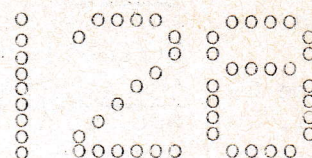


GLIAS

NEWSLETTER



JUNE 1990

GREATER LONDON INDUSTRIAL ARCHEOLOGY SOCIETY

ISSN 0264-2395

Hon. Secretary : Bill Firth, 49 Woodstock Avenue, London N.W.11 9RG.

Hon. Newsletter Editor : Charlie Thurston, 1 Ely Gardens, Cranbrook, Ilford, Essex. IG1 3NQ.

DIARY DATES

WHEN

WHAT

- June 1-2 A CONFERENCE organised jointly by National Museums and Galleries on Mersey-side and the Association for Industrial Archaeology at Merseyside Maritime Museum, Albert Dock, Liverpool. Subject : DOCKLANDS, DERELICTION AND DEVELOPMENT. Conference fee (not including accommodation) £41.50. Details from Carol Whittaker, Publicity Officer (AIA), Museum of Science and Industry, Liverpool Road, Castlefields, Manchester M3 4JP. Tel : 061-232-2244.
- June 2 VISIT TO NEWCASTLE UPON TYNE by train where we hope to visit a working shipyard and the Tyne and Wear Maritime Collection. Depart King's Cross at 8.30 am. Return at 10.36 pm. Cost £40, entry to museum and pub lunch extra. Further details from Michael Jones, 51 Montrose Avenue, Whitton, Twickenham, TW2 6HE. (enclose S.A.E. please) or tel : 081-898-1530.
- June 4 GLIAS RECORDING GROUP WALK along the North London Line, Broad St. branch, at ground level. It is hoped to organise a walk on the track bed. Meet 6.30 pm. at the entrance to the Broadgate Circle (on the site of what was Broad Street station).
- June 10 THE NEW RIVER AND BUNTINGFORD STANSTEAD RAILWAY - A leisurely stroll taking in points of interest. Meet in public car park opposite Lord Louis public house, High St., Stanstead Abbots, Herts. at 2.0 pm. British Rail to St. Margaret's. Fee £1. Concessions 60p. Further information from Lee Valley Park Countryside Centre, Abbey Farmhouse, Crooked Mile, Waltham Abbey, Essex. ENG 1QX. Tel : 0992-713838.
- June 17 RECORDING GROUP WALK - on the Regents Canal from Bethnal Green to Limehouse. Meet at 2.0 pm. at Bethnal Green tube station. For further information telephone Tim Smith on 0442-863846.
- June 23 KEW BRIDGE STEAM MUSEUM - TOWER OPEN TO VIEW. The 1867 standpipe tower (196 feet high) will be open for viewing, with stunning views from the top. Visitors are warned that there is only a single hand-rail for security and no resting places after the first stage. Further details from the Kew Bridge Engines Trust, Green Dragon Lane, Brentford, Middlesex. Tel : 081-568-4757.
- June 23 PHOTOGRAPHY - CLOSE UP OF NATURE. A one-day course in the art of close-up photography, practical sessions included for beginners and enthusiasts. Meet at the Lee Valley Park Countryside Centre, Waltham Abbey, Essex, at 10.0 am. Course fee is £13.50 adults, £9.50 concessions. The fee includes lunch and drinks. Please book in advance. Further details tel : 0992-713838.

DIARY DATES (Cont'd)

<u>WHEN</u>	<u>WHAT</u>
June 24 Sun.	<u>ENFIELD LOCK FAIR.</u> Displays of local conservation groups, with afternoon teas and boat trips at Ramney Marsh, off Ordnance Road, Enfield. (British Rail Enfield Lock.) Admission free.
June 29 Fri.	<u>THE ARCHITECTURE OF PECKHAM.</u> A talk, to be given to the Lewisham Local History Soc. at All Saints Church, Trewsbury Road, Sydenham, London S.E.23 at 7.45 pm
June 30 Sat.	<u>GLIAS COACH TRIP TO THE SOLENT.</u> For details see enclosed booking form.
July 1 Sun.	<u>STORT WALK & CRUISE, HARLOW TO ROYDON.</u> View riverside mills at Hunsdon and Parndon, outward on foot and return by narrowboat. Fee £1, child 50p. Book in advance. For details tel. the Countryside Management Service on 0763-73032. Meet at 2.) pm. at Harlow Town British Rail car park.
July 2 Mon.	<u>GLIAS RECORDING GROUP MEETING</u> at the Architectural Association, 36 Bedford Sq. London W.1. At 6.30 pm. All are welcome.
July 14 Sat.	<u>COACH TRIP TO CARDIFF.</u> To visit the Welsh Industrial & Maritime Museum and also Barry and Cardiff Docks. Leave London 8.30 am. and return 8.30 pm. Cost £15, entry to museum and pub lunch extra. Details from Michael Jones, 51 Montrose Ave, Whitton, Twickenham, TW2 6HE. (enclose SAE please) or tel. 081-898-1580.
July 15 Sun.	<u>SHORT WALK & CRUISE, BISHOPS STORTFORD TO SAWBRIDGEWORTH.</u> Twyford House, Hallingbury Mill, and Iron Age Wallbury Camp are some attractions. Pub lunch in Sawbridgeworth and return by narrowboat. Fee £1 adult, 50p child. Meet at 10.30 am. At Bishops Stortford Brit. Rail car-park. Book in advance with the Countryside Management Service, tel. 0763-73032.
July 18 Wed.	<u>AROUND THE LONDON RING.</u> An evening walk beside the Regents Canal. Meet at 6.45 pm. at Mile End tube station, return by tube from Broomley-by-Bow. Organised by the Ramblers Association. Free.
July 21 Sat.	<u>RECORDING GROUP WALK IN BARKING.</u> Meet at Barking Station at 2.30 pm. This will be an unguided walk with brief notes and it is hoped that members will give their comments on what they see. Please bring a clip-board or notebook and pen. Details from Mary Mills.
Aug. 5 Sun.	<u>GUNPOWDER, TREASON AND PLOT.</u> Experience 17th c. life with Col. Hampden's Regiment of the English Civil War Soc. at Rye House Gatehouse. Musket, pike, and cannon displays and living history exhibitions. Meet at Rye House Gatehouse car-park, Rye Wood, Hoddesdon, Herts. From 1.0 pm. to 4.30 pm. Cost £1 adults, 60p concessions. Details from tel. 0992-713838.
Aug. 6 Mon.	<u>RECORDING GROUP WALK IN THE BRENTFORD AREA.</u> Meet at Brentford Station at 6.30 pm. This will be an unguided walk with brief notes. Details from Mary Mills. Please bring clip-board or notebook and pen.
Aug. 18 Sat.	<u>LANDSCAPE PHOTOGRAPHY.</u> A one-day course for beginners and enthusiasts with practical sessions. Meet at Lee Valley Park Countryside Centre, Waltham Abbey, at 10.0 am. Course fee £13.50 adults, £9.50 concessions. The price includes lunch and drinks. Please book in advance. Tel : 0992-713838.
Aug. 21 Tues.	<u>RECORDING GROUP WALK IN PARK ROYAL AREA.</u> Meet at Park Royal station at 6.30 pm. This will also be an unguided walk, with brief notes. Details from Mary Mills.
Sept. 3 Mon.	<u>GLIAS RECORDING GROUP MEETING</u> at the Architectural Association, 36 Bedford Sq. London W.1. At 6.30 pm. All are welcome.
Sept. 22 Sat.	<u>RECORDING GROUP WALK ALONG BOW BACK RIVERS.</u> Meet Bromley-by-Bow station at 10.0 am. Also an unguided walk with brief notes and it is hoped members will record and comment. Please bring clip-board or notebook and pen. Mary Mills.
Sept. 22/ /23	<u>ARCHAEOLOGICAL EXCAVATIONS AT SCADBURY MANOR, CHISLEHURST.</u> This moated manor site, still complete with water and the remnants of a drawbridge, will be open this weekend. Guided tours around the site which take 40 minutes, begin at 2.0 pm. There are picnic sites in the nature reserve. Admission is free. For further details and a parking permit send SAE to Mr. M. Meekums, 27 Eynsford Close, Petts Wood, BRS 1DP.

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DIARY DATES (Cont'd)WHENWHAT

Sept. 29/ WADDINGTON CROSS COMPOUND ENGINE OF 1910 - INAUGURAL PUBLIC STEAMING.
 30 This steam engine last operated commercially in 1983 and now is fully
 Sat/Sun. restored. To be seen at Kew Bridge Steam Museum, Green Dragon Lane,
 Brentford, Middlesex. For details tel : 081-568-4757.

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EXHIBITIONS

June 14 to THE IRON REVOLUTION. Architects; Engineers and Structural Innovation,
 July 20 1780-1880. An Exhibition at the Heinz Gallery, RIBA, 24 Portman Sq., W.1.
 Summer THE MUSICAL MUSEUM is now open on Saturdays and Sundays from 2.0 to 5.0 pm.
 and in July and August it opens also on Wednesdays, Thursdays and Fridays
 from 2.0 to 5.0 pm. The address is 368 High Street, Brentford, Middlesex,
 TW8 OBD. Tel : 081-560-8108. Admission £2. Concessions £1.50.

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FORTHCOMING EVENTSBRITISH ARCHAEOLOGICAL AWARDS

June 30th 1990 is the closing date for entries for the British Archaeological Awards (Archaeology includes Industrial Archaeology). Most relevant to industrial archaeology are the Heritage in Britain and Ironbridge Awards. The latter is for the best adaptive re-use of any building or structure. Enquiries in writing to British Archaeological Awards, 317 Norbury Avenue, London SW16 3RW.

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ANNUAL AIA CONFERENCE

This year the annual AIA Conference will be held in Guildford, Surrey, over the weekend of September 7th-9th, with an additional programme of visits and lectures from September 9th-13th. GLIAS is an Affiliated Society which means that our members pay £8 less and there are additional cost advantages in booking early. The basic charge for the Conference including meals and accommodation is £90. A late booking supplement of £9 will be made for those booking after 23rd July 1990. Write now to Mr. J. Fletcher, 7 Shenton Close, Whetstone, Leicester, LE8 3NZ.

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BOB CARR

COUNCIL FOR KENTISH ARCHAEOLOGY AUTUMN CONFERENCE

The Council for Kentish Archaeology Autumn Conference to commemorate the 50th anniversary of the Battle of Britain will take place on Saturday, 17th November 1990 from 2.15 to 5.00 pm. at Christ Church College, Canterbury. Tickets £1. Details from 5 Harvest Bank Road, West Wickham, Kent, BR4 9DL.

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SERIAC 1991

The South East Regional Industrial Archaeology Conference will be hosted by GLIAS at the Science Museum on Saturday, 23rd March 1991.

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SUMMER ACADEMY AND IA HOLIDAYS

British University Study Holidays have a number of IA study holidays in their Heritage Programme, including :

The Industrial Heritage of North West England - Liverpool University at Chester, 14th to 21st July. Tutor : Robert Manders.

Archaeology of Industry in the Pennines - Sheffield University, 7th to 14th July, Tutor : David Crossley.

Industrial Archaeology of the Swansea Region - University College, Swansea, 28th July to 4th August. Tutor : Paul Reynolds.

For details of these and other holidays apply to British University Study Holidays, School of Continuing Education, The University, Canterbury, Kent, CT2 7HX.
 Telephone (0227) 470402.

LEARN AT LEISURE HOLIDAYS

There are two IA holidays in this programme :

Industrial Archaeology, Isle of Man - 27th June to 2nd July. Tutors : Christopher Charlton and Frank Cowin.

Some Scottish Industrial Monuments. Stirling University, 1st to 8th September. Tutor : Christopher Charlton.

For details of these and many other Learn at Leisure Holidays apply to : Learn at Leisure, 14 Shakespeare Street, Nottingham, NG1 4FJ. Tel : (0602) 483838.

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IA WALKS, VISITS AND LECTURES

A new series of walks, visits and lectures on the industrial archaeology and industrial history of London's Dockland and the East End, at the newly restored Passmore Edwards Museum Services building, 30 Romford Road, Stratford, E.15. and the Old Station Museum, Pier Road, North Woolwich, E.16. started on 25th April and continues on Wednesdays at 2.00 pm. into August (you still have time to join). For more information telephone 081-809-3603.

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DATES TO NOTE

10th July - Telstar put into orbit 28 years ago.

19th July - The Mary Rose sank 445 years ago.

26th September - Queen Mary launched 56 years ago.

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P. S. WAVERLEY

It is expected that P.S. WAVERLEY or a substitute ship will visit the Thames in September. For information and booking phone 041 221-8152. Access and Visa are accepted.

BOB CARR

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GLIAS RECORDING GROUP REPORT

The Recording Group has been involved in a series of meetings with Camden Council on Camden Goods Yard and members have visited the site. Work on the Kings Cross site continues.

It was noted that the Somers Town Hydraulic Pumping Station on the British Library site has now been demolished, as has the sulphate house at East Greenwich Gas Works. Members passing through the Royal Docks area have noted great changes - this area is to be investigated in a drive round the district towards the end of May.

It has still not proved possible to organise a walk along the trackbed of the old Broad Street/Dalston line but a number of other events have been organised.

Several members have reported difficulties taking photographs in Docklands. Security guards are alleged to have intercepted members taking photographs from the public highway and this is being investigated.

As usual, members are asked to telephone MARY (858-9482) with suggestions or comments.

MARY MILLS

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REPRINTED O.S. MAPS

Alan Godfrey has increased the price of his maps from £1.25 to £1.50, which may be too high in price for GLIAS to stock since there are now over 110 maps in the series. At present GLIAS have nearly all maps in stock (see last booklist for details) and to clear stocks we will sell all maps in hand at £1.10 each (post free for five or more).

Details from, and orders to : Tom Smith, 74 Lord Warwick Street, SE18 5QD or telephone 081-317-9101).

DAVID PERRETT

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ROMFORD BREWERY (Continued from GLIAS Newsletter 127, page 7)

Regular brewery visits are paid by the Customs and Excise men who have an office in Romford not far from the police station. The specific gravity of a vat is taken before fermentation and this determines the duty to be paid. A brew can go wrong and be lost in which case the duty is refunded. Brewing at Romford takes place on a large scale and if beer has to be thrown away it can not all be emptied down the drains at once for environmental reasons (the main drainage would not wish to cope with so much yeast for instance). It has to be emptied slowly over a period, all of course carefully supervised by customs men!

Real isinglass finings from the sturgeon, not a substitute, are added to the beer at Romford when it goes to cold storage. This is to precipitate yeast residues. Kieselguhr presses with filter papers produce bright beer. Residue scraped from the filters goes to waste. All Romford beer is bright and is kegged. Cask conditioned beers come by road from Burton-on-Trent. Most of the equipment seen in use on the GLIAS visit in November 1989 was of stainless steel dating from 1986/7.

The present kegging plant was installed in March 1987, computerised and highly automatic. It is designed for access from above for maintenance. There are two lines, one of which can package 9 and 18 gallon containers, the other 36 gallon containers as well. In a day the combined output can be as much as 11,000 containers of beer.

Before filling with beer, kegs are washed out with warm water, then there is an acid wash followed by a heated wash at about 140 degrees centigrade. The carbon dioxide propellant goes in next and then the beer from the flash pasteuriser, after which the keg is tested to see if it has filled properly. There is a reject rate of about fifteen per cent. If the keg requires attention the beer is not lost but recycled. At Romford there is a 'keg hospital'.

The kegging plant is housed in a large and impressive hall at the South West corner of the site, constructed in the mid 1950s in a style redolent of that period. Ferro-concrete shells with steel tie rods provide a roof of huge span.

At one time much beer was sent out by railway and the Brewery had its own railway system. Information can be found in the book 'Brewery Railways' by Ian Peaty (ISBN 0 7153 3605 0). Now Romford Brewery is a big user of road transport and its drivers are sent on varying itineraries. Large customers are supplied by bulk tanker. Kegs receive rough handling and brewers have a constant battle to discourage ill-treatment. Kegs can be used as footballs which costs brewers money. Notices at the Brewery give details of mislaid kegs.

Much pedestrian traffic about the Brewery makes use of walkways at first floor level or above. In our extensive tour we saw the traditional laboratory, boiler house and an engine room with numerous pumps etc. In many ways Romford Brewery is reminiscent of a standard chemical plant with fluid used to transport ingredients around the site.

At the North end of the site we did see a little nineteenth century cast iron structural work preserved and a good many period illustrations of brewing are displayed in public waiting areas. In the hospitality room to which we adjourned after the visit was a fine display of old bottle labels including family stout, dinner ale and stout brewed in Irish Town, Gibraltar. There was also an interesting collection of artefacts such as jugs, bowls and so on displayed in a glass case. Near the large computer control room some copper tunns are retained. These date from the 1920s to about 1962. Thanks are due to Romford Brewery for an interesting evening spent on their premises.

BOB CARR

HELP WANTED - AT THE RAGGED SCHOOL MUSEUM

The Ragged School Museum is planning an Exhibition to commemorate the 50th anniversary of the Blitz in the East End of London, and would be delighted to hear from GLIAS members with memories to share, illustrative material or artefacts to lend, or willing to help set up the Exhibition. Please write to Tom Ridge at the Museum, 46-48 Copperfield Road, Bow, E.3. 4RR.

TOM RIDGE

THE FALCON AND FIRKIN BREWERY TRIP - 12th February 1990

A hardened few braved the elements and forced their way to the outer fringe of darkest Hackney on an otherwise bland Monday evening in February.

This well (?) publicised event - all in the cause of IA - got off to a storming start at 8 pm in the Falcon & Firkin public house, just to the North of Victoria Park, London E.8. To be on the safe side, the 'organiser' (and scribe), with fellow GLIAS member Ian Young, met straight from work, arriving at the above venue a quarter of an hour early. Needless to say, there was no sign of any other members, the brewer, Nick, or the manager. Worry and panic were soon lost with a swift half of Dogbolter, one of the 'in-house' brews. From this moment things got decidedly better and in the end everything ran smoothly, making a very satisfactory evening.

As a piece of background information (which should have been mentioned earlier) the Falcon & Firkin is one of a group of over 15 pubs in London - now owned by Midsummer Leisure - which brew three or more ales, to the same recipes, in each of their pubs. Just like the days before the domination of the big brewers. The Firkin pubs have now been steadily brewing for 11 years.

But back to the trip description! After an anxious short wait Nick the brewer appeared, followed by the manager. Discussion on brewing matters ensued between the four of us until the first of the other IA people arrived. The manager, by the way, was a Lancastrian with much experience of his trade. He was, I am assured, a good 'cellarman' who keeps his beers (both in house and guest) in excellent condition.

Although only 8 members turned up (which made it a 'homely' occasion), the evening went to plan. The initial period was taken up by people familiarising themselves with the amenities on offer at the hostelry. This of course meant imbibing the local beverages and indulging in the superb Firkin 'fodder' available at all times.

The trip in earnest commenced about 9 pm. We were shown round the brewing room, stores and cellar by the brewer. All the machinery and equipment was viewed in order of the brewing process, accompanied by an interesting, informative, detailed but informal narrative by the knowledgeable brewer. The array of equipment included the mill, mash tuns, fermenting vats, piping and storage vessels. We were all invited to taste the ingredients (hops and barleys), the highlight of my evening being the tasting of the various barley malts.

After this educational, but highly entertaining tour, we all retired to the bar for informal discussion and to re-acquaint ourselves with the ales - seen in a much different light! At least this was one GLIAS brewery trip that I could actually enjoy the products! Members drifted off to the far corners of London as and when they wished, all agreeing that the trip was a success and a very enjoyable occasion. The brewer was thanked for his time and enormous effort.

JEFF PRIMM

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AMMONIA STORE DEMOLISHED

The demolition of the Ammonia Store, Phoenix Wharf, at the former site of East Greenwich gasworks, took place about the end of March this year. The building was of precocious structural design, erected for the storage of Ammonium Sulphate powder about 1954.

It originally consisted of a store 168 feet by 96 feet and a bagging house 103 feet by 60 feet. Precast, pre-stressed three-pin arches with a rise of forty eight and a half feet spanned eighty-six and a half feet. The arch ribs were 66 feet long and weighed about 13 tons. They were prefabricated on site on a special whale back casting bed. Rocker hinges at the abutments and a knife edge hinge at the apex were of malleable cast iron.

The contractors, the Demolition and Construction Co. Ltd, proposed to cast and stress six ribs per fortnight but actually achieved a rate of five per week. Stressing was carried out six days after casting. The Lee-McCall system of pre-stressing was used and the ribs were stressed with two one and one-eighth inch diameter Macalloy bars. After stressing, the ribs were taken to a special storage area from which they were lifted into position by a crane with a 117 ft jib.

When the building was in use a pneumatic handling plant conveyed ammonium sulphate from an adjacent production building. Loading bays with long span cantilevered roofs were provided on either side of the bagging house which was equipped with screening, conveying, weighing and sack-sealing machinery.

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AMMONIA STORE DEMOLISHED (Cont'd)

The design of the building was prepared by the Central Construction Department of the South Eastern Gas Board in collaboration with Twisteeel Reinforcement Ltd. who made most of the detailed drawings. It is understood that at least one of the original designers was present at a demolition ceremony. Details of this would be appreciated.

BOB CARR

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LETTERS TO THE EDITOR

From GLIAS member Malcolm Tucker, who writes on the subject of BELFAST TRUSSES :

Regarding John Bagley's note in the last Newsletter, I can report that there are still three Belfast truss roofs in Orchard Place, Poplar (TQ 393 810, in the loop of Bow Creek), with the lattice struts arranged on the radiating principle, as described.

The Belfast truss had the advantage that it could be made of standard softwood planks of relatively random length, knocked up with nails and bolts without skilled labour. As at Orchard Place, it was widely used in timber yards. Other London examples include Latham's timber yard, Lea Bridge (TQ 353 869 and TQ 354 868, demolished recently for a housing development), Montague L. Meyer's timber yard at River Road, Barking Creek (TQ 456 821 approx.) and Handley's Brickworks, Woodside, Croydon (TQ 341 673), demolished in the 1970s. These were probably on the parallel lattice principle, as at Hendon aerodrome. The roof of 31 metres span at the former Grahame White aircraft factory, Hendon, is the longest I have seen - others are commonly about a half to three quarters of this.

MALCOLM TUCKER

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And also from Mr. D. B. Munday, who writes :

Further to Mary Mills note in the April 1990 Newsletter on the Woolwich Antiquarian Society and her mention of the Edmonton Society. Col. then Captain By was responsible with Charles Rennie for planning the Royal Small Arms Factory in Enfield in 1812. His work there is described in the recent Edmonton Hundred Historical Society Occasional Paper No. 50 - "Guns and Gunpowder in Enfield" by Robinson and Burnby. The factory was recently purchased by British Aerospace and now stands empty awaiting redevelopment.

The Canadian canal scheme was completed in 1832 and is used today for recreational traffic and is known as the Rideau Canal. It was built to provide a safe route for traffic from Montreal to Kingston - an alternative to the direct route using the St. Lawrence River which was menaced by the U.S. whose border with Canada is the southern bank of the river. The route follows the Ottawa River to what was then a new settlement called 'Bytown' - now Ottawa, the Canadian capital - thence southwards for 123 miles by canal, rivers and lakes to Kingston.

The publication referred to above is available from the Local History Unit, Enfield Library, Southgate Town Hall, Green Lanes, Palmers Green, London N13 4XD, price £2 plus 50p. post and packing.

D. B. MUNDAY

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STOP PRESS !AN EXTRA DATE FOR YOUR DIARY !

12th Sept. - The Ragged School Museum History Club Meeting to discuss the Blitz in the East End. Speakers on several topics. This meeting will take place from 7.0 to 9.0 pm. at the Museum, 46-48 Copperfield Rd, Bow, E.3.

TOM RIDGE

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AUGUST NEWSLETTER

Please note that items intended for inclusion in the August Newsletter should reach the Editor by 8th July if possible.

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BOOK REVIEWSDYNASTY OF IRON FOUNDERS. Arthur Raistrick.

A revised edition of the standard work on Ironbridge Gorge, including a new chapter and a postscript by Dr. Raistrick, together with a summary of recent Ironbridge Gorge history by Museum Director Stuart B. Smith. Price £10.50 inc. post & packing, from Ironbridge Gorge Museum, Ironbridge, Telford, Shropshire, TF8 7AW.

BILL FIRTH

THE ROYAL DOCKYARDS 1690-1850. Jonathan G. Coad.

The first comprehensive description of the architecture and engineering works of the sailing navy at home and abroad. The author is an Inspector of Ancient Monuments and Historic Buildings with English Heritage and in the late 1960s worked extensively at Chatham, Portsmouth and Devonport.

BILL FIRTH

BRITISH RAILWAY JOURNAL - SPECIAL GREAT EASTERN EDITION

Published by Wild Swan Publications. £3.95.

This issue of the Journal marked the 150th anniversary of the opening of the first section of the Eastern Counties Railway on 20th June 1839. Over two-thirds of the contents will interest a much wider audience than just the railway buff.

Articles of special interest are Alan Wright's 'The London Terminus of the ECR' describing the history of the rather short-lived terminus in Bishopsgate developed in an 'eccentric disregard for the normal conventions of business and management'. John Watling writes a long article on the growth of the goods facilities of the ECR and GER at Bishopsgate and Spitalfields. One cannot but help noticing the rather precarious structure in the photograph of Bethnal Green West Junction signal box - it housed a timekeeper who had the task of reporting to the control office at Liverpool St. any of the 'Jazz' trains which did not run exactly to schedule - he would be very busy today! At long last I have been able to make sense out of the mass of railway brickwork above and below ground level on the section between Bethnal Green and Liverpool Street stations - an area now rapidly changing out of all recognition. A more general article by Geoff Pember looks at the Great Eastern in East London.

The quality of the many photographs and maps in this issue is excellent.

DON CLOW

LEWISHAM LOCAL HISTORY SOCIETY

The Transactions of Lewisham Local History Society for 1986-7 have just been published! The only article in this edition is of great interest to industrial historians being a history of 'Stone's of Deptford' by Peter Gurnett. This traces the story of this major London manufacturer from humble beginnings producing nails and rivets under the arches at Deptford Station to a successful multi-national mainly among other things, producing railway air conditioning units, propellers and textile machinery.

The Transactions continue with an index. In this should be noted: The Industrial Development of Deptford (1966); Ravensbourne Water (1967); George England and the Hatcham Iron Works (1969); George Baxter - Colour Printer (1970); The London and Greenwich Railway (1971); James Starley (1971); Deptford Dockyard (1972); Inns and Breweries in Lewisham and Deptford (1975); Thomas Tilling and after (1982); George England's Hatcham Ironworks (1983); The Story of Croydon Airport (1985).

MARY MILLS

BY-GONE KENT

By-gone Kent is a monthly magazine which often publishes articles of great interest to industrial archaeologists working in Greater London. Some of these articles include: 'Flights of Fancy' Kent's Pioneer Aircraft Builders 1908-1914 by David G. Collyer. Includes information of flights from Bromley, Lee and Belvedere. (Vol. 8, No. 8)

Cont'd.

BOOK REVIEWS (Cont'd)BY-GONE KENT (cont'd)

The Trans-Atlantic Telegraph Cables of 1865-1866, by Arthur Joyce. Details of Glass Elliott & Co. cabling made in Greenwich. (Vol. 5, No. 5)
 Woolwich: Kent's first Royal Dockyard. By Philip MacDougall. (Vol. 2, No. 10)
 Barging Memories, by W. J. 'Bill' Haisman. Includes lots of details of bargework on the river in London. (Vol. 2, No. 10)
 The Other Woolwich Ferry by Robert L. Eastleigh. This is about the Great Eastern Ferry. (Vol. 9, No. 11)
 The Bexley Urban District Council Tramways. By Robert L. Eastleigh. (Vol. 9, No. 1) and (Vol. 9, No. 2)
 The Building of the Bostall Estate, Abbey Wood, by Rod Le Gear. The estate was built by the Royal Arsenal Co-operative Society for Woolwich Arsenal workers. The article contains details of the chalk mine. (Vol. 9, No. 3)

MARY MILLS

THE GREEN GUIDE TO URBAN WILDLIFE By Bob Smyth (A. & C. Black 1990) 362 pp, 25 illus. £9.95. (ISBN 0 7136 3137 6)

It might be thought that a nature study book is being reviewed in the GLIAS Newsletter but as the recent "Schedule of Sites of Nature Conservation Significance in the London Borough of Newham" by the London Ecology Unit shows, there is a considerable correlation between urban nature areas and industrial archaeological sites. A recent well-known overlap of interests between ecologists and industrial archaeologists has been over proposed changes to the New River. Abandoned railway yards, canals, reservoirs, mining dereliction, sewage farms and factory sites are grist to the mill of the urban nature enthusiast. This is the kind of site which this ambitious gazeteer covers for the whole of England.

The book starts with Greater London (115 pages) and few GLIAS members know London so well that they will not learn a good deal from this survey. Sites are listed by Borough with grid references, and useful information on how to approach the site, management, contact and above all whether public access is allowed make this an extremely valuable reference book for the industrial archaeological tourist. Immediately large numbers of industrial archaeological walks come to mind.

The notes on history are in general rather weak but after all this is our province. Read together with appropriate industrial archaeology and local history books, a rounded picture will emerge. For provincial areas the gazeteers are compiled by local experts and should make this guide indispensable for GLIAS members exploring places such as Dudley, Wigan, Bradford, Gateshead and so on. Buy it, and see for yourself.

BOB CARR

A BRIEF HISTORY OF ELECTRICITY IN ACTON

D. C. Knights, BSc, C.Eng, MIEE. Published January 1987. No. 11. 'Acton Past and Present' 60p. from Dr. T. Harper Smith, 48 Perryn Road, W3 7NA.

and
GAS IN ACTON. D. C. Knights.

Published 1989 and available from Dr. Harper Smith as above. 20p.

Both booklets are unusual in that they cover a wider area than just the history of the local company: Gas in Acton not only gives a brief history of the Brentford Company but also of railway gas supply. Electricity in Acton describes local power suppliers including those for the railways. Both give some history of the process as well as local details - and local information covers such details as sites of manhole covers. Mr. Knights is to be congratulated on his research which is worth much more than the 20p. being charged.

MARY MILLS

SOAPSUD ISLAND Acton Laundries. T. and A. Harper Smith. 1988.

No details of price or publisher are given but it is to be presumed this can be obtained from the same address as the gas and electricity leaflets given above.

Cont'd.

BOOK REVIEWS (Cont'd)SOAPSUD ISLAND (Cont'd)

Soapsud Island is a very impressive 44 pages on the Acton Laundry industry - which was much more important and has left more remains than I would have thought possible. It seems that the trade in Acton was so large that speculators erected groups of purpose built laundries. When I worked for a laundry trade journal in the 1960s I often used to think that here was an industry which was going to leave no trace behind it when it went - but here is a book which details numerous concerns of all sizes, as well as giving some background to the industry and its local setting. I was particularly taken with the history of what is apparently still the Acton Conservative Club, which in 1371 was private 'Acton Baths'. In 1895 this was turned into a laundry, and in 1927 the same owner re-opened it as a billiard saloon. I am sure that there is a very big book to be written about laundries - and in particular the revolution in the mechanisation of the industry in the 1900s - it is books like this which will be the building bricks of that.

MARY MILLS

EDMONTON HUNDRED HISTORICAL SOCIETY

The Edmonton Hundred Historical Society publishes Occasional Papers and nos. 50 and 51 would seem to be of particular interest. (No publishers' address given, 50 - £2, 51 - £1.50). No. 50 - 'Guns and Gun Powder' in Enfield is particularly fascinating. The first article by Audrey Robinson gives the history of the setting up of the Royal Small Arms Factory. It relates how the factory, sited in Lewisham, was moved to Enfield together with its workers and much equipment. She says: 'One of the main purposes of the exercise was to be able to use water power for all the operations involved and not a joint use of water and steam as was the case at Lewisham'. The water wheels were installed by the firm of Lloyd and Ostell from Southwark with advice from Rennie. The article ends with biographies of several of the workers at Lewisham and Enfield including John By, a Royal Engineer. Another biography of John By appears in the Woolwich Antiquarian Transactions - did the two authors know each other?

The second article is about Gunpowder and Saltpetre production in Enfield. This is another fascinating story of a hunt for the gunpowder mill in Enfield - and its possible relation to Polycarpus and the Chilworth mills.

'Drovers and Tanners' of Enfield and Edmonton (No. 51) is on droving through North London and its Welsh connections. The second article is about the Leather industry in Enfield and gives a great deal of detail about the history of tanning, together with information on Enfield tanners.

MARY MILLS

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With the summer upon us, there will be many of us walking the IA trails.

The Minehead Shoe Co-operative Ltd. make shoes to measure for about £25 per pair, with leather uppers. They also make shoes for customers with odd-sized feet. Write or telephone for details of the styles they offer. They can be found at No. 1 North Road, Minehead, Somerset. Tel.: 0643 705591.

EDITOR

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POTTED BIOGRAPHY - EUGENIUS BIRCH.

If you are taking your holidays in England this year, at the sea-side, you may well come across the work of Eugenius Birch. He was our most prolific pier builder. Born in London in 1818, he died in 1884. The son of an architect and surveyor, he had the idea of placing railway carriages directly above the wheels instead of between them. He originally joined a Limehouse engineering firm straight from school and later gained a medal from the R.S.A. for his design of a maritime engine and a silver medal for his steam engine. Birch could see a great future for seaside piers whose building represented an exciting new era of marine construction. After Margate pier, now demolished he designed 13 others over the next 30 years. They included Blackpool North, Deal, Brighton West Pier, Aberystwyth, Lytham, Eastbourne, Scarborough, New Brighton, Birnbeck Pier in Weston-super-Mare, Bournemouth, Hornsea and Plymouth. He also constructed the first large sea-water aquarium which had the problem of water pressure against large areas of glass - at Brighton and also at Scarborough.

EDITOR