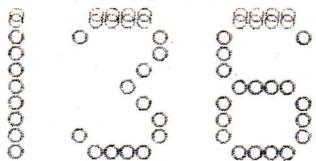


GLIAS

Registered Charity No. 298874



NEWSLETTER

OCTOBER 1991

GREATER LONDON INDUSTRIAL ARCHAEOLOGY SOCIETY

ISSN 0264-2395

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

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

DIARY DATES

WHEN	WHAT
Oct. 7	<u>GLIAS RECORDING GROUP MEETING.</u> At Kirkaldy Testing Museum, 99 Southwark Street, S.E.1. at 6.30 pm. All are welcome.
Mon.	
Oct. 9	<u>THE SOCIETY OF ARTS MODEL SHIP TRIALS 1758-1763.</u> Following the Newcomen Society's AGM, a paper by Basil Harley.
Wed.	
Oct. 9	<u>THE ERA OF SCHOOL BUILDING.</u> A talk, to be given by Dan Field, on the London School Board schools and their architectural style. At the Ragged School Museum, 46-48 Copperfield Rd, London E.3. at 7.00 pm. Tel : 081-980 6405.
Wed.	
Oct. 12	<u>THAMES RAILWAY BRIDGES.</u> An all-day conference of the River Thames Society, to be held at St. Peter's Hall, Staines. The fee is £12.50 to include lunch. Cheques payable to the River Thames Society. Enquiries to The Administrator, Mrs. Horne, Side House, Middle Assendon, Henley on Thames, RG9 6AP. Non-members welcome.
Sat.	
Oct. 16	<u>GLIAS WINTER LECTURE. TOBACCO DOCK.</u> Its history and redevelopment. This lecture will be given by John Chatwin and Gary Young, the architects responsible for its conversion. At 6.30 pm. in the Lecture Theatre 3 of the Medical College of St. Bartholomew's Hospital, Charterhouse Sq. E.C.1.
Wed.	
Oct. 16	<u>THE RISE AND FALL OF ROMAN LONDON.</u> A talk, to be given by Dominic Perring (English Heritage Archaeology Officer for London), at the 'Empress of Russia', St. John St, E.C.1. at 8.00 pm. Non-members £1. Concessions 50p. For further details tel : 071-833 1541. (Islington Archaeology & Hist. Soc.)
Wed.	
Oct. 19	<u>A PASSION FOR STEAM - RAILWAYS AND RECORDS.</u> An all-day conference of the Friends of the Public Record Office in the City of London. Fee £20. PRO Friends £17.50. The cost will include lunch and other refreshments. Cheques payable to Friends of PRO, and enquiries, to Ms. Andrea Duncan, Friends of the Public Record Office, Chancery Lane, WC2A 1LR.
Sat.	
Oct. 25	<u>ALEXANDRA PALACE AND PARK.</u> A talk, to be given by Jane Kimber to the Lewisham Local History Society, at 7.45 pm. at St. Augustine's Church Hall, Baring Road, Grove Park, S.E.12.
Fri.	
Oct. 26	<u>ALL AT SEA IN CANTERBURY.</u> A one-day school with a nautical theme, at the University of Kent School of Continuing Education. For further information write to Mr. Bernard Barber, Three Wents, Wingham Green, Canterbury, Kent, CT3 1NJ.
Sat.	

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DIARY DATES (Cont'd)

WHEN	WHAT
Oct. 26 Sat.	<u>SUBTERRANEA BRITANNICA AGM.</u> This will be an all-day meeting from 10.00 am. with speakers on tunnelling machines, hydraulic rams, and Brighton's water supply. Cost is £6 and £6.50 non-members, with £7.60 extra for lunch. For further information contact Roger J. Morgan, 15A Kensington Court Gardens, London W8 5QF or telephone Malcolm Tadd on 0737 823456.
Oct. 26 Sat.	<u>THE ROYAL SOCIETY OF CHEMISTRY ROAD SHOW</u> is to run for two weeks at Tobacco Dock, Docklands, in commemoration of the 150th anniversary of the Society. It is hoped that the grandson of Sir William Perkin, whose discoveries led to the foundation of the aniline dye industry, will open the show and unveil a blue plaque on the modern building which now occupies Sir William's birthplace. For further information telephone Mr. David Leaback on 0923 854624 or write to him at 5 Links Drive, Radlett, Herts. Mr. Leaback gave a GLIAS lecture on the Chemical Industry in London a few years ago.
Oct. 27 Sun.	<u>WEST NORWOOD CEMETERY AND ITS FAMOUS RESIDENTS.</u> A talk by Nicholas Reed (Author) at 3.00 pm at St. John's Church, Goose Green, East Dulwich Rd, S.E.22. (The Peckham Society)
Oct. 29 Tues.	<u>THE PRINCESS ALICE DISASTER OF 1878.</u> A talk, to be given by Barbara Ludlow from 7.30 to 9.30 pm. at the Surrey Quays Area Office (old Dockmaster's office), Lower Rd, S.E.16 (opposite former Rotherhithe Leisure Centre). Admission free. For further information tel. Surrey Docks Area Office on 071-512 3000 (9-5 pm) (LDDC and Goldsmith's College)
Oct. 31 Thurs.	<u>THE STORY OF STRATFORD WHOLESALE MARKET.</u> A talk by Stuart Adams on the life and times of the East London Market. At 7.15 pm. the talk is to be held at the Queen Mary and Westfield College, Mile End Rd, E.1. in the main building behind the clock tower. Membership subscription to the Society is £3, senior citizens £1.50. The secretary is John Harris, 15 Three Crowns Rd, Colchester, Essex, CO4 5AD.
Nov. 4 Mon.	<u>GLIAS RECORDING GROUP MEETING.</u> A slide evening specialising in waterworks. At Kirkaldy Testing Museum, 99 Southwark St, London S.E.1. at 6.30 pm. All are welcome.
Nov. 6 Wed.	<u>INSURANCE HISTORY FORUM.</u> A talk, at 2.30 pm. on state involvement in insurance. At the Chartered Insurance Institute, 20 Aldermanbury, London EC2V 7HY.
Nov. 13 Wed.	<u>THE ROOTS OF LABOUR PARTY HEGEMONY IN INTERWAR WEST HAM.</u> A talk, to be given by John Marriott at 7.30 pm. at Queen Mary and Westfield College, Mile End Rd, London E.1. (East London History Society)
Nov. 13 Wed.	<u>LIMEHOUSE FROM EARLY TIMES TO TODAY.</u> A talk to be given by Alex Werner of the Museum of London, at 7.00 pm. at the Ragged School Museum, 46-48 Copperfield Rd, London E3 4RR. Annual membership £1.
Nov. 16/ 17	<u>LIVE STEAM MODEL RAILWAY SHOW.</u> At the Kew Bridge Steam Museum, Green Dragon Lane, Brentford, Middlesex. For details tel : 081-568 4757.
Nov. 20 Wed.	<u>GLIAS WINTER LECTURE. CINEMAS, THEIR HISTORY AND ARCHAEOLOGY.</u> This lecture will be given by Richard Gray of English Heritage. He is also Chairman of the Cinema Theatre Association. At 6.30 pm. in Lecture Theatre 3 of the Medical College of St. Bartholomew's Hospital, Charterhouse Square, London E.C.1.
Nov. 20 Wed.	<u>MR. MARKS AND MR. SPENCER.</u> A talk, on the early history of Marks and Spencer, to be given by Paul Bookbinder, Archivist to Marks & Spencer PLC. At the Empress of Russia, St. John St, E.C.1. at 8.00 pm. Fee £1, non members. Concessions 50p. For further information tel : 071-833 1541. (Islington Archaeology & History Society).

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DIARY DATES (Cont'd)

<u>WHEN</u>	<u>WHAT</u>
Nov. 21	<u>BUILDINGS AT RISK IN SOUTH EAST LONDON.</u> A talk by Philip Davis of English Heritage. At Camberwell College of Art, Wilson Road Annexe, S.E.5. at 7.45 pm for 8.15 pm. (The Peckham & Camberwell Societies)
Thurs.	
Nov. 26	<u>THE GREENLAND WHALE FISHERY.</u> A talk by Alex Werner from 7.30 pm to 9.30 pm. at the Surrey Quays Area Office (old Dockmaster's Office), Lower Road, S.E.16. (opposite Rotherhithe Leisure Centre). Admission free. For further information tel. Surrey Docks Area Office on 071-512 3000 (9-5 pm) (LDDC and Goldsmith's College)
Tues.	
Nov. 26	<u>THE ARCHAEOLOGY OF INDUSTRIAL BUILDINGS.</u> A seminar to be held at Ironbridge, Shropshire. Price £36. For further information contact the Administrator, Dept. D, Ironbridge Gorge Museum Trust, Ironbridge, Shropshire, TF8 7AW. Tel : 0952 43 2751.
Tues.	
Dec. 1	<u>STEAMPIES.</u> A film show at the Camden Parkway Cinema, 14 Parkway, Camden Town, N.W.1. To include railway films, comedies, and the organ. Tickets £4.50, children half price. Arranged by the Talyllyn Railway Preservation Society.
Sun.	
Dec. 2	<u>GLIAS RECORDING GROUP MEETING.</u> At Kirkaldy Testing Museum, 99 Southwark Street, S.E.1. at 6.30 pm. All are welcome.
Mon.	
Dec. 4	<u>THE EARLY YEARS OF CAPTAIN COOK - from Whitby to Wapping.</u> A talk to be given by Julia Hunt, at Queen Mary & Westfield College, Mile End Road, E.1. at 7.30 pm. (East London History Society)
Wed.	
Dec. 4	<u>HOW MANY LIONS IN ISLINGTON.</u> A talk to be given by Valerie Colin-Russ at the Empress of Russia, St. John St. E.C.1. at 8.00 pm. Non-members £1. Concessions 50p. For further information tel : 071-833 1541. (IAHS)
Wed.	
Dec. 10	<u>THE RIVER THAMES - PART 3.</u> A talk to be given by Diana Rimel from 7.30 pm to 9.30 pm. at the Surrey Quays Area Office (old Dockmaster's Office), Lower Rd, S.E.16. (opposite Rotherhithe Leisure Centre). For further information tel. Surrey Docks Area Office on 071-512 3000 (9-5 pm) (LDDC and Goldsmith's College)
Tues.	
<u>1992</u>	
Jan. 8	<u>THREE EAST END FOOTBALLERS.</u> A talk to be given by Colm Kerrigan, editor of the 'East London Record', at 7.00 pm. at the Ragged School Museum, 46-48 Copperfield Rd, London E3 4RR. (Annual membership £1)
Wed.	
Jan. 15	<u>GLIAS WINTER LECTURE, THE LONDON ORIGIN OF THE STEAM ENGINE.</u>
Wed.	This lecture will be given by Alan Smith, Executive Secretary of the Newcomen Society. At 6.30 pm. in Lecture Theatre 3 of the Medical College of St. Bartholomew's Hospital, Charterhouse Square, London E.C.1.
Jan. 17	<u>FRIENDS OF THE IRONBRIDGE GORGE MUSEUM</u> (London Branch) offer an open invitation to a special new members' meeting at the Guildhall of the City of London. A donation of 50p to include refreshments is requested.
Fri.	Further information from Derek Moody (Chairman), 31A Hayter Road, SW2 5AS or tel : 071-733 6995.
Jan. 18	<u>LONDON WILDLIFE GARDEN CENTRE, MARSDEN ROAD.</u> A talk to be given by Dawn Eckhart of London Wildlife Trust. at 3.00 pm in Peckham Methodist Church Hall, Wood Road, off Queens Road, S.E.15. (The Peckham Society)
Sat.	

CHRISTMAS NEWSLETTER

Please note that items intended for inclusion in the Christmas (December) edition of this Newsletter should reach the Hon. Editor by November 8th if at all possible.

October 1991

GLIAS WINTER LECTURES

Following our move to Barts Medical College last year which was, I think, judged a reasonable success, we are once again using the same venue for our Winter Lectures. Having now run the series for some twelve years I am rapidly running out of potential lectures and lecturers. I am therefore keen to hear from all you members who form the audiences about any good speakers that you may come across at lectures to other societies etc. You know the type of things GLIAS members like, so please feed back suitable names and contacts to me. Equally many GLIAS lectures have been given by our own members so if you have a lecture up your sleeve and you would like to give this, do get in touch with me at 33, St. Margaret's Rd, Brockley, London SE4 1YL, or tel : 081-692 8512.

DAVID PERRETT

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ADVANCE NOTICES

AN INTERNATIONAL CONFERENCE organised by Subterranea Britannica for the 7th to 11th August 1992 is to take place at the Bath College of Higher Education, Newton Park, Bath, BA2 9BN. The theme will be : 'Subsequent Use of Subterranean Space'. The four days all inclusive event costs £125 per person. For further information write to Mrs. Sylvia P. Beamon, MA, Conference Organiser, Subterranea Britannica, 2 Morton Street, Royston, SG8 7AZ.

MINING STUDY TOURS IN SOUTHERN IBERIA

1. Eight days around the mines of Rio Tinto and the Iberian Pyrite Belt. May 1992. Cost £570.
2. 10-12 days across Andalusia from Almeria to Rio Tinto. Date to be arranged. Approx. £700.

Details of both the above from Atalaya Tours Ltd, Ceinion, Penglais Terrace, Aberystwyth, Wales, SY23 2ET.

BILL FIRTH

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AUTUMN COURSES IN INDUSTRIAL ARCHAEOLOGY

INDUSTRIAL ARCHAEOLOGY - LONDON AND THE SOUTH EAST - a 24 week 2-term course at Hayes School, West Common Road, Hayes, Kent. This course started on Tues. 17th September at 7.30 pm. The class begins its fourth year by considering the IA of both London and Kent and welcomes newcomers.

INDUSTRIAL ARCHAEOLOGY - A REGIONAL VIEW - a 22 week 2 term course at Lamorbey Park AEC, Burnt Oak Lane, Sidcup beginning on Thursday 19th September at 7-30. Last year's group followed a basic IA introduction and this year will consider the country region by region highlighting important industries and remains.

LONDON'S INDUSTRIAL PAST - a 20 week 2 term course at Selston High School, Farnborough Avenue, Selston, Surrey beginning on 23rd September at 7-30. This is a new class which will look in particular at London but will also provide a general introduction to IA.

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AUTUMN COURSES 1991 Cont'd

THE UNIVERSITY OF LONDON - EXTRA MURAL COURSE IN INDUSTRIAL ARCHAEOLOGY. This course, at Twickenham, started on Thursday 19th Sept. and will run on Thursday evenings until Easter 1992. To secure a place send a SAE to Mr. R. N. Clarke, 11 Redlands, 10 Cromwell Road, Teddington, Middx. TW11 9EG.

THE UNIVERSITY OF LONDON - EXTRA MURAL COURSE IN INDUSTRIAL ARCHAEOLOGY. This course entitled 'British Industrial Archaeology' started on Monday Sept. 23rd at Surbiton Hill Centre and continues on Monday evenings until Easter 1992. To secure a place send a SAE to Miss M. Renshaw, Flat 8, Wyburn Court, 22 Ewell Rd, Surbiton, Surrey, KT6 6HX.

INDUSTRIAL ARCHAEOLOGY COURSES at City University start in October 1991 and run until July 1992. For 1991/2 the principal evening for lectures and walks will be Tuesday. This year, coach visits to sites away from London are planned. Write to Extra Mural Studies, Centre for Continuing Education, The City University, Northampton Square, London ECTV 0HB or tel : 253-4399 Ext. 3268/9 for details.

GOLDSMITH'S COLLEGE, UNIVERSITY OF LONDON are offering Course No. A157 which is a series of ten lectures on the History of Greenwich and Lewisham. This commenced on Monday 30th September and will run for ten more Mondays from 10.00 am until 12 noon. The course tutor will be Diana Rimel B.A. Fees are £24 adults, £12 concessions. Enrolment is through Goldsmith's College. (081-692 7171, DCCE office) or through tutor at the class.

UNIVERSITY OF LONDON EXTRA MURAL 20 week course arranged by Pinner and Hatch End Workers' Educational Assoc. entitled 'Looking at the end result of the Industrial Revolution' will start at Hatch End Library at 8.00 pm on Thursday 26th Sept. Tutor is Brian Adams B.A., M.Phil, Dip. Ed. For further information tel. Marilyn Griffin on 081-866 6758.

PS WAVERLEY

This year the paddle steamer 'Waverley' departs from the Thames on Monday October 7th when there will be a cruise from Tower Pier. On Sunday 6th October there will be a Grand Parade of Steam on the Medway with Waverley leaving Tower Pier at 11.00 am and returning at 21.15. You still have a few days left to make a sailing. For information and booking contact Waverley Excursions Ltd, Anderston Quay, Glasgow, telephone 041-221 8512 (credit cards accepted).

BOB CARR

EXHIBITIONS

TOWER HILL PAGEANT - An exhibition on the City and its Port in association with the Museum of London. Automated cars travel in time taking visitors past scenes depicting the historic framework of the City from the early Roman settlement to the Blitz. Adults £4.50, concessions £2.50. Tower Hill Pageant, Tower Hill Terrace, Tower Hill, EC3N 4EE. Open daily from 9.30 am. For details tel : 071-709 0081.

ROTHERHITHE HERITAGE MUSEUM - An exhibition on the story of Rotherhithe and its people. Opening hours 1.00 pm to 5.00 pm. Wednesday - Sunday. Entrance fee £1.50 concessions £1. At the Lavender Pond Pumphouse, Lavender Rd, Rotherhithe, SE16 2DZ. For details tel : 071-231 2976.

GLIAS VISIT TO LEICESTERSHIRE

Some fifty members joined the visit to Leicestershire on 13th July. We have a trouble-free run up the M1 to Coalville, where our first stop was Snibston No. 2 Colliery, which is the site of the largest purpose-built science museum in Britain since World War Two and will be opened in 1992.

We were welcomed by the Director, Stuart Warburton, and his colleague from the Leicestershire Museums Education Service, who explained what is planned and showed us round the site.

The colliery was the major site in north west Leicestershire and contains an interesting mix of the old - the first shafts were sunk by George and Robert Stephenson in 1832 - and the 'modern', of the late 1960s. It is intended that it should be a museum of colliery state of the art at that time (surface works only, the shafts have been concreted in).

In addition however, an enormous new surface building of 5,200 sq.m. has been erected on a landscaped spoil heap which will contain a new science museum primarily devoted to Leicestershire industry (textiles, engineering, extractive industries and transport) but with a 'hands on' opportunity to discover how the exhibits really work. It was fascinating to see a museum in the making.

Our next call, to Taylor's Bellfoundry at Loughborough was for me the highlight of the trip. There has been bell founding in Leicestershire since the mid 14th century and the Taylor family have been bell founders since Robert Taylor completed his apprenticeship with Edward Arnold in St Neots in 1782, although it was not until 1840 that they came to Loughborough.

Mr. T. S. Jennings, who showed us round the foundry and explained it all very clearly, has spent a lifetime with the firm. We started with mould making, followed by casting and then the finishing and tuning of the bells. I am sure that those with more musical knowledge than I have and better pitch got more out of it than I did but, even with my inability to sing in tune, I could follow what Mr Jennings was demonstrating. After the foundry tour we spent time in the adjacent museum.

On our way to our third scheduled visit we stopped briefly at the Leicester Museum of Technology in Abbey Lane Pumping Station, Leicester. The reason for the extra stop was that the beam engines were in steam, an event which had only been discovered a few days before the trip.

Lastly we arrived at the Wigston Framework Knitting Museum. Peter Clowes welcomed us and explained how the workshop was locked up and left untouched when the last master hosier, Edgar Carter, died in 1952 until his daughter Grace, died in 1986.

We were then split into groups to visit the hosier's house, originally of 1740 but with later alterations; the workshop with its eight 150 year old frames in situ, on one of which we were given a demonstration; a demonstration of a smaller Griswold circular knitting machine; or to have an excellent tea.

The site is really a time capsule and a unique survivor of the most important craft industry in the East Midlands. It is a fascinating place but one must wonder about its future. Much of it is 'fragile', for instance the floors in the house rest on almost nothing and one wonders how any number of visitors can be accommodated without considerable rebuilding, which will destroy the atmosphere of the place - and what will be left if emergency exits and the like have to be built in?

Sated with four excellent visits we had an uneventful run back to London by 8.30 pm - the original estimate had been 8.00 pm but that was before the half hour at Abbey Lane had been added.

The coach was not quite full - a pity because this was a great day out and deserved full support. We were lucky with the weather too. It rained, sometimes, but almost all the visits took place in warm sunny weather and I do not think anyone got seriously wet.

Our warmest thanks must go to David Perrett who, as usual, organised everything so well and of course to our hosts at the various sites.

BILL FIRTH

DOCKLAND NEWS

Of late visitors to the vicinity of Canary Wharf mutter 'Ceausescu' when confronted with the rapidly growing collection of new buildings, unashamedly exhibiting an architecture of naked power of the kind we used to associate with Joseph Stalin and his like. The view from the North West along West India Dock Road is now dominated by the Canary Wharf development to such an extent that the formerly impressive grade 1 listed warehouses by George Gwilt on the North Quay of William Jessop's Import Dock are dwarfed into insignificance to an absurd extent by the fun throw-away classical architecture towering behind. There are at present no signs of conversion works starting on the Gwilt Warehouses. Perhaps one should remember that Stalin, when Joseph Vissarionovich Djugashvili, once lived in Whitechapel and that according to George Bernard Shaw, Russian Communism was an export from England. The Salvation Army hostel in Fieldgate Street, E.1. where Stalin stayed, is still there.

However, one gets a better view of the Gwilt warehouses from the vicinity of the Canary Wharf development itself. Looking North West with SS Robin and a Thames barge berthed along the North Quay of William Jessop's Import Dock things look more encouraging. The early 20th century transit sheds between the Gwilt Warehouses and the North Quay, which at one time were to have been the home of the planned Museum of London's Museum in Docklands, have been demolished and the view from the South East of Sir John Rennie's dock office building and warehouses one and two is much improved.

Travellers arriving at the recently opened six platform 'Grand Central' DLR Canary Wharf station by Cesar Pelli and Associates now step out into a world in parts redolent (at least superficially) of the early nineteen hundreds and can look over the water at buildings a hundred years earlier than that.

With its mature English trees flown in from Hamburg, lush green grass and period style street furniture, the whole Canary Wharf site is beginning to appear to have been around a great deal longer than it really has. Jonathan Glancey on page 27 of the Independent, 13th July 1991, dubbed Canary Wharf 'Gotham City E14'. To the West, the amazing double decker roundabout, Westferry Circus, has a garden on top approached through an ingenious Art Nouveau style gate by Giuseppe Lund. The garden evokes uneasy memories of H. G. Wells and the Time Machine. Quasi Egyptian architecture is popular hereabouts, and standing amidst the newly created beauty in the garden on the upper deck of the Circus one is persuaded that the allusion to the Eloi and the Morlocks must surely be deliberate. Hearing the traffic noises emanating from ventilators makes the whole experience uncomfortably more realistic than being in a film set for the film of the book.

With the exception of William Cubitt little in the new Canary Wharf street names derives from the past of the area and with the tiled pavements and all the nearly completed buildings perhaps the South of Spain or the Algarve in Portugal is the most prominent feeling one comes away with. To the East the Canary Wharf main tower and Canada Square is distinctly North American but going Westwards the flavour becomes more European. The centrally placed Cabot Square reminds one that our claim to North America rests on the work of exploration of the Cabots, father and son (from Genoa and Venice respectively). Again, is the decision to commemorate the Cabots tongue in cheek? The writer has not come across the name William Jessop in the vicinity of number one Canada Square but then Jessop was only an engineer and presumably unworthy of mention. However the main road from Westferry Circus is West India Avenue and I suppose Christopher Columbus (from Genoa) did discover the West Indies. The whole thing is very multi-national which is really what it is all about anyway. It can certainly be said that the Canary Wharf development is a first class attempt to create something above the mediocre and few would disagree that as far as the general visiting public is concerned success is at least close at hand.

DOCKLAND NEWS (Cont'd)

At Tobacco Dock E1, and Butler's Wharf SE1, things are not going too well financially. Much retail accommodation remains to be let at Tobacco Dock and traders already there do not seem to have a great deal of business. Unlike Wandsworth the hoped for 'yuppification' of Docklands has apparently not taken place. Successful young business people who have bought flats in the area spend their weekends in the country and are just not around at leisure periods to support the relatively expensive new facilities being provided, while old haunts frequented by the indigenous population are crowded. One of the pirate dummies, part of the 'Pirate Experience', was reported stolen from an imitation pirate ship to the South of the Tobacco Dock building.

A battle is raging over the retention of the elegant Telford period retractable footbridge spanning the passage from the entrance basin to the East Dock at the St. Katharine Docks. There are problems owing to greatly increased public use but the conservationists believe an engineering solution is possible. The party desiring demolition have described the bridge as effete.

Haye's Galleria, around the site of Hay's Dock to the North of Tooley Street, is near London Bridge railway station and relatively close to the City. It seems to be attracting somewhat more leisure custom than Tobacco Dock. The late 1980s Horniman at Hay's public house serves pots of Horniman's tea at a price much more reasonable than the beer. (To an extent that makes Temperance attractive.) Apart from the tea room at the Horniman Museum, Forest Hill SE23, this is the only place at which this once popular tea can be bought. Around the bar at Hay's is an interesting frieze depicting the World in the mid-Victorian period. Hay's Dock itself dating from the mid 1850s, while still essentially intact and capable of re-instatement, was dewatered and converted into a multi-storey underground car park in the 1980s.

BOB CARR

NOTES FROM BOB CARRPRIMROSE HILL

Primrose Hill railway station is threatened with closure despite a campaign by the Heath and Old Hampstead Society and the Green Party to retain a service. There is now merely one train a day in each direction just allowing local residents to commute to the City. Only in 1986 considerable civil engineering works at Graham Road E8 were nearing completion to divert the then train service to Broad Street into Liverpool Street Station (see GLIAS Newsletters 104 page 9 and 105 page 3). The new line from Navarino Curve Junction which joins the former Great Eastern Railway Cambridge line North of London Fields to allow Watford trains to run into Liverpool Street is now scarcely used. What a waste of money it appears to have been!

NORBURY RAILWAY STATION

The Edwardian station building at Norbury, London Road, SW16, is currently threatened with demolition despite a campaign by local protesters and SAVE Britain's Heritage, who are trying to get listed status. This is a working station and the elegant high beamed spacious booking hall is still in use and has considerable atmosphere. It was built with the help of public subscription in 1902. B.R. would demolish and replace by housing (24 flats) relocating the booking facilities. SAVE claim Norbury is the best of four similar examples on the line. The decision to demolish is with British Rail rather than Croydon Council.

WHITBREAD SHIRES

The sixteen Whitbread Brewery shire horses formerly residing in stables at Garrett Street EC1 should by the time you read this have moved to the Whitbread hop farm at Paddock Wood. Shires have been stabled at Garrett Street since 1897 when they were transferred there from the main Brewery buildings in Chiswell Street EC1, but regular horse-drawn deliveries ceased in 1988 and since then horses have only been used for special occasions. Ninety years ago Whitbread's employed more than three hundred dray horses delivering beer in the City. The Brewery in Chiswell Street which Samuel Whitbread moved to in 1750, ceased brewing in 1976 but a number of notable buildings survive and by special arrangement one may still see the Sugar Room of 1782, the Smeaton Vaults and the great Porter Tun Room with its 65 feet span triple king post roof trusses. King George III and Queen Charlotte visited Chiswell Street in 1787 and saw the James Watt beam engine. To see the shire horses at Paddock Wood telephone 0622 872068.

BOB CARR

FORD'S VISIT

On Friday 10th May 1991 a party of GLIAS members had the privilege of a tour of the production line at Ford's Dagenham where the Ford Fiesta was being assembled. A finished car is produced in twenty six and a half working hours. Broadly the process is much as Henry Ford envisaged but computers now enable cars to be built to individual customer's orders and much of the welding is done by robot.

We started with the assembly of 1.8 litre diesel engines at the rate of 75 per hour in the very oldest part of the works. The Ford's site was bought in 1924 for £167,695 and production started in 1931. The part presently in use for engine production covers 57 acres. Casting of engine blocks no longer takes place at Dagenham, these come from Germany and on completion of the engine most return to Germany to be fitted into a vehicle. Ford has operated as a co-ordinated European group since 1967. The 1.6D engine block weighs 25 lbs and the engine design is 3-4 years old. Only one petrol engine is still built at Dagenham. When assembly of the 1.8D engines is completed they are tested at the end of the line and faulty items returned for re-assembly. Failure rate is about 0.2 per cent.

Next we visited the press shop which uses mainly Schuler presses of 1984 but some Vickers Armstrong presses from the early 1940s are still in use. To produce a Fiesta 463 dies are required, mostly hand-made. Steel offcuts are re-cycled. Manufacturing tolerance is 1.2 mm. The Ford plant at Genk in Belgium is also involved in Fiesta production. For internal delivery at Dagenham automated guided vehicles are in use and we were able to watch some of these at work.

Later we saw hand welding of the high alloy steel used for car bodies as well as much of the robotic variety. No Japanese robots are employed at Dagenham, only European, but none of these were built in Britain. Each vehicle requires about four and a half thousand spot welds. We saw a framing butt welding machine in action which carries out 200 welds at a time.

Prior to painting a car body receives six alkaline washes and is then submerged in phosphate. As an anti-rust precaution the joints are sealed with plastic and pvc is used on the under body. Painting is made easier by the technique of electrostatic spraying which inhibits paint runs and drips. Unwanted static electricity is first removed by the use of ostrich feathers. For each car four litres of paint are required and the spraying operation takes six and a half hours. Fiesta gearboxes come from Cologne, the doors are made in Valencia. Each car contains about 2,500 components. At Dagenham 1,200 women are employed on the shop floor.

Cont'd.

FORD'S VISIT (Cont'd)

Fiestas for Italy are manufactured with opening windows at the rear. These are not available in Britain. A new Fiesta van is being introduced. The Ford works at Dagenham covers 1.1 square miles and there are 57 miles of conveyors. One thousand two hundred cars are produced each day, both left and right hand drive. Staff facilities include 26 dining rooms.

Parts are ordered only as required and computers allow very small stocks to be kept - just sufficient for three working days. There is no longer any 'running in' of cars. Tests are carried out on each car at the end of the production line. The guided tour we were given was excellent. Each member of the party was provided with individual earphones and thus able to hear our very knowledgeable guide at all times, even in noisy parts of the works. Many thanks are due to our Newsletter Editor Charlie Thurston for organising this excellent enjoyable visit and of course many thanks to Ford's of Dagenham for a memorable and well spent afternoon.

BOB CARR

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LETTERS TO THE EDITOR

From Tim Smith, who writes :

I have had a request for information about a man named John Cowderoy who, it is thought, was a flour miller in the London area between about 1815, when he married in Westminster, and 1862 when he died in Ilford. If anyone knows anything of the man or his mill please contact me on 0442 863846, or write to 30 Gaveston Drive, Berkhamsted, Herts.

TIM SMITH

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And from Bill McNair :

As a new member of GLIAS I very much welcome the information on bibliography of printed works on London history to 1939. I find the extract list from the London Journal of particular help. Please continue on a regular basis if you can.

BILL MCNAIR

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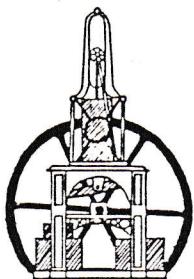
BOOK REVIEWS

HMSO BOOKS

The autumn 1991 catalogue of HMSO books includes the following titles which may be of interest : -

EXPLORING ENGLAND'S HERITAGE - a new series of gazetteer guides written by local experts. Available in October: Devon & Cornwall by Andrew Saunders, paperback, about £10; Dorset to Gloucestershire by Martin Robertson, paperback, about £10; and London by Elain Harwood and Andrew Saint, paperback, about £15. Cumbria to Northumberland is planned for Spring 1992 and further volumes will follow in 1992-3.

ANTRIM COAST AND GLENS: INDUSTRIAL HERITAGE. Fred Hammond, Department of the Environment (Northern Ireland). September 1991, paperback, about £7.50. The coastline, glens and upland plateau of Antrim have been the focus of many industries, including coal and iron mining, limestone quarrying, textile manufacture, salt making, kelp production, agriculture and fishing. This book examines the region's rich heritage and the gazetteer details over one hundred sites worth visiting.



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INDUSTRIAL ARCHAEOLOGY LECTURES.....Winter 1991-92

TOBACCO DOCK.....October 16th 1991

John Chatwin & Garry Young

The Skin Floor (1811-13) is the major surviving item from The London Docks and includes a unique cast-iron design. The history, importance and re-development of this structure will be told by the Architects responsible for its conversion.

CINEMAS Their History and Archaeology.....November 20th 1991

Richard Gray

The increasing rate of change in entertainment as meant the loss of both small early cinemas and the giant Picture Palaces and with them a loss to both our architectural and social heritage. Richard Gray works for English Heritage and is Chairman of the Cinema Theatre Association.

THE LONDON ORIGINS OF THE STEAM ENGINE.....January 15th 1992

Alan Smith

It is little appreciated that the first manufactory for steam engines was in Blackfriars and the building of the Newcomen Engine was controlled from nearby Apothecary's Hall. Alan Smith is Executive Secretary of the Newcomen Society.

THE ARCHAEOLOGY OF COMPUTING.....February 19th 1992

Danny Hayton

Although not as archaeologically obvious as steam power the computer has gone through many generations within living memory that the conservation of its progenitors is equally important. Danny, the GLIAS Treasurer, is also on the council of the Computer Conservation Society.

SOCIAL HOUSING IN LONDON.....March 18th 1992

Brian Bloice

Housing the rapidly expanding working class in Victorian London has left many significant buildings and communities all over Inner London, ranging from Prince Albert's Model Dwellings in Kennington to the large estates of the Peabody Trust's, founded in 1862. Brian Bloice is a well known South London Historian.

ADMISSION FREE.....ALL WELCOME

VENUE.....LECTURE THEATRE 3 (Ground Floor)

MEDICAL COLLEGE OF ST BARTHOLOMEW'S HOSPITAL
CHARTERHOUSE SQUARE
LONDON E.C.1

TIME.....6.30 pm.

Stations: Barbican, St Pauls (LT) Farringdon (LT and BR)

For further information contact David Perrett tel. 081-692-8512

These lectures are open to all whether members or not. GLIAS, an educational charity, aims to encourage interest in London's Industrial Heritage not only through these lectures but also through visits, a bimonthly newsletter, site recording, research and publications. For further details and a sample newsletter write to...The Membership Secretary, 31, The High St, Farnborough Village, Orpington, Kent BR6 7BQ.