



GLIAS

NEWSLETTER

DECEMBER 1983

GREATER LONDON INDUSTRIAL ARCHAEOLOGY SOCIETY

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A MERRY CHRISTMAS AND A HAPPY NEW YEAR

TO ALL OUR MEMBERS

DIARY - DATES

WHEN

Dec. 5 GLIAS RECORDING GROUP. Meeting at 6.30 pm. at the Architectural Association, Mon. 36 Bedford Square, London W.C.1. All are welcome.

Dec. 8 THE SPANISH ARMADA. A talk by Ian Friel of the National Maritime Museum, Thurs. Greenwich. From 7.0 to 9.0 pm. at Bethnal Green Library, Cambridge Heath Rd., Bethnal Green. Admission £1. (Ragged School Museum Trust - RSMT)

Dec. 13 SHANTY SONGS AND LANTERN SLIDES. A social evening conducted by Chris Ellmers Tues. of the Museum of London. A joint event by Goldsmiths' College and the LDDC. From 7.30 to 9.30 pm. at Surrey Docks Area Team, Surrey Quays, Lower Road, London S.E.16. Admission free. For details tel. 237-6666.

Dec. 14 ROMAN CEMETERY SITES AT MANSELL ST. A talk by Ken Whittaker, Dept. of Greater Wed. London Archaeology. At 8.0 pm. at the 'Empress of Russia', 362 St. John St., London, E.C.1. For details tel. 253-6644. (IAHS)

Dec. 14 THE HORSE ENGINE IN THE NINETEENTH CENTURY. A talk by J. Kenneth Major. To be given in the Main Lecture Theatre of the Science Museum, London S.W.7 2DD. at 5.45 p.m. Admission free. (Newcomen Society)

Dec. 29 GLIAS INFORMAL CHRISTMAS DINNER. At the Pizza Express restaurant, 30 Coptic Thurs. Street, London W.C.1. Meet 6.30 for 7.30 pm. at the Museum Tavern, 49 Great Russell Street, W.C.1. (opposite the British Museum). All are welcome.

1989

Jan. 11 FREDERIC ELIOT DUCKHAM - AND THE MILLWALL DOCKS 1868 - 1909. A talk by Edward Sargent, to be given in the Main Lecture Theatre of the Science Museum, London S.W.7 at 5.45 pm. Admission free. (Newcomen Society)

Jan. 12 CITY UNIVERSITY IA LECTURES BEGIN. For details write to the Extra-Mural Thurs. Studies Centre, The City University, Northampton Square, London EC1V 0HE. Tel: 253-4399. Ext. 3268/9.

DIARY DATES (Cont'd)

WHEN	WHAT
Jan. 18	<u>GLIAS LECTURE</u> : <u>WANDLE'S INDUSTRIAL HERITAGE AND ITS PRESERVATION</u> . Lecture to be given by Tony De Sieff at 6.30 pm. in the Lecture Theatre of City and E. London College, Bunhill Row, London E.C.1. Admission free. All welcome.
Wed.	
Jan. 18	<u>WELLS OF HAMPSTEAD</u> . A talk by Christopher Wade of Hampstead Museum. At 8.0 pm. at the Empress of Russia, 362 St. John St., London E.C.1. For details tel. 253-6644. (IAHS)
Wed.	
Jan. 18	<u>A DEVIL POWDER</u> . A talk on the history of gunpowder mills at Waltham Abbey. Meet at 7.30 pm. at the Lea Valley Park Countryside Centre, Abbey Farmhouse, Crooked Mile, Waltham Abbey, Essex. Fee £1. Tel : Lea Valley (0992) 713838.
Wed.	
Jan. 25	<u>THE HISTORY OF A HIGH-VOLTAGE SINGLE PHASE DISTRIBUTION SYSTEM</u> . A lecture by G. Woodward at 5.30 pm. at the I.E.E., Savoy Place, London WC2R 0BL. For further details tel. 240-1871.
Wed.	
Feb. 6	<u>GLIAS RECORDING GROUP MEETING</u> . At 6.30 pm. at the Architectural Association, 36 Bedford Square, London W.C.1. All are welcome.
Mon.	
Feb. 6	<u>A VISIT TO CENTRAL LONDON LOCATIONS</u> is being arranged for the Newcomen Society. Some places may be available for GLIAS members. It is hoped the visit will include theatre machinery and a stationary steam engine. Those interested should send a 1st class SAE to R. Carr, 127 Queens Drive, London N.4. 2BB.
Mon.	
Feb. 8	<u>THE DECLINE IN LOCOMOTIVE BOILER EXPLOSIONS IN BRITAIN 1850 - 1900</u> . A talk by Ian R. Winship to be given in the Main Lecture Theatre of the Science Museum, London S.W.7. 2DD. at 5.45 pm. Admission free. (Newcomen Society)
Wed.	
Feb. 15	<u>GLIAS LECTURE : KING'S CROSS ITS HISTORY AND ARCHAEOLOGY</u> . Lecture to be given by Malcolm Tucker at 6.30 pm. in the Lecture Theatre of the City and E. London College, Bunhill Row, London E.C.1. Admission free. All welcome.
Wed.	
Mar. 6	<u>GLIAS RECORDING GROUP MEETING</u> . At 6.30 pm. at the Architectural Association, 36 Bedford Square, London W.C.1. All are welcome.
Mon.	
Mar. 8	<u>"BLAST" - FROM BLOWPIPE TO BLOWING ENGINE</u> . A talk by Ian McNeil to be given in the Main Lecture Theatre of the Science Museum, London S.W.7. at 5.45 pm. Admission free. (Newcomen Society)
Wed.	
Mar. 11	<u>SOUTH EAST REGIONAL INDUSTRIAL ARCHAEOLOGY (SERIAC) SEVENTH CONFERENCE</u> . To be held at the Westgate Centre, Avenue de Chartres, Chichester. The theme will be : IA MUSEUMS. Booking forms will be available soon.
Sat.	
Mar. 15	<u>GLIAS LECTURE : DREAM FACTORIES. FILM MAKING IN THE LONDON AREA</u> . Lecture to be given by Colin Sorenson at 6.30 pm. in the Lecture Theatre of the City and E. London College, Bunhill Row, London E.C.1. Admission free. All welcome.
Wed.	
Mar. 15	<u>VALLEY OF GLASS</u> . A talk on the Lea Valley glass-house industry where, in 1950, over 1500 acres were under glass. Meet at 7.30 pm. at the Lea Valley Park Countryside Centre, Abbey Farmhouse, Crooked Mile, Waltham Abbey, Essex. Fee £1. For details tel. Lea Valley (0992) 713838.
Wed.	
Mar. 15	<u>WALLPAPER-MAKING IN LONDON</u> . A talk by Joanna Banham, Archivist of Sanderson Ltd. At 8.0 pm. at the Empress of Russia, 362 St. John St., London E.C.1. For details tel. 253-6644. (IAHS)
Wed.	

AIA BULLETIN

I am writing about IA news in Greater London for the Bulletin of the Association for Industrial Archaeology. Please continue to post information you would like included to me at 127 Queen's Drive, London N4 2BB.

BOB CARR

PROPOSED VISIT TO SOUTHSIDE BUILDINGS, NORTHOLT AERODROME - APRIL 1989

The terminal buildings and apron on the south side of Northolt Aerodrome were built at the end of WW2 for use by RAF Transport Command whose operations gradually gave way to the civil aircraft of the European Division of BOAC (as it then was). They remained in use as a terminal for BEA and other European operators until 1954 when the last BEA internal flights remaining at Northolt were transferred to Heathrow.

The buildings have continued to be London's Military Air Terminal and include a Royal Waiting Room used when members of the Royal Family fly by the Royal Flight from London.

It is no longer economic to keep these buildings, which are standard RAF huts, in good repair and they are to be demolished in 1990 and replaced. Clearly this is a historic aviation site and a visit has been arranged for a Friday afternoon in April 1989. The actual date will not be known until nearer the time when the RAF will know what movements are planned in April 1989. Photography will be allowed.

Interested persons send 1st class SAE for visit instructions, which will be available close to the actual date. Please include the names of all those wishing to attend, and car registration numbers where appropriate and send to: Bill Firth, 49 Woodstock Avenue, London NW11 9RG. Numbers are limited so please book early, as arrangements have to be made well in advance.

BILL FIRTH

SITUATION VACANT !

After four years as GLIAS Secretary I have decided that it is time to "hang up my pen" and let someone else have a go. In any event I shall not stand for re-election as secretary at the next AGM.

A volunteer is required for this not-too-onerous (I mean very easy !) task. Anyone who would like to apply, nominate someone else, or would just like to know more about the job should please contact me, at the address on the first page, or telephone 0442 863846.

TIM SMITH

THE SILK STREAM

In reply to Bob Carr's question in the October Newsletter, "Another Silk Mill?", there is no evidence of any mills on the Silk Stream - silk or otherwise. Where the name 'Silk Stream' comes from is another question and I am still trying to find an answer.

(From BILL FIRTH - who lives in the Borough of Barnet through which the Silk Stream flows.)

GLIAS AT HEATHROW

Several GLIAS members joined our friends in the Croydon Airport Society at their annual Heathrow meeting in the British Airways head office on 19th October, - indeed we understand that it was one of the society's biggest meetings yet at just over 100. The meeting was to hear CAS Vice-President John Stroud deliver an illustrated talk on the subject of his recent book 'Railway Air Services' (Ian Allan, £11.95). What was particularly nice was the way the meeting began with a welcome from British Airways Director of Marketing, Jim Harris, who said that he was pleased that the society was continuing to hold an annual meeting at Heathrow and was doing so much to keep alive memories of the airline's history - how nice to have friends in the right quarters ! As well as GLIAS members, guests included Dan Air Vice-Chairman Sir Ian Pedder.

In his talk John Stroud outlined the course of the railway involvement in air transport between 1933 and 1947 during which time the main line railway companies quickly became the major factor in the internal airline market. But for the intervention of the post-war Labour government, the railways would probably have been the largest shareholder in BEA. Slides of RAS aircraft were shown after the talk and were followed by a question-and-answer session.

Membership and other enquiries including the donation of material for the society's museum collection should be directed to Mike Marshall at 16 Warnham Court Road, Carshalton, SM5 3LZ.

PORTER

The Old Blue Last, Shoreditch, has the following wording on the Eastern end which is prominently visible if one proceeds North West along Great Eastern Street, E.C.2. : "The Old Blue Last, the first house where Porter was sold. Truman, Hanbury, Buxton & Co. Entire". As rightly pointed out in GLIAS Newsletter 118, page 5, this public house was rebuilt in 1876 and the claim is only to the first sale, not the brewing of Porter. By 1850-60 two thirds of all beer drunk in London was Porter. After 1918 Porter brewing in England only continued on a small scale and an Irish version of Porter was produced by Guinness. English brewed Porter died out by 1930.

Mike Bone of Keynsham, Bristol, drew my attention to an interesting experiment recently noted in the Brewery History Society Journal, No. 53, June 1988, pages 3-8. J. C. Harrison, in an article 'Drinking Liquid History', considers the imponderable problem of whether beers made today from old recipes taste anything like the originals. He describes how on Christmas Eve 1977 he visited a friend's house and left what was hoped to be a replica 1850 London Porter. On Christmas morning the friend asked his son-in-law's grandmother, aged 86, if she would like a glass of Guinness. She was offered a sample of the "1850 Porter" and on drinking it exclaimed, "that's not Guinness, that's London Porter, where on earth did you get that?" The friend had no idea the old lady even knew what Porter was let alone be able to recognise it. It transpired that she had been in service just before the First World War and after, and was given Porter as part of her daily allowance. As Mr. Harrison, a material scientist by profession, remarks, "this is probably the closest we are likely to get to a first-hand unsolicited testimonial". There is a passage in 'Jane Eyre' by Charlotte Bronte published in 1847 where a domestic servant takes a pint of Porter with her lunch.

If GLIAS members are interested in reading more on this subject there is a History of Brewing by H. S. Corran, 1975, and a History of English Ale and Beer, by H. A. Monkton, published in 1966. There was a London and Country Brewer, published in London in 1735. The New Beer Guide by Brian Glover, David and Charles 1988, considers the many new small breweries or brew pubs which have flourished in the last ten years or so. Nearly 150 survive and some of these offer Porter (the big breweries produce none). Those interested in drinking Porter may like to know that the following Porters are likely to be available :-

Larkins, Chiddingstone, Edenbridge, Kent (telephone 0892 870487) produce a Porter (original gravity 1055) which is available from several outlets; mention has already been made in GLIAS Newsletter 117, page 7, of the Orange Brewery (named after the Prince of Orange) where Pimlico Porter (1046) is sold (the phone number is 730-5378); in Norfolk at the Spread Eagle Brewery (tel. Erpingham (0263) 768152), Woodforde's brew Norfolk Porter (1042) which is available from several Norfolk outlets; also in East Anglia Mauldons of Sudbury (tel. 0787 311055) produce a Porter (1042) sold in their area; the Fleece and Firkin, Bristol, sell a Coal Porter (1050); Ringwood of Ringwood, Hants, produce a XXXX Porter (1049) sold in Hants and Dorset; the Oxford Bakery and Brewhouse, Gloucester Street, Oxford, (tel. 0865 72765) brews Porter (1045); in High Street, Bodicote, Oxfordshire; the Bodicote Brewery produces Old English Porter (1045) which can be obtained from a few places in Oxfordshire and Northamptonshire; Burton Bridge Brewery, Bridge Street, Burton-on-Trent, produces a Burton Porter (1045), draught and in bottles sold through several Midland pubs; the Oak Brewery, Ellesmere Port, Cheshire, brews a Porter (1050) sold in the North; the Malton Brewery, North Yorkshire, produces Pickwick's Porter (1042) which can be obtained from several outlets (including the Malton Bacon Factory Sports Club !); in South Yorkshire the Frog and Parrot, Division Street, Sheffield, sells an Old-Fashioned Porter (1057) and Rockside of Barnsley brew a Porter known as Hewer's Droop (1061) sold locally. Rockside supply the Fat Cat in Alma Street, Sheffield, visited by GLIAS in June, 1986 (see GLIAS Newsletter 107, pages 4 and 5). Sadly in Scotland, Strathalbyn's Beardmore Porter (1043) has ceased to be available following the liquidation of the firm in late 1987 but it is hoped their beers may be reintroduced. Some of us sampled Beardmore Porter during the 1985 AIA Conference in Glasgow. Members contemplating a National Porter Tour over Christmas are advised that supplies from small breweries are spasmodic. Before attempting a long journey one should purchase Brian Glover's book and telephone the brewery etc. to check on availability and current outlets. It seems the alcoholic strength of French Porter 39 varies (see GLIAS Newsletter 116, page 4). Some bought in Paris this August claims to contain 7.1 per cent alcohol, more than the London Porter of the late 19th century which was about 6.4 per cent. (Ordinary beer is about 3.5 per cent alcohol).

BOB CARR

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TIME TRAVELLER

Three of our members were recently privileged to join a small group of the Croydon Airport Society on a visit to the Thomas Cook archive in London. Apart from the interest in seeing original nineteenth century correspondence between members of the Cook family and a variety of people and organisations such as the Midland Railway, our members were most impressed at the energies of the archivist of Thomas Cook, Edmund Swinglehurst, who has already written several books and currently edits his company's 'Time Traveller' newsletter.

Members with an interest in the history of travel can obtain the newsletter by simply writing to Edmund at 45 Berkeley Street, London W1A 1EB (do not enclose any money because subscription is still free but could of course change later - so get in quick !) The current issue contains articles about the Blue Train, Thomas Cook Travel Book Awards, the development of European tourism by rail in the later quarter of the last century, Wallace Arnold Tours in the inter-war years and the 1936 Beehive passenger terminal at Gatwick (English Heritage and the P&O still refuse to consider listing this extraordinary building.) GLIAS member John King denies authorship of the Beehive article but admits to being a member of the Thomas Cook Time Traveller Advisory Panel!

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FARRINGDON GOODS DEPOT DEMOLITION

The impressive stack of warehouse building just to the North West of Farringdon railway station, three storeys high along the East side of Farringdon Road, E.C.1. has been derelict for some time. Lettering on a door still proclaimed "LNER GOODS DEPOT" complete with a circumflex accent over the 'O' of depot. Recently the structure was surrounded by a screen of wire mesh and in early November demolition was well under way.

At the beginning of the 1870s, unlike many of the main line railway companies who employed Pickford's and others, the Great Northern Railway was its own street carrier in London. City goods were being carted to and from King's Cross and the Great Northern maintained a total of 900 carts and 1,500 draught horses at considerable expense. Rivals had central City depots, the London North Western Railway used Broad Street and the Great Western, Smithfield. The "widened lines" of the Metropolitan Railway offered a route for the Great Northern from King's Cross to the City and at Farringdon the Metropolitan Company had a piece of land of about four acres next to its station there. The Great Northern company leased this land in 1873 for the construction of a new goods terminus.

BOB CARR

THE WHITWEBBS MUSEUM OF TRANSPORT

The Enfield and District Veteran Vehicle Society have acquired the Whitewebbs Pumping Station for their motor transport museum, and are seeking membership and support for its development. Persons interested should contact the Enfield and District Veteran Vehicle Trust, Gable Cottage, Forty Hill, Enfield EN2 9EJ. Tel : 366-0480.

REBUILDING IN THE CITY

Those in the audience at City and East London College, Bunhill Row, E.C.1. for John Portor's GLIAS Lecture on the inland waterways of the near Continent can hardly have missed the tremendous amount of redevelopment in progress nearby. There was plenty of noise in the early evening and on the way home, when traffic in the streets was lighter, parts of large steel structures were being trundled about. The row of buildings immediately to the North of Moorgate L.T. Station has gone, including the cafe I usually visit before a GLIAS lecture.

BOB CARR

NEWSLETTER NO. 120

Please note that items intended for inclusion in the next Newsletter, No. 120, should reach the Editor if possible by Monday, January 9th 1989.

PHOTOGRAPHIC COPYRIGHT

At present the copyright on a photograph lasts 50 years from the death of the photographer. This may change, and it is being proposed that photographic copyright should only persist for 50 years after the taking of the photograph. This would mean copyright could expire while a photographer was still living. GLIAS members who are recording vanishing London might be affected. It is not proposed to change copyright law for the written word.

BOB CARR

NEW RIVER, STOKE NEWINGTON

The current proposal for the redevelopment of the New River Reservoir area is for housing on the site of the Filter Beds and West Reservoir. For each site this would be four storeys high close to the existing houses around the edge, rising to eight storeys in the centre.

BOB CARR

NEWHAM LOCAL STUDIES LIBRARY

RECENT ACQUISITIONS at Newham Local Studies Library which GLIAS members might like to see, include :

Air Raids - First World War

Few people realise that Newham was bombed by German airships and aeroplanes during the First World War. John Hook has spent several years researching the raids and produced a detailed account - 'The Air Raids in London during the 1914-18 War' which draws on primary sources and includes information about the effects of each of the local raids.

Postcards

A history of the Herson and Plummer families of Stratford is told through an album of postcards which was recently donated to the library. Using the messages on the backs of the 250 cards written from all over the country which were collected by his mother, Mr. Herson has combined them together with reminiscences and research, to produce a fascinating record of social life between 1903 and 1918.

Photographs

Additions include photographs taken during recent months : Freemasons Road, Custom House - tower blocks, Connaught Road and North Woolwich Road - re-development, Carpenters Road and Union Street, Stratford.

Videos

City of Ships, Port of London Authority, 1939.

Waters of Time, Port of London Authority, 1951.

Both give a fascinating picture of activity in and around the Royal Docks.

Local Studies - New Titles

No. 65 A Walk Through the Victoria and Albert Docks, 1914.

No. 66 Girl Labour in West Ham, 1914.

No. 67 Amongst the Hops and Hop-Pickers. 1908.

For information about any of the above please contact the Local Studies Library, Stratford Reference Library, Water Lane, London E15 4NJ, or tel : 534-4545. Ex. 25662.

BOOK REVIEW

HOWARD BLOCH

THE VICTORIA LINE - A Short History. By M.A.C. Horne.

The first section of the Victoria Line opened in September 1968 and was the world's first automated tube railway. The Royal opening was in March 1969, following 25 years of planning muddle. An interesting read in its 56 pages with photographs, this book is available from : Nebulous Books, 12 Raven Square, Alton, Hampshire, GU34 2LL. Price £3.45. plus 45p. for postage and packing.

EDITOR.

A BOOK FOR CHRISTMAS ?

Looking for Christmas gifts ? Tom Smith takes care of GLIAS booksales. A book on GLIAS will give lasting pleasure. Some titles can be seen on page 9 of Newsletter No. 118. Further details from GLIAS BOOKSALES, c/o Tom Smith, 74 Lord Warwick St., Woolwich, London SE18 5QD.