at present).
- 462 FORMER HYDRAULIC PUMPING STATION (ex East India Dock Company) East India Dock Wall Road TQ 386 808 c. 1860, the earliest of the surviving hydraulic pumping station buildings of the dock companies in London. In a striking architectural style, it is listed Grade II and currently used for furniture storage.
- 463 EAST INDIA DOCKS TQ 388 810 The East India Company obtained its Act for these docks in 1803, four years after the West India Docks Act. Prior to this the 'East Indiamen' had been unloaded in the River at Blackwall as owing to their size they were unable to come further up river. The goods imported by the East India Company were of high value and little bulk and were taken to the City by (horse-drawn) road van for warehousing. Large warehouses in the City at Cutler Street were built in 1782 to accommodate the trade and so little warehousing was built around the docks themselves. The engineers for the East India Docks were John Rennie and Ralph Walker. The docks opened in 1806 and were closed by the PLA in 1967. There were two docks, an Import Dock to the N with a smaller Export Dock to the S and an entrance basin. The Export Dock was heavily bombed during the 1939-45 war and the post-war Brunswick Wharf Power Station was constructed on the site (see 464). The Import Dock has been partially filled and the W end is used as a container stacking yard; there is still water in the E end. Portions of the original dock wall and some sheds, especially along Leamouth Road, are noteworthy survivors.
(More of BOB CARR's Bow Creek/Blackwall Gazetteer will be in Newsletter 85)