

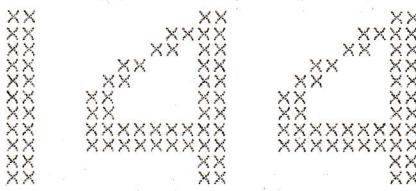
GLIAS

Registered Charity No. 298874

NEWSLETTER

GREATER LONDON INDUSTRIAL ARCHAEOLOGY SOCIETY

ISSN 0264-2395



FEBRUARY 1993

Hon. Secretary : Bill Firth, 49 Woodstock Avenue, London NW11.

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

DIARY DATES

GLIAS EVENTS

WHEN

WHAT

Feb. 7 GLIAS VISIT TO THE NEW WANDLE INDUSTRIAL MUSEUM, Vestry Hall, London Rd, Sun. Mitcham. Meet outside the Museum at 2.30pm. The BR station is closed on Sundays. Morden Underground is open and Buses 11B, 127, 200, and 280 pass the door.

Feb. 9 GLIAS RECORDING GROUP MEETING 6.30pm. at Kirkaldy Testing Museum, 99, Tues. Southwark St, SE1. More videos if there is the demand. Contact Mary Mills if you have any you would like to show. All are welcome.

Feb. 17 GLIAS LECTURE : BRUNEL'S TUNNEL, THE FIRST 150 YEARS. - Bob Barnes 6.30 pm, Wed. Lecture Theatre No. 3, New Science Block, Medical College of St. Bartholomew's Hospital, EC1.

Mar. 9 GLIAS RECORDING GROUP MEETING. At 12.00pm. at Kew Bridge Steam Museum, Tues. Green Dragon Lane, Brentford, Middlesex. All are welcome. Lunch will be chips from around the corner.

Mar. 17 GLIAS LECTURE: THE GREAT EASTERN RAILWAY IN LONDON. - Terry Turbin, 6.30pm, Wed. (see Feb. 17th for details).

Mar. 19 BIG BEN : A VISIT TO THE CLOCKTOWER OF THE HOUSES OF PARLIAMENT. Arranged Fri. for two parties, one at 10.30am and the other at 11.30am. Visitors must arrive at St. Stephen's entrance at 10.00am and 11.00am to pass through security. There are plenty of places available. To book a place please telephone the Newsletter Editor on 081-554 1796, or write (address above) by the 22nd February.

Apr. 13 GLIAS RECORDING GROUP MEETING. At 6.30pm at Kirkaldy's Testing Museum, 99 Tues. Southwark St, SE1. All are welcome.

May 1 GLIAS AGM. At 2.30pm, provisionally in the Science Museum Lecture Theatre, Sat. but full details next newsletter. Any nominations for committee members or motions to be put before the meeting to Bill Firth (address above).

OTHER EVENTS

WHEN

WHAT

Feb. 2 BUILDINGS AT RISK IN SOUTH LONDON. A lecture by Delicia Keats at Hawkstone Hall, Lambeth. North end of Kennington Rd, SE at 7.30pm. (SLAS)

Feb. 7 NEW RIVER WALK. Meet at 2.30pm at Manor House Underground station for a Sun. conducted walk. Cost £4, with concessions. Further details from The Inland Waterways Association (IWA), tel: 071-586 2510.

Feb. 10 SCOTTISH MARINE ENGINEERING IN THE 19TH CENTURY. - James Wood, in the Main Wed. Lecture Theatre, Science Museum, SW7 at 5.45pm. (Newcomen Society).

Feb. 10 TOSHERS ON THE THAMES. - Liz Thompson, 7.00pm at The Ragged School Museum, Wed. 46 Copperfield Rd, E3. Membership £1.

Feb. 14 FIVE RIVERS WALK along the River Lea. Meet at 1.30pm at Fishers Green car Sun. park, Stubbins Hall Lane, off B194, Hollyfield Rd, Waltham Abbey, Essex. (Lee Valley Park) For details tel: 0992 713838.

Feb. 17 CONSTRUCTION AND USE OF THE GEORGIAN TOWN HOUSE. - D. Cruikshank, 8.00pm at Wed. 'The George', Liverpool Rd, N1. Non-members £1. (IAHS).

Feb. 21 REGENT'S CANAL WALK - Paddington to Camden. Meet Warwick Avenue Underground Sun. Station 2.30pm. Cost £4. For details tel: 071-624 3978. (IWA)

Feb. 22 ROBERT WATSON-WATT, THE FATHER OF RADAR. - Prof. R. Hanbury-Brown, 5.30pm. Mon. at the IEE, Savoy Place, London WC2R 0BL.

Feb. 26 THE LEICESTERSHIRE EXPERIENCE. - Carl Harrison, 7.45pm at the Methodist Fri. Church, Albion Way, Lewisham, SE13. (Lewisham LHS)

Mar. 2 RECENT ARCHAEOLOGICAL AND HISTORICAL WORK. A lecture, at Hawkstone Hall, Tues. Lambeth, North end of Kennington Rd, SE. At 7.30pm. (SLAS)

Mar. 4 COASTAL SHIPPING. A neglected sector of 19th C. British Transport History. Thurs. by Prof. J. Armstrong, at 5.15pm at King's College, (3rd Floor), The Strand, WC2. (International Com. for Maritime Research).

Mar. 7 REGENT'S CANAL WALK - Camden to Islington. Meet at Camden Town Underground Sun. station at 2.30pm. Cost £4, concessions. Tel: 071-624 3978. (IWA)

Mar. 10 POWER JETS AND THE PRESSURE EXCHANGER. - J.A. Barnes (President) in the Wed. Main Lecture Theatre, The Science Museum, SW7 at 5.45pm. (Newcomen Soc)

Mar. 10 DIRTY OLD TOWN. - Mary Mills, on the East London Gas and Chemical Industry, Wed. at 7.00pm at the Ragged School Museum, 46 Copperfield Rd, E3.

Mar. 11 PAPER AND PRINTING IN EAST LONDON. - A. French, at 7.30pm at the Latimer Thurs. Congregational Church, Ernest St, E1. (ELHS)

Mar. 17 THE MERCERS' COMPANY'S ARCHIVES. - Ursula Carlyle, 8.00pm at 'The George', Wed. Liverpool Rd, N1. Non-members £1. (IAHS)

Mar. 21 REGENT'S CANAL WALK - Islington to Mile End. Meet at 2.30pm at the Angel Sun. Underground station. Cost £4, concessions. Tel: 071-624 3978. (IWA)

Mar. 23 THE AIRFIELD REVOLUTION 1934-44 - Robin Higham (from the USA), on RAF Tues. Airfields, 8.00pm at The Hilton National Hotel, Purley Way, Croydon. Tel: 081-643 5013. All welcome.

Mar. 26 THE PERIWINKLE WATERMILL MUSEUM PROJECT. - Martin Saffery, 7.45pm at the Fri. Methodist Church, Albion Way, Lewisham, SE13. (LLHS)

Apr. 4 REGENT'S CANAL WALK. Paddington to Camden. See Feb. 21st walk. Sun.

Apr. 4 INDUSTRIAL ARCHAEOLOGY COACH VISIT TO THE HOME COUNTIES. Cost £12. Pickup Waterloo and St. Pancras. Booking form from Sylvia Tyler, Centre for Sun. Continuing Education, City University, EC1V OHB. Tel: 071-477 8268.

Apr. 6 THE ARCHAEOLOGY OF THE GREAT FIRE OF LONDON. - Gus Milne, at 7.30pm at Tues. Hawkstone Hall, Lambeth. North end of Kennington Rd, London SE. (SLAS)

Apr. 14 TOWARDS THE PERFECT SCREW THREAD. - Dr. Randall and C. Brooks, Main Lecture Wed. Theatre of the Science Museum, London SW7 at 5.45pm. (Newcomen Society)

Apr. 18 REGENT'S CANAL WALK. Camden to Islington. See Mar. 7th walk. Sun.

Apr. 20 TOUR OF HISTORIC POST BOXES IN HARROW AND DISTRICT. - Philip Lynch, (see NL Tues. 141). For details, Mrs A. Peattie (tel: 0923 246744) and state if you need transport or can offer it.

Apr. 22 REBUILDING OF DOCKLANDS. - Darrel Orilley, 7.30pm at the Latimer Thurs. Congregational Church, Ernest St, E1. (ELHS)

Apr. 25 HISTORY OF SOUTH LONDON'S WATER AND SEWAGE. - Brian Bloice, 3.30pm, Sun. preceded at 3.00pm by the Peckham Society's AGM, St. John's Church Vestry, Goose Green, SE22.

Apr. 29 DO YOU REALLY WANT A MUSEUM ? - Zoe Brooks, 7.45pm, St. Laurence Church, Thurs. Catford, SE6. (LLHS)

May 4 THE LONDON CARRYING TRADE. - Dorian Gerhold, 7.30pm at Hawkstone Hall, Tues. Lambeth. North end of Kennington Rd, SE. (SLAS)

May 15 ERIAC (EASTERN ENGLAND REGIONAL IA CONFERENCE) at Cambridge. Lectures on: Sat. Coprolites, The Fen Lighter Project, and Cambridge Breweries. Also visits to Marshall's (Aero + Motor), Cheddars Lane Pumping Station, and a tour of cast iron work in Cambridge. GLIAS members welcome. SAE to Mrs Brenda Taylor, Crown House, Horsham, St. Faith's, Norwich.

May 27 THE STORY OF DEPTFORD POWER STATION - Roy Bourne, 7.45pm at St. Laurence Thurs. Church, Catford, SE6. (Lewisham LHS)

SUMMER COURSES

Tuesday 27th April: an introductory meeting at City University, for a programme of nine IA train rides and walks around Greater London on Tuesday evenings, at 6.30pm.

Tuesday 1st June: the first of six City University afternoon introductory IA walks starting at 1.30pm. Shorter than the more ambitious evening set above.

For details of both the above contact Sylvia Tyler, Centre for Continuing Education, City University, London EC1V 0HB, or tel: 071-477 8268.

WEA Industrial Archaeology. Ten weekday evening walking tours around Greater London this summer. SAE to Miss M. Renshaw, Flat 8, Wyburn Court, Ewell Road, Surbiton, Surrey, KT6 6HX, tel: 081-390 2998.

CROSSNESS ENGINES TRUST

There will be visitors' days for groups wishing conducted tours of the beam engine's restoration. Tours, £1.50 per person, begin at 10.30am and 2.00pm on: Sundays - Feb. 14, Mar. 14, April 11 and May 9 and Tuesdays - Feb. 23, Mar. 23, April 20, and May 18. Further information from Michael Dunmow tel: 081-303 6723.

MUSEUMS

THE RAGGED SCHOOL MUSEUM, Copperfield Road, Bow, E3 is staging an exhibition, 'Off the Peg Clothing', until April 5th, in association with the London Museum of Jewish Life, featuring the development of the women's wholesale clothing industry.

THE LONDON CANAL MUSEUM will be closed from 13th to 23rd February whilst the Ice Pits below the floor of the museum are further excavated. A holiday exhibition is on until the end of January.

THE LONDON TRANSPORT MUSEUM will close on March 7th until December, for high tech refurbishment. Hurry along to see the traditional museum before it is too late!

MUSEUM OF LONDON. Lunchtime lectures in March will be on London's Great Stadiums.

WANDLE INDUSTRIAL MUSEUM is open each Wednesday from 1.00 to 4.00pm and the first Sunday in each month from 2.00 to 5.00pm at The Vestry Hall Annexe, London Road, Mitcham, Surrey, CR4 3UD. For details tel: 081-648 0127.

THAMES TUNNEL 1843-1993

The world's first thoroughfare under water was officially opened by Sir Marc Brunel on 25th March 1843. Throughout 1993 there will be commemorative 150th anniversary events, including:

February 15, 16, 18: Meet 'IKB' (sic) at London Transport Museum, Covent Garden - half hour lecture and tour of museum for 9-14 year olds.

February 17: GLIAS Commemorative Lecture - see GLIAS Events.

March: Exhibition of Marc Bruneliana at Engine House, Rotherhithe. Tunnel walk (Friday/Saturday night).

March 28: Special Sunday opening of Engine House including outdoor oxroast.

April: Tours of Marc Brunel sites in Britain.

April 3: 12.00pm Lunchtime lecture by Susan Morris of London Museum's Education Unit. 'Presumptuous Aspirations of Mortal Men' at the Engine House, Rotherhithe. Later events will be notified in subsequent Newsletters.

Details from: Nicholas G. de Salis, Vice Chairman of Trustees, Brunel Exhibition Rotherhithe, 20 Belmont Hill, London SE13 5BD. Tel: 081-318 2489.

INDUSTRIAL HERITAGE YEAR

'Experience the Making of Britain'

GLIAS is working with the London Tourist Board on a programme of events for Industrial Heritage Year. A number of IA walks and river trips are planned for the summer and our lecture programme (this spring and next autumn) will be included.

Denis Smith is organising 'Iron and Steam', a concert of musical works which commemorate great moments in our industrial past, at Morley College in the autumn. Other London events later in the year include :-

The Re-opening of Limehouse Basin: May 29-31. Tel: David Chesterton 071-515 4744 for details.

Canal Boat Trips: Contact Maggie French on 071-482 2550.

Brunel Tunnel Celebrations: See above.

Canals 200: to commemorate the bicentenary of the Grand Union Canal. Events throughout the year. Tel: Vanessa Wiggins 0788 890666.

Exhibition - 'Stratford Railway Works' at North Woolwich Station Museum, Easter to October. For details tel: 071-474 7244.

Exhibition - 'History of Print and Printing in Newham' at Passmore Edwards Museum. For details tel: 081 534 0276.

Old Royal Observatory - a transformation, with new displays to coincide with Industrial Heritage Year. Tel: Susan Barber 081-312 6725/45.

Tower Bridge - closed until 1st July to set up a new exhibition - 'The Celebration Story' - to commemorate the bridge's centenary in 1994. Contact Mark Waters for details on 071-403 3761.

More details, as we have them, will be given in future Newsletters.

BILL FIRTH

THE TWENTIETH CENTURY SOCIETY The Thirties Society has been growing in popularity with numerous visits in the London area, and now extends its interest up to the nineteen seventies. The Society has changed its name to the Twentieth Century Society and will cover the period from 1914. The Victorian Society deals with the period from 1900 to 1914. An article in the Observer (25th July 1992) discussed the change of title and the aims of the society.

BOB CARR

NOTES FROM BOB CARRAIA EVENTS

In 1993 the AIA is organising a programme of field visits at minimum cost in S.E. Wales (Cardiff, Rhondda Valley etc.) from Sunday 30th May to Wednesday 2nd June, along the lines of last year's meeting in the Suffolk area. This event is open to GLIAS members and their families. SAE to: David Alderton, 48 Quay Street, Halesworth, Suffolk, IP19 8EY (tel: 0986 872343).

This year's AIA Conference will be held in Ambleside, Cumbria, September 10-12, with a supplementary programme 8-10 September and 13-14. GLIAS is an Affiliated Society and there are cost advantages in booking early. SAE to Chris Irwin, The Book House, Ravenstonedale, Kirby Stephen, CA17 4NQ.

GREATER LONDON NEWS

Although not in Greater London the recent closure of Tilbury Riverside railway station is of sufficient importance to be of interest to many GLIAS members. With little in the way of public transport left on the north bank the ferry to Gravesend which has been in operation for many hundreds of years will be threatened.

The street-level buildings of 1905 at Woolwich Arsenal railway station were demolished rapidly without any apparent attempt at retention. The designs for the new station exhibited at the last Royal Academy Summer Exhibition, were a second attempt, the first proposals having been rejected. The exhibited proposals are likely to be implemented. Design work is by British Rail Architecture and Design Group - an outfit somewhat distant from mainstream British Rail. With privatisation likely, the Group might eventually be sold off as a separate concern.

At the former Cubow's shipyard now operated by Downtown Marine (NL 141) on the south bank of the Thames just up-river from the Woolwich Ferry, repair work still appears to be in progress. Opposite on the north bank at Tate & Lyle's Thames Refinery substantial building works are under way with a large new vertical steel cylinder being completed and a considerable amount of other plant being installed. All this work looks very expensive indicating that Tate & Lyle intend to stay on the site. Real ocean-going ships continue to call at the adjacent jetty. These are generally standard bulk carriers of about 15,000 tons gross and are chartered foreign-flag vessels. They anchor off Southend when awaiting unloading at Silvertown.

John Penn's pattern making shop recently used by Broomfield the bakers (NL140) has been demolished despite attempts by the local authority to assist retention.

The new East Croydon railway station building in George Street (NL140) was officially opened on 19th August 1992.

In Lewisham, on a triangle of land two sides of which are formed by railway lines and the third by Landmann Way (named after a Royal Engineer), work is well under way on the construction of a new rubbish burning power station (SELCHP). Brighton trains from London Bridge pass just to the south west. If you travel this way look out for the building work in ferro-concrete from the left hand side of the train facing the direction of travel. The power station project is a joint venture by the London Boroughs of Lewisham, Southwark and Greenwich.

At Chalk Farm there have been complaints that the well-known Roundhouse (NL140) is in a poor state of repair. Despite attempts at rehabilitation, the building is not open to the public and on the hoarding along Chalk Farm Road which excludes people, graffiti reads : This is a disgrace - why is the Roundhouse still empty?" Considering the recent history of the building and the present poor state of the UK property and development market, an answer is not hard to find.

In the London Borough of Brent, work is starting on the replacement of the canal aqueduct over the North Circular Road near Stonebridge Park. Built of ferro-concrete in the 1930s the aqueduct carries the lock-free branch of the Grand Junction Canal from Bulls Bridge to Paddington Basin (NL63). Known as the Paddington Arm the canal was originally constructed through the area in 1801.

Next door in Ealing at the Hoover Factory, now the Hoover Building (NL139), Tesco's are already open for business.

The West London Railway from Clapham Junction to Wormwood Scrubs which links London north and south of the Thames is being refurbished and electrified for use by Channel Tunnel trains with a new depot of considerable length at North Pole junction, immediately south of and alongside the Great Western main line near Old Oak Common. The Battersea Railway Bridge of the early 1860s, five wrought iron arches across the river each of 144 feet span, by William Baker (LNWR) and T. H. Bertram (GWR) is something of a historic structure and its recent poor condition is being remedied for the extra traffic.

At the Musical Museum, Brentford, a major reorganisation of the paper music roll collection is nearing completion. Poor storage conditions had been causing considerable concern and a suitable part of the museum has been walled off and converted into a storage room with controlled humidity. Cleaning, cataloguing and inventory work continue. The proposed move of the Musical Museum to purpose built premises is in abeyance owing to the dreadful state of the UK property and development market.

Nearby at the Kew Bridge Steam Museum the steam hall formerly the first boiler house dating from 1838 is having its grade 2 listed roof rebuilt, funded jointly by English Heritage and the National Heritage Memorial Fund. The interesting and unusual trussed rafter roof construction consists largely of wrought iron flats with support by cast iron pillars and beams. For further information tel: 081-568 4757.

At Dock Road, Brentford, the barge repair works of E. C. Jones & Son is reported to be in receivership and work there has ceased. This was one of the very last examples of a working yard up river.

BOB CARR

REPORT ON VISIT TO BECKTON SEWAGE TREATMENT WORKS

Except for occasional open days, I do not recall a previous GLIAS tour of a sewage works. Our guide, Mr. Pat O'Reagan of Thames Water Utilities Ltd, amply remedied this omission when a group of our members visited Beckton on 24th October.

When Joseph Bazalgette's Northern Outfall Sewer was completed in 1868, it discharged raw sewage into the Thames on the ebb tide, via holding tanks. Only after 1887 were the solids settled out as sludge, with the aid of chemical precipitation. This untreated sludge was loaded onto ships and dumped at sea. The immense volume to be handled defied any treatment of the liquid effluent until the 1930s, when the aeration process was applied. One of the large paddle wheels installed to aerate the sewage at that time is preserved on a plinth at the site entrance.

The original aeration plant had inadequate capacity. In the 1950s, new aeration tanks were installed, fed with air through pipes and diffusers laid on the bed, and in 1975 this plant was doubled in size. Also in the 1950s, anaerobic digestion tanks were built to treat the sludge, the methane generated by this process helping to drive gas turbines in the power house.

Whereas, until the 1950s, the effluent was highly polluting and used up all the oxygen in the river, with modern effluent treatment the river retains 30% dissolved oxygen under the worst conditions, sufficient for migratory fish such as salmon to pass. The discharged effluent still contains some organic material and bacteria, but at a level which is considered acceptable in the estuary.

After an introductory talk, our tour started where the sewage enters Beckton along the Northern Outfall Sewer, 5 brick-lined sewers 9 feet in diameter enclosed in an embankment high above the former marshes. From this vantage point we had a good view of the gas-holders and abandoned retort houses of Beckton Gas-works. Also here is an assemblage of little pillars erected by the Greater London Council to test the long-term weathering of concrete specimens in an 'industrial' atmosphere. The incoming sewage passes first through 6 parallel Detritus Channels, where grit settles out and is eventually spread on adjacent land. Each has huge cast-iron penstock gates to shut off the flow for periodic cleaning by scraping machines. Then to the 6 screens in the Screen House, where toothed scrapers on sprocket chains remove the floating debris. The sewage then flows rapidly along open flumes, stirred with air bubbles to keep them clear of silt, towards the Primary Settlement Tanks. We visited the 1970s plant, having 8 parallel channels each 259 feet long, 150 feet wide and 11 feet deep, which the sewage takes 3 or 4 hours to pass through, while 70% of the suspended solids settle out as sludge. Scraper blades on rail-mounted gantries take an hour to move from end to end, pushing the deposited sludge towards submerged outlet hoppers.

The settled sewage continues slowly through the Aeration Tanks, some 18 acres seething with air bubbles. One of the diffusers had become damaged before our visit, creating a spectacular 'blow' of escaping air. The organic matter is broken down by aerobic bacteria, and after 6 hours here the sewage passes to the Final Settlement Tanks. These are placid ponds, each 113 feet in diameter, discharging over weirs around the circumference. A submerged scraper moves round almost imperceptibly, cantilevered from a frame at the centre of the tank. 'Activated' sludge from here, rich in the bacteria that break down the sewage, is fed back to the aeration tanks.

Next we visited the Monitor House. A solitary man watches VDU displays and TV monitors, in an elaborate 5-sided room designed probably 20 years ago for much more bulky computer equipment. A particular concern is the increased flow in the event of a rainstorm. Beckton receives the sewage of more than 2 million people in North London and, because of the combined drainage system, most of the rainfall upon an area of 100 square miles extending from Acton and Highgate to Barking. The dry weather flow is about 200 million gallons per day, while the maximum capacity, if all plant is available, is 600 m.g.d. Beyond that, storm water must be allowed to overflow into the rivers, before it reaches Beckton.

A visit to the Power House followed. Designed to architectural effect by the London County Council, with concrete shell roofs and three circular brick exhaust stacks, it was opened in 1959. The plant has recently been renewed. Two Ruston gas turbines driving 4 MW alternators are entirely encased in sound insulation, finished with red painted sheet metal. Gas turbines driving air compressors are similarly encased. There are two smaller gas-turbine generators of circa 1969. A waste-heat steam turbine generator will soon be added.

Next we saw the Sludge Digestors, 32 free standing concrete tanks 80 feet in diameter and 33 feet high. Maintained at 34°C by hot water from the power house, the sludge is digested here by anaerobic bacteria for 4 weeks, destroying 95% of the pathogens and generating carbon dioxide and methane. After thickening in two 10-foot high centrifuges, the digested sludge is pumped to Storage Tanks, 18 feet deep with grass growing deceptively on the top, and then to Sludge Boats berthed at the jetty, which sail to Barrow Deep beyond Foulness. The European Community requires marine dumping to cease by 1998, and thereafter the sludge will probably be dewatered by centrifuge and then incinerated, as the volume is too large for disposal on land. The digestion tanks will then be obsolete.

Nearby we glimpsed the former single storey sludge pumping station of circa 1890, with its ornately topped chimney, and the associated riveted steel storage tanks, standing above ground, all now derelict and fenced off. Our last stop was to view the effluent flowing into the Thames, with fine views of Barking Reach and the Barking Creek Flood Barrier, to complete a memorable morning.

MALCOLM TUCKER

A VISIT TO THE ROYAL GUNPOWDER MILLS AT WALTHAM ABBEY

This was not a recording meeting, (there simply was not the time), just a pleasant walk round the works. The site covers 190 acres on 2 islands in the River Lee. We walked round the northern end of the eastern island, which carried most of the buildings. It was a little over a mile long, and between 300 and 400 yards wide. The southern part, by the entrance, was mostly open grassland, but studded with trees and several ranges of buildings. Prominent among them was the boiler house, a lofty one with 3 bays. This struck me as high for an industrial boiler house, and I wondered if it had contained tall water tube boilers. Behind it was the water tower, marked on at least one plan as an accumulator tower. There was nothing to stop the building fulfilling both functions.

We walked up 'The Middle Road', between lines of mostly one-storey buildings. The most prominent were the incorporating mills. These each comprised a tall (beam?) engine house, flanked by 3 or 4 compartments in a row. Each had held (in the days of gunpowder) a mill, a pair of granite edge-runners driven by an underfloor shaft from the engine. More recently, these were converted for the manufacture of cordite, and finally, for research space.

At the end of this range, we saw a canal passenger station, like a mini railway halt. It had a covered platform, complete with railway style valancing on the edge, which looked rather incongruous to me. There was no indication of how the boats were driven or towed. It stood on 'The Old River Lee' which, canalised, wound through the site. This was part of 3 canal systems that had served the establishment, though the barges, with semi-circular wooden covers reminiscent of the ones on 'Wild West' wagons, and used for transport of the powder, quietly rotted away in the silted-up canals. Even so, enough remains for recording to be fully possible.

The next landmark was the 1879 Press House. Here, there was a small hydraulic press, supplied by pumps driven by a cast-iron-framed waterwheel. The fall was small, and it was estimated that it was either undershot, or at most, a low breast wheel. It was all rather dilapidated.

By now, we were well into the dense woods that cover the northern part of the island. This held, I estimated, several dozen structures of one sort and purpose and another. They were spaced out so that a 'Blow' in one would not affect the rest. Some were surrounded by earth banks, some had lost their roof. Many bore Victorian dates in their gables, but I was sure that excavation of the many hummocks would reveal evidence of the much earlier history. One sighting was of a little buffer stop, poking up out of the greenery (we had been looking for the railway). 'Excavation' with the toes of shoes revealed 4 or 5 feet of the once-extensive system, quickly measured as of 18 inch gauge. It was presumably, worked by men or ponies.

We moved on, passing Newton's Pond, used for the reception of small charges under test. A hole blown in water is quickly self-healing! At the end, we made a U-turn south, and followed 'The Long Walk' all the way back, roughly following the 'Horsemill Stream', the western boundary of the island. We passed the footings of the demolished Tetryl works, better known as C.E. for Composition Exploding, used as a detonator booster in weapons. Near the end of our walk, we passed the site of 18th century mills, the mixing house that went with them, and the last water-driven incorporating mill. Finally, we admired a neat little bridge of cast iron, dated 1832. And so ended our two and a half hour visit.

To just LOOK at the site closely, for fun, would take weeks, and I found it rather tantalizing. I should like to thank Mrs. June Gibson for arranging the visit, and especially Mr. R. Dane, our friendly and very knowledgeable guide.

JOHN PARKER

THE ROYAL SMALL ARMS FACTORY - ENFIELD

Five GLIAS members spent a very wet four hours on November 9th looking round the 90 acre site which lies alongside the River Lea. The factory is best known as the home of the Lee-Enfield rifle; it commenced manufacturing in 1820 and finished in 1988 when the Government sold it to BAE who have since removed all plant and machinery. There are many buildings, all empty, some in good condition, others near derelict.

A major feature of the site is a filled-in water-course which runs from the River Lea in the north to the southern end. In 1820 it was a mill-stream which drove two mills near what is now the main quadrangle. These produced 48 hp and powered turning and grinding machines; they remained in use for some 40 years. Subsequently the stream outlet was blocked and a basin constructed to terminate what became a canal.

The quadrangle with the basin, now filled in and grassed over, is the core of the site, and has large brick buildings on three sides. These were constructed during the modernization of the factory in 1856 when American mass-production machinery was installed. The factory had an 18 inch gauge railway which extended north to the Gunpowder factory at Waltham Abbey. Also a standard gauge line which ran to the Great Eastern system at Brimsdown. A telpher crossed over the canal and connected two storehouses.

We passed over the Lea to enter the site which had a fearsome security fence fitted with a strain-sensing alarm system. Then to the SE corner past a group of ten concrete munition stores with semi-circular roofing and on to one of the rifle butts. This had an imposing red-brick buttressed wall around 30' high which was demarcated by a small open-ended modern fletton-brick structure in front. This was sand-filled and probably used for testing heavy weapons. Nearby, a tunnel roofed building c15' high and 300 yds long would have allowed test-firing in still air.

Then to the quadrangle with two notable buildings, that on the west is in yellow brick with Georgian sash windows and elegant fan-lights. In front of it is a row of listed decorated iron railings. The Machine Shop on the north is the most important building on site, it is listed and has a flat yellow-brick frontage with a prominent stringcourse decorated in red brick. There is a central Italianate bell-tower with clock and ornate weathervane. Our first impression on entering the shop was one of size, then of the multiplicity of pillars which support the north-light roof. The shop has 200 ft sides and pillars are spaced at 20 ft intervals. These are made of cast-iron with an octagonal section and are marked B.O. - Board of Ordnance and a broad arrow. It was not too difficult to imagine the scene as it was reported in 1880 when there were 800 machines driven by overhead belting with a peak weekly production of 3,000 rifles. To the north in the same block, not visited by us, was the Press Shop which occupied the space of the earlier Pistol Shop, Barrel room and Smithy.

Going north beside the canal-course we passed another 1850s building once called the Stocking Shop and on past the Power House to an empty 2-bay Boiler House and further across a fenced-off track. Here we found traces of the railways, an 18 inch gauge turntable and lengths of track, also some of standard gauge. Nearby was a single storey building with an overhead gantry extending outside to a loading deck which seemed to have been used for some finishing process, possibly impregnation of wood. Still further north we found the near derelict remainder of what was once a group of Stock Stores which had nearby a Walnut Timber Store. There are four two-storey buildings, some listed, two with clerestory roofs.

Much of the area is overgrown and some buildings have been reduced to a single storey. We could see remnants of the iron bridges which once connected the two-storey buildings at first floor level.

Finally, through wet undergrowth to the river at Tumbling Bay and Newmans Weir where tests in 1812 showed an 11 foot drop and enough water to power the mills. On the opposite bank we saw the concrete-dammed entrance to what was the mill-stream.

This concluded our walk, full of interest, for which thanks are due to June Gibson, who arranged it, to Trafalgar House who allowed it, and their Mr. Vaughan, who showed us round. As a post-script, the site is to be redeveloped for housing, industry and amenity. The canal and basin are to be reinstated for boating and the two main quadrangle buildings retained. The site will be called 'Enfield Island'.

D. B. MUNDAY

ALAN PEARSALL'S WALK IN DEPTFORD

Alan Pearsall, now retired from the National Maritime Museum and living in Greenwich, took a group of GLIAS members for a walk along the Deptford and Greenwich waterside. The weather was really unpleasant and drizzly, but nevertheless everybody enjoyed themselves. We met at the gates of Deptford Dockyard, founded in the 16th century. Over the more modern buildings we could see the shape of the shipbuilding sheds of the 1840s and, walking down Northwick Street, the backs of officers' houses.

We followed the streets of Old Deptford which lay between the Dockyard Wall and Deptford Green. Deptford Strand, the original home of Trinity House, is to the south. At Upper Water Gate the stairs are still there and the party walked down them to the 'beach' underneath the arcades of the Penn Boilerworks. Only one bollard remains at the top of the alleyway leading to the river. Next door, Borthwicks, a 1930s Coldstore of some architectural merit, is on the site of Humphrey's and Tennant's Marine Engine Works, and the East India Company had a shipyard there. At Lower Watergate is a draw dock.

The Power Station is east of Deptford Green in an area apparently agricultural and marshy until about 1800. In the western section was successively Barnard's Shipyards (by 1837), C. Lungley and Company Shipyard (c.1845-65), Deptford Drydocks (to 1920), and then the London Power Company's Deptford Power Station. This Power Station (late 1880s with subsequent additions and alterations) was the first large public power station in the world. Off Stowage was the Eastern Section of the site which was previously the Patent Fuel Company's wharf, (c. 1870).

Next is the site of the General Steam Navigation Company's repair yard. Earlier it had been owned by Brocklebank Store and before that it had been the East India Company's stores - hence the name "Stowage". We crossed Deptford Creek by a bridge, first built about 1815, rebuilt in 1880, damaged in 1941; the present bridge was reopened in 1954. The Creek is lined with wharves up to the Bridge and, like the Deptford side, the Greenwich shore was covered in osiers and market gardens in the early 19th century.

We looked at Dowell's wharf in Norway street which had dealt with coal, and then saw the site of the South Metropolitan Gas Company in Thames Street, built by the Phoenix Gas Company in 1824. This was, until recently, ARC's stone and ballast wharf. Next came Dreadnought Wharf which had been J. & G. Rennie's Iron Shipbuilding Yard, 1863-1915. It was later owned by the Tilbury Contracting and Dredging Company until the 1970s. Offices and sheds survive. Dreadnought Wharf takes its name from the Seaman's Hospital Ship which lay off here. It was also the site of a horse ferry, began about 1815, and briefly in the 1890s was a steam ferry with special vehicular ramps which can be seen at low tide.

Everybody was very grateful for Alan for taking us round in such vile weather, and it is hoped that we can do the walk again in more favourable conditions.

MARY MILLS

GLIAS BOOKSALES

I have been in business for about 18 months now, and thought that a note in the Newsletter about sales activities would be appropriate. During this period I have considerably widened the choice available, with a policy of stocking a small number of many publications. As well as miscellaneous titles, books from publishers such as AIA, Terence Dalton, HMSO, Middleton Press, Philimore, Shire, and Twelveheads Press are available. Also I offer a wide range of Alan Godfrey maps covering the Greater London area. So far, judging by sales, this has been favourably received. However, since the sales service is for the membership - am I providing the service you expect? I would be pleased to receive your opinions. I am also constantly on the prowl for suitable items, for example, it seems few IA books about the London area are published these days, so I would be very glad to hear of anything that may be suitable as sales items.

Besides attending GLIAS events, the sales stand has covered quite a mileage during the last 18 months; local history festivals from Ruislip to Eltham; IA Regional Conferences from Shepton Mallet to Norwich via Southampton; of course the AIA Annual Conference. Attendance at these events not only boosts Society funds but helps to increase membership, provides publicity, and helps spread the word about GLIAS. Are there any events in your area that we may attend? Please keep your Sales Service INFORMED - often I hear of events after the occasion. With due notice I am ready to swoop on any local history festival or conference, even an IA event!

I have thought long and hard about mail order sales. Having weighed up the balance of small book orders against costly postage and packaging, it is not justifiable at present. I am operating a mail order service for GLIAS sweatshirts while stocks last. Production of a stock list is not feasible because of the frequent updates required. I am giving serious consideration to featuring some of the stock items in the Newsletter. Please note - while I have copies of the excellent 'Yorkshire Textile Mills 1770-1930', I shall not be holding stock, unless there is a demand for them, of 'Cotton Mills in Greater Manchester', and 'East Cheshire Textile Mills' as mentioned in Newsletter 143.

STOP PRESS

Recent additions to stock:

HOLMANS OF CANTERBURY - A brief history of a family of Kentish Millwrights who built and maintained a number of mills in Kent.

THE DARBYS OF COALBROOKDALE - a 1992 reprint of Barry Trinder's classic industrial biography.

TWELVEHEADS PRESS - from the Heritage series Dorset's IA, Cornwall's Mining and China Clay. Also a history of North Devon Clay and its associated railways, and tales of Old Dartmoor, the Redlake Tramway.

R.C.H.S. - THE MILITARY ON ENGLISH WATERWAYS 1798 - 1844. One of the more unusual canal topics in print.

ALAN GODFREY - It is hoped to re-order specific titles. Bring your requirements to the Lecture, I may be able to help.

NIGEL STURT, HON. PUBLICATIONS OFFICER,
94 Springbank Rd, Hither Green, SE13 6SX.
Tel: 081-698 1466

BOOK REVIEWS

WALLS ACROSS THE VALLEY, Brian Robinson. £18 + £2 p&p from Scarthin Books, The Promenade, Cromford, Derbyshire DE4 3QF. Fax: 0629 825094. The most complete record ever published of the massive works of the Derwent Valley Water Board, 1901-16, with some later works, which resulted in the Howden, Derwent & Ladybower dams together with the associated aqueducts, etc. Scarthin Books have a number of other industrial history titles in their list.

DISCOVERIES AND INVENTIONS - From the British Library, a new series, this is an exciting line taking a lively and informative look at the history of science and technology. Already available are: Machines in the Home, Early Flying Machines, The Industrial Revolution, and Timekeeping. Planned in 1993 are: Early Railways, Machines in the Office, Home Entertainment and Early Cars. Price £4.95 each, post free in UK from: The British Library, Publications Sales Units, Boston Spa, Wetherby, West Yorkshire, LS23 7BQ.

WALKERS GUIDE TO THE NEW RIVER. New River Action Group. Revised edition. Apply to GLIAS Booksales.

BILL FIRTH

'BEXLEY DENEHOLES' by R.F. Le Gear. Pub. by Bexley Libraries and Museums, Price £2. From The Local Studies Librarian, Hall Place, Bourne Rd, Bexley, Kent, DA5 1PQ. Deneholes were written about in 1570 by William Lombarde. Many theories about deneholes have been put forward from Druid Temples to flint mines, but their purpose is more prosaic. Chalk was excavated from them to lighten and render less acid the local soil. This booklet of 35 pages is well written and illustrated, with line drawings and plates and is an excellent read.

EDITOR

LETTERS TO THE EDITOR

From Bill McNair, who writes :

I refer to the query raised by Bob Carr in his notes on the demolition of Deptford Power Station (GLIAS Newsletter No. 139).

Because of my interest in the history of electric cable manufacture in the London area pre-1900, I tried to find what kind of pumps had been installed at Deptford East, if in fact they were of the type used in 'Operation Pluto'.

The first petrol pumped through a long sea line of 'HAIS' cable took place on 4th April 1943 when pumps at Queens Dock, Swansea, delivered large amounts to Watermouth Bay near Ilfracombe. The original design pressure was 750lb/sq.in. later upped to 1500. By late 1943 two types of pumps were being ordered for 'Operation Pluto' - (1) Diesel driven, reciprocating pumps with a capacity of 180 tons petrol per day each, and (2) electrically driven centrifugal pumps of 1100 tons per day, which helped reduce the number of operating and maintenance staff required.

I found nothing else on record to indicate the fate of these pumps when the war ended and petrol deliveries to France were no longer required to satisfy the demand for 1,000,000 gallons per day (Dungeness to Boulogne). Perhaps the answer to Bob Carr's question lies in the backyard of some enterprising scrap dealer.

Reference sources: Paper read by A.C. Hartley before the Royal Society of Arts, 14 November 1945, and 'History of Deptford Power Station' by K.J. Williams, IEE Review, February 1991.

And from Saskia Hallam and Keith Dickason :

Would a member like to borrow the maps and guide books we have recently collected? We have just returned from a marvellous holiday in California. We bought three or four guidebooks with an historic bias and a bundle of 'Rand McNally' maps in order to track down as much Industrial Archaeology as possible.

If anyone is going to California in the near future they are welcome to borrow them. We found route planning quite difficult to begin with without the information. One of the areas we went to was the 'Gold Country' where gold was discovered in '49 and where there is a lot to see. Please ring Saskia on 071-582 2804 (evenings).

APRIL NEWSLETTER

Please note that items intended for inclusion in the April Newsletter should reach the Newsletter Editor by March 8th, if possible.

Income	1992-93	1991-92
Individual Subscriptions	2098	1998
Family Subscriptions	360	363
Group Subscriptions	300	275
Deposit Account Interest	57	97
Publication Sales	1822	1187
Miscellaneous	27	90
Trips	610	
Increase in Stock Value	662	
	5936	4010
	=====	=====

Expenditure

Newsletter	598	420
Postage & Secretarial	817	640
Publications	1752	855
Journal	0	162
A.G.M.	98	16
Insurance	154	141
Publicity	327	82
Lectures	324	274
Trips	633	1662
Miscellaneous	346	196
	5049	4832
	=====	=====

Income	5936	4010
Less Expenditure	5049	4832
	887	-822
	=====	=====
Plus Last Year's Subs	15	33
Less Next Year's Subs	18	15
Less Cash in Hand Banked	76	
	808	-804
	=====	=====

GENERAL FUND

Balance at 1st April '92	7235
Surplus 1992 - 1993	808
	=====
Balance at 31st March '93	8043
	=====

STOCK

Cost Value 1st April '92	2257
Cost Value 31st March '93	2919
	=====
Increase in Value	662
	=====

Assets	1992-93	1991-92
Cash at Bank	5069	4917
Publications & Stocks at Cost	2919	2257
Sundry Debtors	31	
Cash in Hand	127	76
	8146	7250
	=====	=====
Liabilities		
General Fund	8043	7235
Subs. in Advance	18	15
Unpresented Cheques	85	
	8146	7250
	=====	=====

Treasurer's Report

This year has seen the reorganisation of the publications stock which has been reflected in increased sales.

The activities of our publications sales and production are set to increase in the coming year.

Membership income has remained steady and we face the coming year with the financial security to meet our projected commitments.

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 1993 and of its income and expenditure during the year ended at that date.

Paul Verrall (Auditor)

GLIAS VISIT TO HARWICH & IPSWICH

Saturday July 3rd 1993

This GLIAS coach visit will look at the fascinating port of Harwich and then visit a newly re-opened brewery in Ipswich. In Harwich we will be guided by members of the Harwich Society for a walk round the town during which we will visit the following sites

THE TREADWHEEL CRANE possibly unique this crane erected in 1667 in the naval dockyard was moved to its present site in 1932.

ST NICHOLAS CHURCH The parish church of Harwich and a little known IA site since this church, re-built in 1821, is constructed from cast-iron.

THE ELECTRIC PALACE CINEMA built in 1911 now the oldest unaltered purpose built and functioning cinema in Britain. This superb building is complete with projection box reached via an outside vertical ladder!

Then on to Ipswich

CLIFF BREWERY The home of Tolly Cobbold since 1746. This traditional brewery mainly dates from 1896/1904 but includes coppers dating back to 1723 and a horizontal steam engine by ER & F Turner. After being closed for about 2 years the brewery re-opened last year. Our visit will include the traditional sample of the product. (It is possible that only those over 14 will be allowed to visit the Brewery - a discount for younger members will be given)

The coach will depart at 08.30h from New Cross picking up at Waterloo, Embankment and Stratford. Exact pick-up details will be sent out about 1 week before the visit.

COST inclusive £9.95 adults
£8.50 retired, students & children

COMPLETE BOOKING FORM AND SEND WITH CHEQUE (Payable D. Perrett) to
David Perrett, 33 St Margaret's Rd, Brockley, London SE4 1YL.
Telephone 081 - 682 8512

Harwich and Ipswich Visit....July 3rd

Name Tel Home
Address M.

I would like to reserveplace(s) at £9.95
.....place(s) at £8.50

I enclose a cheque for £ payable D. Perrett
I/we will join at New Cross / Waterloo / Embankment / Stratford
Please Circle

MINUTES OF THE 25TH ANNUAL GENERAL MEETING OF GLIAS

Held at the Science Museum, Exhibition Road, London SW7 on Saturday 1st May 1993, commencing at 2.30 p.m.

The Chairman officially opened the meeting and immediately adjourned it so that the Annual Lecture, "Engineering Britain's Heritage", by Geoff Wallis could be given first because Mr Wallis had to leave to attend a family wedding. At the end of the lecture a vote of thanks was proposed by David Perrett and carried with acclamation.

The AGM was reconvened at 4 p.m.

The chairman welcomed about 45 members to the meeting.

1. Apologies for Absence were received from Mary Mills, John King, June Stubbs and Len Falkson.

2. Minutes of the 24th Annual General Meeting had been distributed to members with the Newsletter. Approval was proposed by Peter Skilton, seconded by John Parker and carried nem con.

3. Appointment of Auditor.

Paul Verrall was proposed by Tim Smith, seconded by John Parker and carried nem con.

4. Hon. Treasurer's Report.

Audited accounts for 1992-93 had been distributed to members. The Hon Treasurer presented his report. Membership income had remained steady and the society faced the coming year with the financial security required to meet its projected commitments. There had been a reorganisation of stocks of publications which was reflected in increased sales. The activities of publication production and sales were set to increase in the coming year.

Roger Morgan asked about bank charges, the treasurer replied that the bank waived bank charges to a charity and paid interest gross.

The adoption of the Hon Treasurer's Report and Accounts was proposed by Peter Skilton, seconded by Charles Norrie and carried nem con.

5. Chairman's Report

In a reference to the society's Silver Jubilee the chairman recalled that the society had been formed on 1st December 1968 in the same lecture theatre and the programme on that occasion was outlined.

1993 was an auspicious year. It had been designated Industrial Heritage Year by the English Tourist Board with whom GLIAS was cooperating on walks and other events. It was also the 150th anniversary of the birth of Marc Brunel.

For GLIAS celebration there would be a special 25th anniversary publication outlining some of the IA changes in London in the last 25 years, a commemorative dinner at University College, London on Friday 29th October and an 'Extravaganza' of words and music with an industrial theme in the Emma Cons Hall at Morley College on 9th October.

Turning to the year's work - the committee had worked smoothly throughout the year. Committee members were also members of other bodies, the AIA, SERIAC and the Kirkaldy Teating Museum were mentioned as was the appointment of Danny Hayton as Hon Treasurer of the Newcomen Society and the chairman himself as a Vice President.

the bridge, the Telford footbridge at St Katherine's Dock, Sarson's vinegar works, the King's Cross development, Waltham Abbey gunpowder works and the New River. A considered response had also been made to the reorganisation proposals for English Heritage London Region. Thanks were expressed to all those who had assisted in these projects.

The committee had consulted members about the Newsletter and had received a clear mandate to continue in the same style. Thanks were expressed to Charlie and Mary Thurston for their efforts.

There had been the usual mix of events - recording, lectures, visits, coach trips - suggestions for events were welcome.

The Journal had suffered because the editor, Robert Vickers had moved out of London. The "GLIAS Book" goes 'on and on' but Manchester University Press was still interested.

Thanks were expressed to all the committee members, all of whom work hard for the society, and to all the other members who have contributed throughout the year. Particular mention was made of Bill Firth, Hon Secretary, Danny Hayton, Hon Treasurer, Brian Sturt, who is minutes secretary, Nigel Sturt, Publications Officer, and Sue Hayton, Membership Secretary, with apologies for anyone missed out.

The Chairman's report was received with acclamation.

6. Election of Officers and Committee.

All the present officers and committee were willing to stand for re-election and, there being no other nominations, re-election en bloc was proposed by Ruth Verrall, seconded by John Parker and carried nem con.

A plea was made for volunteers for the post of Publicity Officer which the secretary was filling temporarily.

Any Other Business.

Alcolm Tucker reported attendance at the London Canal Museum had been poor because of lack of publicity and there had been a cut back in staff. He appealed for volunteers to help on a part time basis.

Hon Secretary announced the current exhibition by SAVE on redundant Ministry of Defence buildings at the Heinz Gallery

Smith announced a visit to the Sarson site on May 15, for members only for insurance reasons.

Danny Hayton expressed thanks to David Ferrett for his efforts on the lecture programme, in particular for obtaining the use of a lecture theatre at Bart's Medical School at a very nominal cost. This was a valuable contribution to the Society's educational work.

As there being no other business the meeting closed at 4.40 p.m.

1993

GLIAS AGM

The 25th Annual General Meeting of the Greater London Industrial Archaeology Society will take place at 2.30pm on Saturday, 1st May in the Lecture Theatre of the Science Museum, Exhibition Road, South Kensington.

Members will be provided with identification at the main entrance of the Museum from 2.00pm.

Agenda:

1. To Receive Apologies for Absence
2. To Approve the Minutes of the 24th Annual General Meeting
3. To Approve the Appointment of Auditor
4. To Receive and, if thought fit, to Approve the Treasurer's Report
5. To Receive the Chairman's Report
6. The Election of Officers and Committee for 1993-94
7. Any other business

No motions to be put before the meeting have been received but, in accordance with previous practice, motions may be proposed at the meeting.

No proposals for the Officers or Executive Committee have been received. They are all prepared to serve in the coming year, and are:

Chairman:	Dr. D.P. Smith
Secretary:	W. Firth
Treasurer:	D. Hayton

Executive Committee Members:

Dr. R.J.M. Carr, M. Mills, C. Norrie, Dr. D. Perrett, C.S. Rule, T.R. Smith,
P.J. Skilton, B. Sturt, N. Sturt, J. Wallsgrave, Y. Yates.

Ex officio members:

Membership Secretary	S.J. Hayton
Newsletter Editor	C. Thurston
Journal Editor	R. Vickers

The formal meeting will be followed by a short break when refreshments can be obtained from the Museum's facilities.

The annual guest lecture, to be open to the general public in the Museum will be:

"Engineering Britain's Heritage"

by

Geoff Wallis

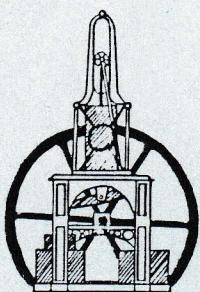
D.F.

Dorothea Restoration Ltd.

Geoff Wallis is a founder member and director of the firm of Engineering and Architectural Conservation Consultants. Dorothea is also engaged as contracting engineers and millwrights and provides the most comprehensive restoration service in Britain.

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GREATER LONDON INDUSTRIAL ARCHAEOLOGY SOCIETY



GLIAS

INDUSTRIAL ARCHAEOLOGY LECTURES Winter 1992-93

THE FORGOTTEN WORKFORCE: Women in the Gas Industry .. October 21st 1992

Jane Ponds

1992 is the bicentenary of the first use of Gas Lighting by William Murdoch - an event almost entirely overlooked! So this lecture based on Jane's thesis is the GLIAS contribution to the missing celebrations

WHAT'S LEFT OF LONDON'S DOCKLAND HERITAGE November 18th 1992

Dr Bob Carr

Whilst the demolition of buildings in Docklands has been large scale. Many civil engineering features such as docks, locks and dry docks remain. This survey will cover the River from Thamesmead to Brentford.

ENGLISH HERITAGE and LONDON'S INDUSTRIAL HERITAGE .. January 20th 1993

Paul Calvocoressi

English Heritage's London Division is responsible for Historic Building works in the Capital. Paul Calvocoressi is English Heritage's South London officer with a special interest in Industrial Buildings and their re-use.

BRUNEL'S TUNNEL The first 150 years February 17th 1993

Bob Barnes

Another anniversary - Brunel's tunnel from Wapping to Rotherhithe opened on 25th March 1843. This lecture in conjunction with the Brunel Exhibition Rotherhithe celebrations will tell the story of its construction, re-use and its present life as LT's East London Line.

THE GREAT EASTERN RAILWAY IN LONDON March 17th 1993

Terry Turbin

Terry Turbin, from the North Woolwich Railway Museum housed in the 1854 GER. Station buildings will discuss the history of this London Railway Company, its archaeology in the East End and describe the activities of the Museum.

ADMISSION FREE ALL WELCOME

**VENUE LECTURE THEATRE 3 (Ground Floor)
NEW SCIENCE BLOCK,
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 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.