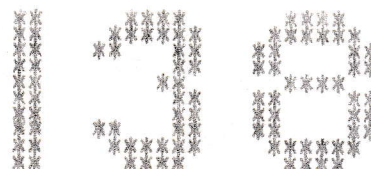


GLIAS

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NEWSLETTER



FEBRUARY 1992

GREATER LONDON INDUSTRIAL ARCHEOLOGY 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

GLIAS EVENTS

- | <u>WHEN</u> | <u>WHAT</u> |
|--------------------------------|---|
| Feb. 3
Mon. | <u>GLIAS RECORDING GROUP MEETING.</u> To be held at the Brunel Engine House, Tunnel Rd, Rotherhithe, S.E.16. 6.30pm. All are welcome. (1 min. from rear of Rotherhithe Tube Stn.) |
| Feb. 19
Wed. | <u>GLIAS WINTER LECTURE : THE ARCHAEOLOGY OF COMPUTING.</u>
This lecture will be given by Danny Hayton, member of the Committee of the Computer Conservation Society, at 6.30 pm. in the Lecture Theatre 3 of the Medical College of St. Bartholomew's Hospital, Charterhouse Square, London E.C.1. Admission free. All are welcome. |
| Mar. 2
Mon. | <u>GLIAS RECORDING GROUP MEETING.</u> To be held at the Brunel Engine House, Tunnel Rd, Rotherhithe, S.E.16. 6.30pm. All are welcome. |
| Mar. 18
Wed. | <u>GLIAS WINTER LECTURE : SOCIAL HOUSING IN LONDON.</u>
This lecture is to be given by Brian Bloice, a South London historian with a wide range of interests, including the Streatham Silk Mill Preservation Campaign. At 6.30 pm. in Lecture Theatre 3 of the Medical College of St. Bartholomew's Hospital, Charterhouse Square, London E.C.1. Admission free. |
| Mar.
20/21
Fri./
Sat. | <u>VISIT TO THAMES TUNNEL</u> Meet 11.30pm at Brunel Engine House. The annual walk through the Thames Tunnel, organised by the Brunel Project, after the tubes have stopped. The visit will end at 3.30am 21st. A charge will be made in aid of the Brunel Project funds. Please send SAE to Nick de Salis 20, Belmont Hill, London SE13, for further details. |
| Apr. 6
Mon. | <u>GLIAS RECORDING GROUP MEETING.</u> To be held at Kirkaldy Testing Museum, 99, Southwark Street, London S.E.1. 6.30pm. All are welcome. |
| May 2
Sat. | <u>GLIAS ANNUAL GENERAL MEETING.</u> Full details will be published in the next Newsletter. Nominations for the Committee, properly proposed and seconded, with the nominee's agreement, or notice of any proposals, also properly proposed and seconded, should be sent to the Hon. Sec. (address at top of this page) as soon as possible. |
| March | <u>PROPOSED GLIAS VISIT</u> - to the archives of the Guinness Brewery, Park Road on a Wednesday or Thursday afternoon. If you are interested, please send a 1st class SAE to Bob Carr, 127 Queen's Drive, London N4 2BB, mentioning any particular archives you would hope to see, so that material can be got out beforehand. |

DIARY DATES (Cont'd)WHENOTHER EVENTSWHAT

- Feb. 3 BIR JOHN FOWLER : VICTORIAN ENGINEER. A lecture, to be given by Michael
Mon. Chrimes at the Institute of Civil Engineers, 1 Great George Street, S.W.1.
at 6.30 pm. Entrance fee £4. (Victorian Society)
- Feb. 4 THE MUSEUM IN DOCKLANDS. A talk, to be given by Chris Ellmers of the Museum
Tues. of London, at 7.30 pm. at Hawkestone Hall, Lambeth North end of Kennington
Road. (Southwark & Lambeth Archaeological Society)
- Feb. 5 DIGGING UP THE PAST. A talk by Chris Baker, on the work of Dartford and
Wed. District Archaeological Group, to be given at 8.00 pm. at Bromley Museum,
Church Hill, Orpington, BR6 0HH. Tel : 0689 873826 for details. (Orpington
Archaeological Society).
- Feb. 10 RICHARD TURNER : VICTORIAN ENGINEER. A lecture, to be given by Dr. Edward
Mon. Diestelkamp, at the Institution of Civil Engineers, 1 Great George St,
S.W.1. at 6.30 pm. Fee £4. (The Victorian Society)
- Feb. 12 HOMEWORKING IN THE EAST END CLOTHING INDUSTRY. A talk to be given by Alison
Wed. Kaye at 7.00 pm. at the Ragged School Museum, 46-48 Copperfield Road,
London E.3. 4RR. For details tel : 081-980 6405. (Ragged School Museum)
- Feb. 12 TELEPHONE TECHNOLOGY IN BRITAIN 1900-1940. A talk, to be given by Dr. J.S.
Wed. Foreman-Peck at the Science Museum, South Kensington, S.W.7. 2DD, at 5.45
pm. (Newcomen Society)
- Feb. 13 BRITISH FISHING : The Spread of Trawling across the North Sea grounds,
Thurs. 1800-1890. A seminar, to be given by Dr. Rob Robinson at 5.15 pm. at
King's College, The Strand, London W.C.2. Further information from
Leicester University, tel : 0533 522582. (24 hours)
- Feb. 17 FOX AND HENDERSON : VICTORIAN ENGINEERS. A lecture, to be given by Robert
Mon. Thorne, at the Institution of Civil Engineers, 1 Great George Street,
S.W.1. Entrance fee £4.
- Feb. 19 SPITALFIELDS. A talk, to be given by David Webb at the 'Empress of
Wed. Russia', St. John St, E.C.1. at 8.00 pm. Non-members £1. Concessions 50p.
For further information tel : 071-833 1541. (Islington Archaeology and
History Society).
- Feb. 24 I. K. BRUNEL : VICTORIAN ENGINEER. A lecture, to be given by Frank Newby at
Mon. the Institution of Civil Engineers, 1 Great George St, S.W.1. at 6.30 pm.
Fee £4. (The Victorian Society)
- Feb. 25 ROTHERHITHE HERITAGE MUSEUM. Ron Goode will give a talk on the Museum, and
Tues. there will be a showing of a video of Peek Frean's Biscuit Factory. The
meeting is at 7.30 pm. sharp at the Heritage Museum, Lavender Dock
Pumphouse, Lavender Road, S.E.16. For details tel : 071-231 2976. There
will be a charge of £1 entrance fee. (LDDC and Goldsmith's College)
- Feb. 27 FORESTS AND SEA POWER: The Navy's Search for Timber in Adriatic and Russian
Thurs. Waters : 1802-15. A seminar, to be given by Dr. P. Crimmin at 5.15 pm. at
King's College, The Strand, London W.C.2. Further information from
Leicester University, tel : 0533 522582. (24 hours)
- Mar. 1 MUCK AND MYSTERY. Combined visit to Rye House Gatehouse and tour of Rye
Sun. Meads Sewage Treatment Works. Thames Water will not permit children under
12 years of age on the visit. Meet at Rye House Gatehouse car park, Rye
Road, Hoddesdon, Herts. at 2.00 pm. Cost £1.50 adults, 90p concessions.
Organised by Lee Valley Park Countryside Centre, Crooked Mile, Waltham
Abbey, EN9 1QX. For details tel : 0992 713838.
- Mar. 3 RECENT ARCHAEOLOGICAL AND HISTORICAL RESEARCH. A presentation by various
Tues. speakers, at 7.30 pm. at Hawkestone Hall, Lambeth North end of Kennington
Road. (GLAS)
- Mar. 11 WILLIAM TIERNEY CLARK : 1783-1852- Civil Engineer of Hammersmith.
Wed. A lecture, to be given by GLIAS Chairman Dr. Denis Smith, at the Science
Museum, South Kensington, S.W.7 2DD. at 5.45 pm. (Newcomen Society)

DIARY DATES (Cont'd)

WHEN

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- Mar. 11 POPLAR AND THE COUNCILLORS WHO WENT TO JAIL IN 1921. An illustrated talk by
Wed. Dr. Gillian Rose of Queen Mary College, at the Ragged School Museum, 46-48
Copperfield Rd, E.3 4RR. (£1 annual membership)
- Mar. 12 THE STRATEGIC THEORY OF JOHN FISHER 1904-10: Submarines and Battlecruisers.
Thurs. A seminar, to be given by Nicholas A. Lambert at 5.15 pm. at King's College
The Strand, London W.C.2. Further information from Leicester University,
tel : 0533 522582. (24 hours)
- Mar. 18 SAVING LISTED BUILDINGS IN ISLINGTON. The speaker to be announced. This
Wed. talk will be 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)
- Mar. 21 SERIAC - At Southampton University. Theme : Serving the People, and Public
Sat. Utilities. For full details see Booking forms enclosed with this
Newsletter.
- Mar. 24 CHARLES DICKENS' RIVER THAMES. A talk, to be given by Colin Sorensen in the
Tues. Old Dockmaster's Office of the LDDC, Lower Road, Surrey Quays, S.E.16.
Admission free. (LDDC and Goldsmith's College)
- Apr. 5 COACH VISIT TO DIDCOT RAILWAY CENTRE (STEAM DAY) - This will be organised
Sun. by the City University and will include a visit to Reading Industrial
Museum and other sites. Fee £12, picking up at Waterloo at 9.45 am. and
St. Pancras 10.10 am. For details and booking form contact Sylvia Tyler,
Centre for Continuing Education, City University, London ECIV OHB, tel :
071-253 4399 Ext. 3268.
- Apr. 7 LONDON ARCHAEOLOGY PAST, PRESENT AND FUTURE. A talk, to be given by Harvey
Tues. Sheldon, at Hawkestone Hall, Lambeth North end of Kennington Rd. at 7.30
pm. (GLAS)
- Apr. 14 PEPYS' AND EVELYN'S SOUTH EAST LONDON. A talk, to be given by Diana Rimel
Tues. in the Old Dockmaster's Office of the LDDC, Lower Road, Surrey Quays,
S.E.16. Admission free. (LDDC and Goldsmith's College)
- Apr. 26 THE HISTORY OF TRAMS IN SOUTH EAST LONDON. A talk, to be given by Ted
Sun. Oakley at St. John's Church, Goose Green, East Dulwich Rd, S.E.22. This
meeting will include the Peckham Society AGM. At 3.00 pm.
- May 20 THE HISTORY OF MOORFIELDS EYE HOSPITAL. A talk, to be given by Christine
Wed. Rudgeley at 8.00 pm. at the 'Empress of Russia', St. John St, EC 1.
Non-members £1. Concessions 50p. For further information tel : 071-833
1541. (IAHS)
- May
26/30 AIA PROGRAMME OF FIELD VISITS IN SUFFOLK. At minimum cost, similar to last
Tues/Sat year's meeting in the Bristol area. As GLIAS is an affiliated society this
event is open to GLIAS members and their families. For further information
and to book a place send SAE to David Alderton, 48 Quay Street, Halesworth,
Suffolk, IP19 8EY. Tel : 098687 2343.
- June 20 CITY UNIVERSITY INDUSTRIAL ARCHAEOLOGY COACH VISIT to Oxfordshire and the
Sat. the Black Country. £17. Picking up Waterloo 8.45 am. and St. Pancras
9.10am. For details and booking form contact Sylvia Tyler, Centre for
Continuing Education, City University, London ECIV OHB. Tel : 071-253
4399, ext. 3268. Booking deadline 27th April.

FUTURE EVENTS AND COURSES

AIA LOCAL SOCIETIES WEEKEND - 3rd to 5th April. At Ironbridge. The theme will
be 'Conserving and Protecting the Industrial Heritage'. Further information from
Pam Moore, 20 Stourvale Gardens, Chandlers Ford, Hampshire, SO5 3NE.

AIA CONFERENCE 1992 - 11th to 13th September, arranged by Gloucestershire
Society for Industrial Archaeology at the Cheltenham and Gloucester College of
Higher Education. The Supplementary Programme will be from 13th to 17th September.
Further details from Miss A. Patrick, 4 Gratton Road, Cheltenham, GL50 2BS.
GLIAS is an affiliated society and there is a cost advantage in booking early.

FUTURE EVENTS AND COURSES

WEA - INDUSTRIAL ARCHAEOLOGY WALKING TOURS around Greater London this summer on Thursdays. A different programme each year. For information send SAE to Miss M. Renshaw, Flat 8, Wyburn Court, Ewell Road, Surbiton, Surrey, KT6 6HX. For details tel : 081-390 2998.

IA TRAIN RIDES AND WALKS - Tuesday 28th April - introductory meeting at City University for a programme of Industrial Archaeology train rides and walks around Greater London on Tuesday evenings starting at 6.30 pm. For details contact Sylvia Tyler, Centre for Continuing Education, City University, London ECIV OHB, or tel : 071- 253 4399 ext. 3268.

MID-DAY IA WALKS - On Tuesday 2nd June the first of six City University mid-day industrial archaeology walks will take place. These introductory walks start at 1.00 pm and cover shorter distances than the more ambitious set above. For details contact Sylvia Tyler, Centre for Continuing Education, City University, London ECIV OHB; tel : 071-253 4399 ext. 3268.

SOUTHAMPTON UNIVERSITY STUDY TOURS

THE INDUSTRIAL HERITAGE OF NORFOLK. From Friday 1st May to Monday 4th May. Depart Southampton 09.15 am and arrive Arlington Hotel, Norwich at 18.00. Fee to include lectures, visits and travel, and good quality accommodation is approx. £170.

THE INDUSTRIAL HERITAGE OF NORTH YORKSHIRE AND HUMBERSIDE. From Sat. 1st August to Sat. 8th August. Depart Southampton 09.00 and arrive University of York 18.00h. Fee, to include lectures, travel and visits and accommodation in the University Hall of Residence is approx. £295.

THE INDUSTRIAL HERITAGE OF THE WEST MIDLANDS. From Fri. 25th Sept. to Sunday 27th. Depart Southampton 09.15 and arrive Wheatsheaf Motel, Sheldon, 18.00h. Fee again to include lectures, travel and visits and good quality accommodation approx. £150. For further information and to book for any of the above, write to Pam Moore, BA, c/o Dept. of Adult Education, The University, Southampton SO9 5NH.

SUBTERRANEA BRITANNICA INTERNATIONAL CONFERENCE 1992

This will take place from 7th to 11th August in the Bath/Bristol area, with the theme 'Secondary Use of Underground Space'. Total cost for the full conference including accommodation, all meals and transport will be £164. To book, and for further information, write to Sylvia P. Beamon M.A, Subterranea Britannica, 2 Morton Street, Royston, Herts. SG8 7AZ. Tel : 0763 242120.

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NOTES FROM BOB CARRCROSSNESS

On 15th November 1991 a ceremony took place at Crossness beam engine house to mark the commencement of a two year probationary period during which restoration work will be undertaken by the Crossness Engines Trust. If things proceed satisfactorily Thames Water will grant the Engines Trust a lease for a further sixty years. The media gave good coverage to this event.

NEW MARITIME GALLERY PLANNED FOR GREENWICH

At the National Maritime Museum Greenwich, substantial extensions costing £37 million are planned including a two storey gallery beneath the lawns to the North of the 17th century Queen's House by Inigo Jones. It is intended work will take place during 1997-9 when an excavation 50 feet deep will disfigure the Museum's lawns. The subterranean galleries are to house a theme museum presently known as Sea Fever. Redevelopment also includes a glass-roofed courtyard and the scheme is expected to take about ten years. A 30 per cent increase in exhibition space will be effected. Four outlying buildings at present used for storage will become surplus to requirements. Among these is the Brass Gun Foundry in Woolwich Arsenal dating from 1717 and attributed to Sir John Vanbrugh. It is listed grade one.

CHANGES IN MORELAND STREET

At the West end of Moreland Street E.C.1. Gordon's have moved out of their gin distillery which is now empty and awaiting fresh uses. The still-room itself stretched along the North side of the street and was almost on the scale of a power station. It was the largest gin distillery in the world.

Alcohol came by road tanker from Wandsworth to Gordon's where flavouring was added - juniper berries, dried orange peel, coriander seeds and aromatic herbs, and the mixture re-distilled. Demineralised water was added to produce a drink with the correct proof spirit and bottling was carried out at Basildon. Gin requires no maturation and may be drunk immediately. The founder of the firm, Mr. Alexander Gordon, from Scotland, established his distillery in 1769 in Goswell Road a few hundred yards from the present site. These original premises were destroyed by bombing in 1941 and the distillery on the corner of Moreland Street opened about 1950.

At the South East end of the street the Banks and Taylor's public house, The King's Arms of 1901, is closed and there is demolition at the rear. Immediately next door to the east, Finsbury Distillery has its ground floor orifices blocked up, with breeze blocks filling the front entrance. Again fresh development may be expected. Of late Finsbury Distillery produced not gin but Stone's Ginger Wine by a process essentially similar to home wine making but on a commercial scale. GLIAS members paid a visit here when ginger wine production was still in progress.

THE ARSENAL STAND

In Highbury concern is being expressed over the proposed five storey North Stand for Arsenal football ground. New all seat facilities must be completed by 1994 to satisfy the requirements of the Taylor Report. Local residents are objecting to the scale of the intended construction and have formed an opposition body GAAS (Group for the Alternative Arsenal Stand) with alternative proposals.

John Thornton of Ove Arup's is involved and there is a group of independent RIBA assessors. The adjudication is becoming a serious matter as this is something of a test case of National interest. A scurrilous account of the local political situation is given by Piloti on page nine of Private Eye, 6th December 1991. In his book 'History of Highbury' Keith Sugden likens the Arsenal club's pre-war main building in Avenell Road to Milan railway station in the best international Fascist style of the 1930s.

DEMOLITION OF OLD GLAIS BRIDGE

The stone bridge at Glais in the Swansea Valley in South Wales (see GLIAS Newsletter 134 page 5) until recently carried the B4291 across the Afon Tawe. Constructed in 1806 the old bridge was naturally regarded with affection by local residents who appealed to the Welsh Office and Cadw when its replacement was planned to improve traffic flow. Objections were overruled and a new wider bridge has recently been built in its place. Old Glais bridge was of stone construction with three segmental arches and stepped cutwater buttresses. The bridge of 1806 itself replaced an earlier bridge a little upstream. The present writer is much indebted to Mr. Graham Cadwalladr of the Clydach Historical Society for information.

BOB CARR

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SITUATION VACANT.

The Brunel Project finds itself urgently in need of a Treasurer (Honorary of course). Interests should include: Tunnels, Brunels and Money! Details from Nick de Salis (see March 20/21 visit).

APRIL NEWSLETTER

Please note that contributions for the April Newsletter should reach the Editor by March 8th.

VISIT TO BRITISH AEROSPACE - KINGSTON-UPON-THAMES

Thanks to GLIAS member Piers Calver, and permission from BAe, a party of some 50 members of GLIAS and the Croydon Airport Society visited the BAe factory at Kingston (Ham Factory). The last Harriers are now being assembled at Ham before the factory is closed.

BAe kindly provided refreshments before we had an introductory talk from Piers. The gist of the talk is in a BAe booklet '75 Years of Aviation in Kingston, 1913-1988'. (For those not on the visit copies are available at £1 from Mr. Ager in PR at Kingston). What follows is a very condensed account.

Kingston has been associated with the aviation industry since 1913 when T.O.M. Sopwith set up Sopwith Aviation in a former roller skating rink in Canbury Park Road. Harry Hawker soon joined him. The skating rink was eventually demolished but parts of the first factory remain - as part of Kingston Poly. During the 1914-18 War the company expanded enormously and also took on the Ham factory, built for the government's failed national aircraft factory scheme. However, the war over, times were hard for aircraft manufacturers and, with a demand for excess war profits duty, the company went into receivership. All creditors were paid in full and the company was wound up but, on the same day, Hawker Engineering, with the same directors, was formed.

In 1928 Hawker leased the Ham factory to Leyland, who built the famous Trojan 'can you afford to walk' car there under licence. During the 1939-45 War the factory produced tanks and incendiary bombs. Hawker went on producing their well-known line of bi-plane fighters at Canbury Park but in 1933 bought the Gloster Aircraft Company to obtain more factory space. (Hucclecote, Gloucester.) In 1935 the Hurricane prototype was built at Kingston. Hawker did not reoccupy the Ham site until the early 1950s and later in the decade built the imposing office block fronting Richmond Road out of the profits on the Hunter. A large experimental shop and offices, in which we met, were also built at the rear of the factory. In 1977 BAe was formed and took over the aviation interests of Hawker.

We visited the factory in several parties. On Saturday there may not have been much activity but the extent of the rundown was obvious. The 'sights' included some interesting destructive test rigs where a fuselage was set up for stress testing, the high temperature test room where jet nozzles are tested at high temperature and air flow, and the original factory, where a few Harrier fuselages were being assembled. We also saw one of the vertical cylindrical heaters (Rocket heaters) designed to heat the enormous floor space of the factory.

We are grateful to BAe for permitting the visit, to Piers for arranging it and for his talk, to Piers and his colleagues for guiding us so ably, and we should not forget David Perrett who managed the administration of the visit.

TROJAN MOTOR CAR

As an adjunct to the BAe visit Don Williams, a former Hawker-Siddeley employee drove to Kingston in his Trojan and after the factory visit demonstrated it and gave rides in the car park. Don bought the car from the first owner who was an undertaker in Oxted.

The Trojan of the early 1920s was an early attempt to produce a mass-market car. It sold for £140 with solid tyres or £145 with pneumatics. It was driven by a four cylinder two stroke motorcycle engine, which operated as a two cylinder two stroke as two pistons joined to drive one crank. There was a two speed epicyclic gear with final chain drive. The engine and epicyclic gear were mounted amidships under the floorboards.

The power of the 1500cc engine and its extraordinarily even torque enabled the car to be driven continuously at any speed in top gear, the bottom gear only being used to start from rest. Leyland gave up the Trojan licence in the late 1920s when other car manufacturers started to make more conventional mass-market cars but the Trojan company went on building vans for some time.

A full account of the Trojan car is given in 'The Light Car and Cyclecar' for June 25th and July 16th 1926.

BILL FIRTH

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BURTON. BURTON EVERYWHERE AND NOT A DROP TO DRINK

Despite the obvious association with Burton on Trent and its breweries, the name chosen by Meshe David Osinsky from Kurkel in the early 1900s both for himself and his tailoring business was not supposed to conjure up visions of pint glasses. The Burton empire itself strongly disapproved of alcohol and provided temperance alternatives to the public house. It is interesting to speculate why the name Burton was chosen. It must have been a name very well known to most working class men in the North Midlands at the time through the advertisements of Burton brewers but it has been suggested that Mr. Osinsky saw the name at a railway station or took it from a railway timetable. Was the choice however a master stroke of marketing, akin to contemporary cigarette advertising?

The Burton billiard saloon alternative to the public house flourished from 1930, to the early 1960s when the saloons were closed and their contents sold. Kenneth Hudson on page 68 of 'The Archaeology of the Consumer Society' speculates whether this was the world's biggest ever sale of billiard tables.

Although many of the Burton shops are still with us in a modified form the tailoring business suffered a severe setback. Young men simply stopped wearing tailored suits and the collar and tie appearance disappeared very quickly. Levi jeans were introduced to Britain from the US in 1959. The clothing business changed dramatically. Sir Montague had died in 1952. Had he been alive and vigorous one can almost imagine photographs of Elvis Presley being measured for a (suitably trendy) Burton's suit but this was a new age and the shops went in for selling off the peg items bought in from a variety of sources. Burton's national tailoring organisation was an obsolete embarrassment, the Hudson Road mills ceased production and the Burtonville factory has been demolished.

Since the 1960s there has been a good deal of business re-organisation. Dorothy Perkins which had 392 retail outlets was bought by the Burton Group and Top Man is part of this empire. Burton Retail still has about 500 shops.

(To be continued).

BOB CARR

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LETTERS TO THE EDITOR

From John H. Boyes, who writes :

Two small points arising out of notes in the GLIAS Newsletter 137, December 1991, which may be of interest to members :

(1) Montague Burton had another large factory during the 1940s engaged mainly I believe on uniforms and latterly on demob clothing, at Little Hulton, Bolton, Lancs. just off the East Lancashire Road. I suspect it started about 1939 and I think it was still operating when I left the area in 1947. It was in a converted spinning mill.

(2) The Civil Defence Bunker in Hackney was the scene of a tragedy on 9th July 1973 when four small boys crept through a very narrow gap under the security gate and gained entry to the bunker. When inside they started playing with the equipment particularly the 'bicycle generators'. Also inside the bunker were some Calor gas cylinders, one of which had possibly been leaking. Apparently a spark from the generator ignited the gas and a violent explosion occurred in this confined space.

One boy was killed outright and a second died later.

JOHN H. BOYES.

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BOOK REVIEWSTHE CHANGING RAILWAY SCENE IN HAMPSHIRE. By Edwin Course & Pam Moore.

The story is told in a series of 114 photographs showing past and present, the earliest taken in 1905, with a short commentary on each of the 42 pages. This is a new publication from Southampton University Industrial Archaeology Group and is very interesting and well presented. Priced at £4.50 it is available from Capt. Ivan Downer, SUIAG Publications Officer, 4 Hartley Close, Bishopstoke, Eastleigh, Hampshire, SO5 6JE. GLIAG readers should also ask for the names of other IA publications by SUIAG. All profits go towards the work of the group.

EDITOR.

DOCKLAND LIFE - A PICTORIAL HISTORY OF LONDON'S DOCKS 1860-1970

By Chris Ellmers and Alex Werner.

The Port of London formed the largest and most comprehensive system of docks the world has ever known. With a workforce of over 100,000 men, women and children, London's Dockland reached out to the four corners of the globe through the thousands of ships which came to the busy River Thames. The Museum of London is devoted to keeping the memory of Dockland alive and has now produced this lavishly illustrated volume.

Dockland Life examines every major aspect of the port; the working river and its various docks; the ship repair yards; dock construction and warehousing; the quaysides and dock trades; the communities of the area. The text is comprehensive and definitive, but above all it is the stunning sequence of images, drawn from a library of over 50,000 photographs, which conveys the human drama of life and work in the 'First Port of the Empire'.

Dockland Life is available from the Museum of London Bookshop and the Museum in Docklands, Library and Archives, price £17.50.

BILL FIRTH

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RECORDING GROUP REPORTBattersea Waterworks.

Tim Smith and Malcolm Tucker are continuing to work on this site. A letter from Roger Morgan had been received about the possibility of the site having been used for trials of the Pneumatic Dispatch railway. Tim and Malcom have drawn up a document on Codes of Practice for such sites.

Harefield Copper Mills.

June Gibson reported that the site was empty, had been vandalised and there were signs of demolition but there was now a nightwatchman. (see page 9) Visits may possibly be arranged with the estate agents, but contact June Gibson first.

Connolly Leather Works.

Robert Vickers had sent us an article about this firm on the Wandle which will go out of business in about two years, and he suggests that a visit should be arranged.

Ice Wells, Battlebridge Basin.

A letter had been received from Roger Morgan forwarding a letter from a researcher on ice cream from Hull. Malcolm Tucker has looked into it, and its omission from Sylvia Beamon's book on the subject.

Delta Enfield Cable Factory, Charlton.

Mr McNair had written about this works, now closed. The site had been built by Johnson and Phillips. A particular feature is the prominent cable tower. Anyone with further information please get in touch.

'Telford Bridge', St Katharine's Dock.

Taylor Woodrow has made another proposal in which the wrought iron would be retained as 'wall-paper'. Malcolm Tucker had made submissions on behalf of GLIAG on the previous proposals.

Victoria Dock.

Bob Carr had reported that mills at north side of Victoria Dock were being demolished. Museum of London have surveyed these fairly thoroughly.

Finchley Open Air Pool.

June Gibson reported that Barnet wishes dispose of this open air swimming pool to adjacent health club and close Squire's Lane pool. In addition the 30s Society had produced a book on Lido's which were disappearing fast.

Berk Chemicals.

This site at West Ham was now demolished. Parkes Thesis described building, possibly from the 1820s on the site in the 1940s.

British Waterways Board, Bulls Bridge.

Tim Smith reported that the site is to be redeveloped for Tesco's when BWB move their maintenance depot out. A visit to the site is being considered.

New River.

Don Munday reported that the portion of the New River, between Enfield and Coppermill which was to be closed, is to be retained. New pumping stations (24) (6m x 5m x 3m) will put mains water into the chalk aquifer in times of plenty which can be returned to the New River as required. East Reservoir at Stoke Newington may be lowered. West Reservoir will be lowered so that surface area is reduced from 20 acres to 9 acres, eliminating need for inspection under the Reservoirs Act.

Questions were also raised about Woolwich Arsenal and Richmond Ice Rink.

Meeting place.

Mary Mills said that it was impossible to meet charges for rooms at the Architectural Association. It was agreed that Kirkaldy's would be suitable for regular meetings; although one member objected strongly on the grounds that the Society should have a meeting place in Central London. Some more general meetings could be held at Bow Gas Museum, The Brunel Engine House or Kew.

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HAREFIELD AND ITS COPPER MILL

Harefield is a large village, almost a small town, with no train station but buses run from Denham or Rickmansworth. By car, one of the most interesting routes is along the A40 past the NCR works at Park Royal and the Hoover factory on the A40, soon to be converted by Tesco.

The Mill is in a tiny lane off Jack's Lane which leads to Black Jack's Mill. Still called that, it has been a restaurant for some fifteen years. On the map is shown the nearby site of an iron foundry of which there is no sign and also a tile kiln where I went to find only a pile of rubble.

Although the area is predominantly rural and there are pleasing tracts of water and land, it bears the usual scars of rural squalor with rather horrid new housing developments shoe-horned in.

There are the usual assortment of pubs some looking very attractive. The largest and the best for viewing the mills is The Fisheries Inn at Coppermill Lane, adjacent to the Grand Union Canal and with a beer garden at the back on the banks of the River Colne. It's a rather old-fashioned area for pleasure; fishing; canoeing; canal boating; walking etc.. But if the mills are redeveloped ..?

The cottage at Coppermill Lock was closed when I visited and I had passed the only entrance to the mill, on the right before crossing the canal bridge, which is marked by a 30's style bell tower and wrought iron gates painted in faded turquoise. "Bell Works" is the name on display along with "The Harefield Rubber Company". This company owned all the buildings on the site but it seems that parts were leased out, like a small industrial estate. A lane passes the entrance of Bell Works and at the end there are still some buildings in use. These are on the site of a disused chalk pit according to the map.

On the way to the Mill there is a quaint little electricity sub-station, a brick building like a small chapel with a big window and a transformer sitting inside.

The large brick-built mills are very lovely indeed, being mellow brick and period style. It seems as if these are listed, probably Grade II. There are some windows broken but the buildings look in a reasonable state. I took a video film which shows them much better than I can describe them.

However, the process of demolition of some of the other buildings has started and from the locked entrance in Summerhouse Lane you can see debris and a bulldozer. The site is very big, I should think it's about half a mile long, by a quarter of a mile at the widest part of the site. At the rear is a security fence of corrugated iron, but you can see a goods loading bay and gates of mesh wire, leading to a chemical store. There has been a lot of vandalism and there is a caravan parked near the entrance gates for a watchman.

The following information was taken from a book in Harefield's local library. The Mills are first mentioned in the Domesday Book and in 1674 as a Corn Mill and in 1683 a Paper Mill. In 1781 they were leased to the Mines Royal Company with the house called the Manor House and in 1802 copper was introduced by them while Black Jack's Mill continued as a Corn Mill.

Copper was brought from a smelting works in Glamorgan to be used to roll copper for sheathing the bottom of the ships to be used in the Napoleonic Wars, and by 1803 production was at 30 tons of copper a week. But by the mid 1850's fewer wooden ships were being built and because Harefield was so far from the source of copper they were one of the first works to close. By 1863 the Mines Royal Company had gone out of business and the Mills were abandoned. One roof left was entirely of copper and a later leaseholder made money by selling it.

The Mills were supported by Thomas Newell from Paris and he turned them into a Paper Mill but it wasn't a commercial success and they were again for sale by 1872. In 1882 they were leased by the United Asbestos Company in which Midland Railway managers were involved. After a great deal of pioneering work, a government contract was secured and others followed. There were a textile factory and an India Rubber and Mill Board factories. In 1910 the company amalgamated with the Bells Asbestos Company and throughout the first world war employed a great many women, some from mills in the North of England.

In 1929 the company was sold to Turner & Newell who moved to Erith in Kent. The machines were sent to Old Trafford and unemployment in the area grew. In 1935 the works were taken over by Rubberwear Limited who also traded as the Harefield Rubber Company. Printing rollers, asbestos, ink and other things were manufactured on site by a variety of firms.

The Harefield Rubber Company is still in existence but the works closed in 1978 because plastic was being used for many goods previously made of rubber.

This was once an industrial area with cement works and brick fields. In 1886 Coles Shadbolt and Company with many cement kilns provided a great deal of local employment. Today in south Harefield there is a reminder of the Copper Mill in a pub called the Mines Royal.

There is a Harefield local history group who may know something about the mills. Further local information would be of interest if anyone would like to write in. Books consulted were: 'Life in a Middlesex Village, 1880-1930' published in 1978 by the Harefield local history group, and 'Life and Work in a Middlesex Village, Harefield 1880-1914' by Geoffrey Tyack, Oxford 1984.

JUNE GIBSON

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NEWSLETTER QUESTIONNAIRE

Thanks to all the members who returned the questionnaire which we sent out with the last Newsletter. We have received 155 replies, including the guinea-pigs who completed them at the GLIAS Lecture but have not had time to analyse them thoroughly so a full report will have to wait for the next Newsletter. Thanks again to all of you who took the time to let us know what you think.

DANNY HAYTON

GLIAS Accounts 1990 - 1991

Page 1

Income	1990-91	1989-90
Individual Subscriptions	1551	1540
Family Subscriptions	296	384
Group Subscriptions	213	240
Deposit Account Interest	202	283
Publication Sales	884	1197
SERIAC	1602	
Miscellaneous	136	45
Increase In Stock Value		243
	<u>4884</u>	<u>3932</u>

Expenditure		
Newsletter	426	363
Postage & Secretarial	597	627
Publications	358	601
Journal	39	1514
A.G.M.	269	192
Insurance	133	123
Publicity	33	53
Lectures	272	118
SERIAC	259	
Miscellaneous	707	83
Decrease in Stock Value	312	
	<u>3405</u>	<u>3674</u>

Income	4884	3932
Less Expenditure	<u>3405</u>	<u>3674</u>
	<u>1479</u>	<u>258</u>
Plus Last Year's Subs	5	87
Less Next Year's Subs	<u>33</u>	<u>5</u>
	<u>1451</u>	<u>340</u>

GENERAL FUND

Balance at 1st April '90	6588
Surplus 1990 - 1991	<u>1451</u>
Balance at 31st March '91	<u>8039</u>

STOCK

Cost Value 1st April '90	2953
Cost Value 31st March '91	<u>2641</u>
Decrease in Value	<u>312</u>

Assets	1990-91	1989-90
Cash at Bank	5443	3750
Publications & Stocks at Cost	2641	2953
Sundry Debtors	17	133
	<u>8101</u>	<u>6836</u>
Liabilities		
General Fund	8039	6831
Subs. in Advance	33	5
Uncleared Cheques	29	
	<u>8101</u>	<u>6836</u>

Treasurer's Report

Another "Good Year" for GLIAS is more apparent than real. We have absorbed the SERIAC takings but, because of its timing, have yet to pay for it.

Investment has been made in a computer system to enable the newsletter to be "made up" electronically.

As predicted the increased costs for room hire have made it prudent to increase the subscriptions for 1991-92.

D.H.W. Hayton (Treasurer)

D.P. Smith (Chairman)

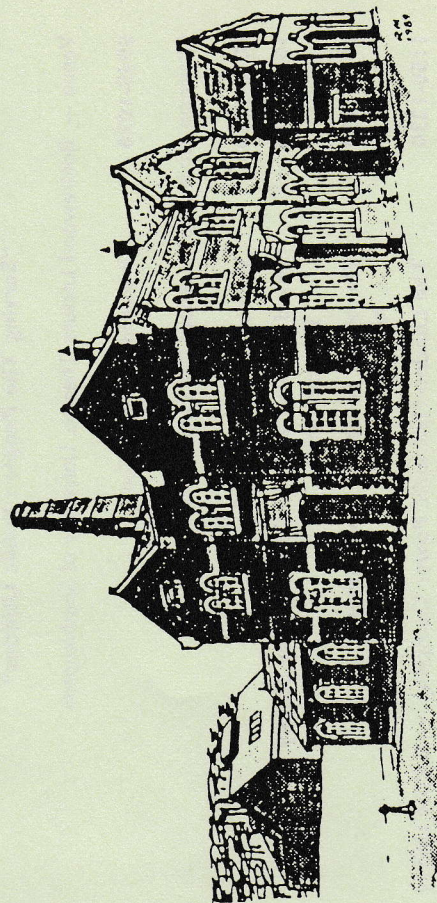
Auditor's Report

I have examined the Accounts and Financial Records of the Society and have received all the information and explanations that I consider necessary.

In my opinion, the Accounts give a true and fair view of the Society's financial affairs as at 31st March 1991 and of its income and expenditure during the year ended at that date.

Hugh Marks (Auditor)

South East Regional Industrial Archaeology Conference



SERIAC 92

"Serving The People: Public Utilities"

University of Southampton

Saturday March 21st 1992

SERIAC is one of a number of regional groupings of industrial archaeology and related societies, and covers the counties of Berkshire, Greater London, Hampshire, Isle of Wight, Kent, Surrey and Sussex. Annual Conferences have been held at Venues across the region since 1983. This year's Conference is being hosted by the Southampton University Industrial Archaeology Group, and has been organised by Mrs Pam Moore, B.A., from whom further information may be obtained. (Address: 20, Stourvale Gardens, Chandlers Ford, Eastleigh, Hampshire SO5 3NE).

PROGRAMME for SERIAC 92

"Serving The People : Public Utilities"

Venue — Boldrewood Lecture Theatre, University of Southampton

0945-1020 Registration and Coffee

Chairman for morning session: Mrs Pam Moore, B.A.

1020-1030 Welcome and Opening Remarks

1030-1110 **Wind Engines and Municipal Water Supply**

J Kenneth Major

1110-1150 **Electricity comes to Godalming**

Kenneth Gravett

1150-1230 **The London Hydraulic Power Company — A Lost Utility**

Tim Smith

LUNCHBREAK — SEE BOOKING FORM FOR FURTHER INFORMATION

Chairman for afternoon session: Dr J Martin Gregory

1405-1445 **South Eastern Gas — A Historical Survey — 1814-1949**

Brian Sturt

1445-1525 **The Brook Pumping Station**

Jim Preston

1525-1550 Tea

1550-1630 **The Emergence of the Municipal Engineer in the Victorian City**

Dr Denis Smith

1630-1700 **Introduction to Twyford Pumping Station**

Dr Edwin Course

1700-1715 **Discussion and closing remarks**

To be followed from 1800 onwards
by a tour of Twyford Water Pumping Station,
near Winchester, with machinery in operation.

SERIAC 92 BOOKING FORM

Please return, with payment to:

Mrs Pam Moore,
20, Stourvale Garens,
Chandlers Ford,
Hampshire SO5 3NE

Closing Date: 10 March 1992

Name(s)

Address

.....

.....

Organisation (if applicable)

Please reserve.....place(s) at the Conference at £7.50 per person (includes tea and coffee and all documentation)

I / We would like to book lunch at £7.95 a head..... YES / NO

Cheque for £..... enclosed (payable please to S.U.I.A.G.)

I / We wish to join the tour of Twyford Pumping Station..... YES / NO

I / We wish to book display space on behalf of..... YES / NO
(See Note 2)

NOTES

1. Lunch will consist of three courses and coffee and will be served in the Boldrewood Building. It must be pre-booked. Alternatively, participants may bring a packed lunch; there are no suitable alternative facilities for obtaining lunch in close proximity to the venue.

2. If you request display space, you will receive a form requesting further details of requirements.

All delegates will receive directions to the venue nearer the date. Parking is available adjacent to the building. Details of public transport will be supplied on request.