



GLIAS

NEWSLETTER

297

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GREATER LONDON INDUSTRIAL ARCHAEOLOGY SOCIETY
www.glias.org.uk

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DIARY DATES

GLIAS WALKS

A series of guided walks looking at the industrial and social heritage of different areas of London. The walks are free and open to both members and non-members. All start at 2.30pm. To reserve places on any of the walks, please email walks@glias.org.uk. Anyone without email can apply by post to the secretary. There are a limited number of places available on each walk and booking is recommended but it may be possible to just turn up on the day. Check the **GLIAS** website (www.glias.org.uk) for further information.

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| 4 August Sat | MILE END TO TOWER HILL, led by Martin Adams. Four breweries, two distilleries, the tale of a murderous brushmaker, and more. |
| 1 September Sat | RE-INVENTING OLD OAK PARK ROYAL, led by John Goodier. The OPDC is a major redevelopment in an area with about 120 years of industrial history. The walk will look at some of what is left of the old and will describe the new. |
| 6 October Sat | AROUND LONDON BRIDGE / BERMONDSEY, led by Pat Dennison. A personal view of the area. |

RESCHEDULED **GLIAS** VISIT TO MORDEN COLLEGE, BLACKHEATH

Due to the sudden illness of the College Archivist the visit in June had to be cancelled so here is a rescheduled date – Tuesday 25 September.

The College was established by Sir John Morden a member of both the Levant and East India Companies. He founded his College to provide accommodation and support for 40 single Turkey merchants, who had fallen on hard times. The College was built between 1695 and 1700 in the style of Wren: 40 apartments and Chapel frame a quadrangle and are set in extensive grounds. The original buildings survive plus much later accommodation since the College now cares for 350 beneficiaries. The College owns large parts of Blackheath and Greenwich including much of the industrial Greenwich Peninsular. The College, hardly visible from the Heath, does not have public openings such as Open House. Since I have given residents IA talks this is a special event for **GLIAS**.

Meet Blackheath Station at 1.15pm and then walk to the College taking in some local IA. We will be greeted with a talk by the Archivist on the College's History and a tour of the buildings and grounds. After tea we will visit the Muniments room to see industrially related archives along with the 1751 fire pump.

To book a place(s) send email to d.perrett647@btinternet.com before 21 September

OTHER EVENTS

- 1 August Wed WALK: ACTORS, OARSMEN AND ARTISTS – HISTORIC HAMMERSMITH. A Docklands History Group walk led by Diane Burstein. Meet outside the main entrance of Hammersmith tube (District and Piccadilly Line) Hammersmith Broadway exit by the ‘Etcetera’ sculpture of three men at 6pm. The tour finishes near to Stamford Brook station on the District Line (just two stops from Hammersmith). Web: www.docklandshistorygroup.org.uk
- 2 August Thur GUIDED TOWPATH WALK TO CAMDEN TOWN. A London Canal Museum walk. 6.30pm. 12/13 New Wharf Road, N1 9RT. Tel: 020 7713 0836. Web: www.canalmuseum.org.uk
- 4 August Sat GUIDED WATERSIDE WALK, BY THE IWA. The Queen Elizabeth Olympic Park & Bow Back Rivers & Carpenters Road Lock. Start: at 10.45am, outside Stratford station (by ‘Newham London’ sign). £10 adults, £8 concession rate. No prior booking needed. Tel: 0203 612 9624. Web: www.waterways.org.uk
- 5 August Sun GUIDED TOWPATH WALK, BY THE IWA. Along the Regent’s Canal: King’s Cross – Granary Square – Camden. Start: at 2.30pm, outside King’s Cross tube station (taxi rank). £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Web: www.waterways.org.uk
- 12 August Sun CENTRAL PECKHAM. A Peckham Society walk. 2pm - 4pm. Meet at Peckham Rye Station, London. Web: www.peckhamsociety.org.uk
- 15 August Wed RIVER THAMES SOCIETY. Explore the Thames Path in London with the RTS Chairman. Meet at 11am, Imperial Wharf Station. Lunch en route, duration to be agreed on the day. Info from Peter Finch sailor1057@aol.com / 07711 419772. £3 donation, no prior booking required.
- 18 August Sat ROYAL GUNPOWDER MILLS WALKING TOUR. Royal Gunpowder Mills, Waltham Abbey. Details of how to book: www.invitationtoview.co.uk/properties/royal-gunpowder-mills/
- 19 August Sun GUIDED TOWPATH WALK, BY THE IWA. Along the Grand Union Canal: Little Venice and Paddington Green. Start: at 2.30pm, outside Paddington station, Bakerloo line Praed Street exit. £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Web: www.waterways.org.uk
- 31 August – 4 September AIA ANNUAL CONFERENCE. University of Nottingham. Now open for registration. <https://industrial-archaeology.org/conferences/annual-conference/>
- 2 September Sun GUIDED WATERSIDE WALK, BY THE IWA., Limehouse, Thames, & Docklands. Start: at 2.30pm, outside Westferry DLR station (by the Cycle Hire Point). £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Web: www.waterways.org.uk
- 3-6 September COUNTRY HOUSE COMFORT & CONVENIENCE – NORTH WEST. Details from Bill Barksfield, Managing Director, Heritage of Industry Ltd, The Gables, 20 Main Road, East Hagbourne, Oxon OX11 9LN UK. Tel: 01235 352275 (9am - 5.30pm GMT) Email: bill@heritageofindustry.co.uk Web: www.heritageofindustry.co.uk
- 5 September Wed CAPTAIN JAMES COOK, 250 YEARS. A Docklands History Group talk by Derek Morris. 5.30pm for 6pm, Museum of London Docklands, West India Quay, Hertsmere Road, London E14 4AL. New members and visitors are very welcome. A £2 donation is suggested from visitors. Web: www.docklandshistorygroup.org.uk
- 6 September Thur THE TIDEWAY TUNNEL. A London Canal Museum talk by Nick Tennant. 7.30pm. £4 (£3 discounts). 12/13 New Wharf Road, N1 9RT. Tel: 020 7713 0836. Web: www.canalmuseum.org.uk
- 15 September Sat ROYAL GUNPOWDER MILLS WALKING TOUR. Royal Gunpowder Mills, Waltham Abbey. Details of how to book: www.invitationtoview.co.uk/properties/royal-gunpowder-mills/
- 16 September Sun GUIDED TOWPATH WALK, BY THE IWA. Along the Regent’s Canal: Mile End to

- Limehouse. Start: at 2.30pm, outside Mile End tube station. £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Web: www.waterways.org.uk
- 17 September Mon DIDCOT RAILWAY CENTRE. A Berkshire Industrial Archaeology Group talk by Ann Middleton. 7.30pm, St Mary's Church Hall, Castle Street, Reading RG1 7RD. Web: www.biag.org.uk
- 19-23 September CITY SAFARI – BILBAO. Details from Bill Barksfield, Managing Director, Heritage of Industry Ltd, The Gables, 20 Main Road, East Hagbourne, Oxon OX11 9LN UK. Tel: 01235 352275 (9am - 5.30pm GMT) Email: bill@heritageofindustry.co.uk Web: www.heritageofindustry.co.uk
- 21 September Fri INDUSTRIAL ARCHITECTURE: THE DEVELOPMENT OF THE FACTORY. 9.30am - 12.30pm, Cressing Temple Barns. Book online at www.placeservices.co.uk/courses
- 22-23 September LONDON OPEN HOUSE WEEKEND. <https://openhouselondon.org.uk/>
- 22-23 September KEMPTON GREAT ENGINES STEAMING WEEKEND. The Kempton Classic Car & Bike Show (Sunday only). 10.30am-4pm. Adults £7, concessions £6, Children (to 16) free. Feltham Hill Road, Hanworth, Middlesex TW13 6XH. Web: www.kemptonsteam.org
- October 2018 HUGUENOT MONTH. A series of over 30 events, featuring guided walks, Tea & Talks, lectures, music, film, food, and a Skills of the Huguenots Day (Saturday 20 October). For full programme: visit www.huguenotsofspitalfields.org/walks-events.html
- 3 October Wed DIVED IN BUT WAS DROWNED: TALES OF WATERWAYS HEROISM FROM THE WATTS MEMORIAL. A Docklands History Group talk by John Price. 5.30pm for 6pm, Museum of London Docklands, West India Quay, Hertsmere Road, London E14 4AL. New members and visitors are very welcome. A £2 donation is suggested from visitors. Web: www.docklandshistorygroup.org.uk
- 4 October Thur THE UTTOXETER AND CALDON CANALS. A London Canal Museum talk by Steve Wood. 7.30pm. £4 (£3 discounts). 12/13 New Wharf Road, N1 9RT. Tel: 020 7713 0836. Web: www.canalmuseum.org.uk
- 6 October Sat LONDON ARCHAEOLOGIST 50TH ANNIVERSARY CONFERENCE. Kings College, opp. Waterloo Station. The programme includes David Perrett, GLIAS Chair speaking on Five Decades of Change in London's Industrial Archaeology: GLIAS @ 50. For full details of this day conference see www.londonarchaeologist.org.uk with a link to a booking form
- 7 October Sun GUIDED TOWPATH WALK, BY THE IWA. Along the Regent's Canal: Little Venice to Camden. Start: at 2.30pm, outside Warwick Avenue tube station. £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Web: www.waterways.org.uk
- 9 October Tue THE ROYAL OBSERVATORY AND THE GREENWICH GENERATING STATION. A Greenwich Industrial History Society talk by Graham Dolan. 7.30pm, the Old Bakehouse, rear of Age Exchange Centre, 11 Blackheath Village, SE3 (opposite Blackheath Station). £1 for non members. <http://greenwichindustrialhistory.blogspot.com/>
- 10 October Wed HENRY FORD'S 1928 HOLIDAY IN BRITAIN. Newcomen Society Lecture. David Perrett tells how on a secret holiday Ford guided by one of his Manchester engineers visited and acquired dozens of UK steam engines and other artefacts that are now in America. 5.45pm, The Gallery at Alan Baxters, Cowcross St, Farringdon, London EC1M 6EL
- 15 October Mon BIAG AGM & MEMBER PRESENTATIONS. Berkshire Industrial Archaeology Group AGM followed by a series of short presentations. 7.30pm, St Mary's Church Hall, Castle Street, Reading RG1 7RD. Web: www.biag.org.uk
- 17 October Wed PECKHAM UPDATE. Local issues update and significant planning issues. 7-9.30pm, All Saint's Church Hall, Blenheim Grove, SE15
- 20 October Sat ROYAL GUNPOWDER MILLS WALKING TOUR. Royal Gunpowder Mills, Waltham Abbey. Details of how to book: www.invitationtoview.co.uk/properties/royal-gunpowder-mills/

- 20-21 October KEMPTON GREAT ENGINES STEAMING WEEKEND. The Marvels of Meccano. 10.30am-4pm. Adults £7, concessions £6, Children (to 16) free. Feltham Hill Road, Hanworth, Middlesex TW13 6XH. Web: www.kemptonsteam.org
- 21 October Sun GUIDED WATERSIDE WALK, BY THE IWA. Along the Grand Surrey Canal, to Royal Navy Victualling Yard, then Thames Path and Greenland Dock. Start: at 2.30pm, outside Surrey Quays Station (Overground). £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Web: www.waterways.org.uk
- 27 October Sat GUIDED TOWPATH WALK, BY THE IWA. Along the Regent's Canal: King's Cross – Granary Square – Camden. Start: at 10.45am, outside King's Cross tube station (taxi rank). £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Web: www.waterways.org.uk
- 27-28 October THE AMAZING HALLOWEEN EXPERIENCE. London Canal Museum in partnership with Camden Canals and Narrowboat Association. Pricing and timetable tba. Event runs 3.30pm-9.45pm. Enjoy a ghostly cruise through a long dark canal tunnel and beware of the frights! In the museum, enjoy face-painting, ghost story telling, and lots of lights and decorations.

EXHIBITIONS

- Until 1 November PICTURING FORGOTTEN LONDON. Exhibition at London Metropolitan Archives, 40 Northampton Road, London EC1R 0HB. Details: www.eventbrite.co.uk/e/picturing-forgotten-london-tickets-44588279745

GLIAS is happy to publicise events by other societies that may be of interest to our members. If you are a not-for-profit organisation and would like us to list your event, please contact the newsletter editor via email at newsletter@glias.org.uk

NEWS AND NOTES

SUE HAYTON

The board was saddened to learn of the death, on 24 June 2018, of Sue Hayton, a long-time member of the Society.

Sue joined GLIAS in the early 1970s shortly after meeting Denis Smith at his Industrial Archaeology class at Goldsmiths College, and for some forty years had been the Society's Membership Secretary as well as undertaking the editing and printing of the GLIAS Newsletter. In addition to her other work for the Society, such as helping to plan and organise occasional conferences, Sue also generously helped other members with their researches into Industrial Archaeology and genealogy. It was noted that as a consequence of Sue's enthusiasm for IA she recruited many new members for the Society not only from among the students at her IA classes but also from the participants in the tours both in the UK and overseas which she researched and led.

It was agreed that over the years Sue had made an enormous contribution to the Society and would be sorely missed. The board was unanimous in extending its sympathy to Daniel Hayton and his family.

ELECTRICITY SUBSTATION AT JUNCTION WITH SUNNYSIDE PASSAGE

Re: the request for information about the unusual structure in Sunnyside (GLIAS Newsletter 296, p7). I have not seen one, neither have our group of retired electricity supply engineers. However, one of them enjoys a challenge and has found this link which has a lot of information:

<http://faded-london.blogspot.com/2009/03/great-wimbledon-what-is-it.html>

It is a listed structure (List entry Number: 1358028) 'for its special architectural or historic interest' (<https://historicengland.org.uk/listing/the-list/list-entry/1358028>).

As always, where electrical equipment is concerned, it should not be interfered with! The local electricity distributor is UK Power Networks. *David Reason*

- One would expect a transformer in a fairly rural area. It would permit a connection from a power station, a mile or two away, to be operated at, say 10 or 20 times the normal supply voltage and, crucially, one tenth or

twentieth the load current – so that a much lighter copper cable could be used with lower losses and easier maintenance. This is still common practice in rural areas, the (AC) supply usually coming in on a pole route to a transformer mounted on the end pole.

In the late-19th, early-20th century electricity supply was mainly used for lighting. Like gas it was the preserve of local councils, usually Parish Vestries (at least in name). Some were able to build their own power stations and distribution networks, others subcontracted. Once installed they could be quite lucrative. Wayleaves could be a problem.

Power stations were steam-driven (by significant quantities of coal). Different areas could have direct current (DC) supplies or alternating current (AC) supplies, whose voltage could vary; AC supplies could be of different frequencies.

The power station would be small, by modern standards, often in a residential street, a three-storey building ornately detailed to blend in and the chimney likewise.

The high cost of transport meant that manufacturers of generating equipment could set up close to their market without much competition.

My comments are based on some work done by Alfred Roberts, the company architect of the Chelsea Electricity Supply Co Ltd. In 1903 the installed capacity at one of their power stations was 2.8 MW. They were producing a direct current (DC) supply, and had ‘transformers’ (for which Alfred Roberts had to design support structures) – these were rotative motor-generator sets to transform power generated at high voltage to one suitable for distribution. (The term transformer nowadays is restricted to alternating current (AC) usage and applies to an electromagnetic device with no moving parts). They also had batteries by Edison Accumulators Ltd.

It is possible that the Wimbledon Transformer houses a motor-generator set – the motor and generator being on a common vertical shaft – it is the right shape.

The picture of the manufacturer’s nameplate shows that is on a hinged panel. This would give access for cable connections, and perhaps a (large) fuse; also, if applicable, for lubricating the motor-generator set. (The finial on the top could have been for the high voltage supply, the low voltage distribution taken out below and run under the pavement.)

It is also possible that the high voltage supply was that generated in the power station, and that instead of having the ‘transformer’ within the power station they put it at the remote distribution point.

Richard Buchanan, 79 Ashridge Crescent, London, SE18 3EA

GREENWICH TOWN HALL

The old LCC London boroughs were far more numerous than the corresponding present-day GLC boroughs of inner London and all the LCC boroughs had their own town halls which meant that from 1965, when the GLC was formed, many admirable town halls became redundant. Most of these were built a good many years ago in a traditional style but two exceptions are Hornsey town hall 1935 ¹, and Greenwich town hall 1939 ². Both these 1930s buildings were built in a style which at the time was considered Modernist. Their design was influenced by Dutch architecture and in particular the brick-based Hilversum Town Hall of 1928-30 by W M Dudok. Both the above London examples were finished in brick.

Sir Nikolaus Pevsner said of the 1939 Greenwich town hall that it was ‘the only town hall of any London borough to represent the style of our time adequately’. It has a distinctive clock tower 200 feet high, quite a landmark. This town hall, now known as Meridian House, was listed Grade II in 1990. The interior was styled to resemble that of an ocean liner but was considerably altered in 1972-4. In recent years Meridian House has not been fully utilised. Until this year part of it was used by the Greenwich Dance Agency. Apart from some squatters it now stands empty.

There is now the chance of finding a new use for the building.



A suggestion that will interest GLIAS members is that part of it should be used as a museum – one for Greenwich. It is true that Greenwich already has museums such as the big National Maritime Museum but these deal with history on a large, even international scale. A museum for Greenwich would deal with just the Royal Borough of Greenwich and be able to reflect the fact that until quite recently the Borough was heavily industrialised. Such a museum would attract people interested in industrial history and archaeology. *Bob Carr*

1. Hornsey town hall was first listed in 1981 and is now grade II*.
2. Wembley town hall was in Middlesex. Completed in 1940, it was also inspired by Dudok's Hilversum town hall. This building was listed grade II in 1990.

NEW LIFE FOR OLD DUSTCARTS

Public utility vehicles such as fire engines, refuse collection vehicles and so on are to some extent bespoke in that they are built in relatively small numbers. This makes them rather expensive. Refuse lorries are polluting, they operate mostly in residential areas and their diesel engines run continuously for 14 hours a day. When a refuse collection vehicle (RCV) is nearing the end of its useful life a new initiative is to replace the worn-out diesel engine with an electric motor and fit batteries. The first example of this retrofitting has taken place in the Royal Borough of Greenwich. An old polluting vehicle has been transformed into a zero emission *, low noise eRCV which will now be tested in service alongside diesel powered vehicles. The battery-powered 26 tonne eRCV is designed to complete a 14 hour double-duty cycle without recharging. It is expected that the useful life of this vehicle will be increased twofold to a total of 14 years. In 2016 in Fife two bin lorries were fitted with a mixed hydrogen and diesel propulsion system. *Bob Carr*

* Depending on how the electricity is produced.

THE HOUSES OF PARLIAMENT

Does architecture have any influence on the attitudes and behaviour of the people who live or work in a building? In the 1940s and 50s there was a strong belief among architects that we could improve society by better architecture. Large social housing schemes, including high-rise flats, were meant to produce people who were better behaved.

As it turned out this belief that architecture had an effect on the people that lived in it turned out to be quite correct. However the outcome was the reverse of that intended. It produced isolation, alienation and antisocial behaviour. So the design of a building does in fact have quite a strong effect on those that inhabit it.

When the old Houses of Parliament burnt down in 1834, progressive people thought that now was the opportunity to build a quite different parliament building, one suitable for the modern age. However, Gothic Revivalism finally prevailed and we still have the present backward-looking antiquarian building.

Is our present confrontational political stalemate in any way the outcome of the seating arrangement in the House, with two opposing sides facing each other? What if we had had the seats arranged in a horseshoe fashion, as they are in the Welsh and Scottish Parliaments? Would this have facilitated the emergence of a moderate centrist party to balance the two extremes? It is a moot point. Readers might like to comment?

Bob Carr

EDISON SWAN BUILDING AT RISK?

I and many others are concerned that the Edison Swan building at Ponders End, Enfield, is at risk from the proposed Beavertown Brewery, which is discussed in the following document:

www.beavertownbrewery.co.uk/brave-new-world-beaverworld/

The masterplan shown indicates that the historic Edison and Swan building, where the first lightbulbs were constructed on a mass scale, will be demolished.

Perhaps the building could have enough industrial interest to be listed? Also maybe we should be trying to encourage Beavertown to do some archaeological works prior to the development for the wider Edison Swan site, to learn more about this, one of the Lea Valley's



most important industrial sites? Apparently it was a jute weaving site prior to making light bulbs.

Below is some info about the building compiled by the Enfield Society.

This is the entry on the Local List:

'The former Ediswan factory general office block of 1890, at Ponders End, occupies part of a site associated with Sir Joseph Swan (1828-1914), inventor of the incandescent electric lamp, Sir James Dewar (1842-1923), inventor of the vacuum flask, and Professor Ambrose Fleming (1849-1945), inventor of the diode radio valve in 1904, which marks the birth of the electronic technological revolution. Britain's first radio valve and television cathode ray tube factories were opened here, in 1916 and 1936 respectively.'

This is an extract from a history of Ediswan at: www.lamptech.co.uk/Documents/Factory%20-%20UK%20-%20Ponders%20End.htm

'By 1886 the company's previous factory at Benwell had reached the limits that could be provided both by that building, as well as the availability of skilled workers that could be drawn from the small town. In March of that year new premises at Ponders End in East Middlesex were identified, in an old Jute mill on Duck Lees Lane. The weaving of Jute was going out of fashion with the local workforce, and the death of that industry provided a conveniently sized industrial site for the rapidly growing Ediswan operations as well as being within ready reach of an almost unlimited pool of human labour, which could be drawn via the railway lines from nearby London. By the end of May 1886 the relocation of machinery, lamp stocks and a substantial portion of the skilled Benwell workforce had been completed.'

'The original lampmaking operations were established in the oldest and original part of the former Jute Mill, just to the right after passing through the main entrance gates. It was a building divided into many smaller individual rooms and these were naturally used to house the various lampmaking departments such as filament making, flaring, stem making, mounting, sealing, exhausting, capping, testing and packing.'

There is no mention of a new building being built by 1890 – I wonder whether the old jute mill was refurbished with a new façade by that date. Apparently not because if that is the 'factory' referred to in the following, www.geograph.org.uk/photo/2102814, it has been demolished.

The jute mill was short-lived and in 1886 the Ediswan Company (formed by Thomas Edison and Joseph Swan) took over the building and converted it into a factory manufacturing electric light bulbs. The factory continued production until 1969, and was demolished shortly afterwards.

According to <http://edithstreets.blogspot.co.uk/2012/02/lea-navigation-brimsdown.html>

'The old offices, dated 1890, are the sole remnant of Edison and Swan's works, the exterior substantially modified to hide its Victorian origins.'

Philip Ridley. Email: philridley@hushmail.com

A NEW 'TIN TABERNACLE'

Shaftesbury Hall, Herbert Road, Bowes Park, N11, has been mentioned before in the newsletter (*GLIAS Newsletter 267*, p5). It was built as a small corrugated iron mission hall (or 'tin tabernacle') in the late 19th century. It hasn't been used as a place of worship for many years, latterly being owned by the Samaritans and with a more modern extension at the back. However, it has been out of use for some time.

Despite it failing to qualify for 'listing', the Samaritans commendably proposed to restore it as part of a new development. Unfortunately it was found to be in such a ruinous state that demolition and reconstruction was the only option. Thus behind hoardings a new 'tin tabernacle' is taking shape. It is steel framed and clad in something metallic I assume isn't actually corrugated iron. This includes the roof. This cladding is backed with some thick insulating material. The corrugations are of a broader gauge than formerly, but otherwise it seems a good copy of the old hall, including Gothic 'church' style windows.

I believe it is intended to be put to some sort of community use. What I believe are new residential units are replacing the former rear extension. *David Flett*

EPPING ONGAR RAILWAY

The Epping to Ongar branch line has had a chequered history since London Underground ceased passenger services in 1994 (*GLIAS Newsletter 160*). But since the current owners took over in 2007 the 6½-mile heritage line has undergone a real transformation, reopening in 2012. It is well worth a visit.

I attended an excellent steam gala in June and thought I would provide some updates on various notes that have appeared in previous *GLIAS Newsletters*.

- Re: the recent discussion of signal boxes in Greater London (*GLIAS Newsletter 296*), the Epping Ongar Railway operates two boxes – at North Weald and Ongar.

North Weald has an original Great Eastern signal box dating from 1888, complete with its Saxby & Farmer 1880 pattern 21-lever frame. It is possible to book a signal box experience day here (www.eorailway.co.uk/visit/experience-days/signal-box-experience/).

The original signal box at Ongar was demolished in the early 1980s after being redundant since 1969. However, a replacement GER signal box, originally the top half of Spellbrook (Hertfordshire), was found in storage at Mangapps Railway Museum and moved to the railway in 2010. The original lever frame from 1888 came to light and was installed in the replacement box.



- Newsletters down the years have carried reports of 5ft gauge Finnish steam locomotives appearing at various sites in London, eg Southbury (GLIAS Newsletter 224), Ongar (GLIAS Newsletter 234), and Creekmouth (GLIAS Newsletter 277).

It seems these locomotives were part of Finland's Cold War strategic reserve. When deemed surplus to requirement 12 locomotives were bought by British businessman Nigel Sill in the late 1980s and were shipped to Felixstowe (GLIAS Newsletter 278). Four of these locos eventually found a home at Ongar, then under the ownership of Pilot Developments who won the original bid for the branch in 1998 (GLIAS Newsletter 177).

Pilot Developments planned to convert the railway to 5ft gauge but this never happened and they sold the line on in 2007 to the present owners.

One loco still remains just outside Ongar station in very poor condition. There are plans to give it a cosmetic restoration as a static display in a proposed picnic area.



- Back in 2002 the GLIAS Newsletter carried an article on preserved steam locomotives that were built in London (GLIAS Newsletter 200).

One of these – Metropolitan Railway E Class 0-4-4T No 1 (GLIAS Newsletter 261) – is currently on loan to the Epping Ongar Railway from Buckinghamshire Railway Centre (<https://bucksrailcentre.org/>).

Built in 1898, it was the last locomotive constructed at Neasden Works. It took its number from 'A' class 4-4-0T No. 1, which was broken up after an accident at Baker Street. [www.brc-stockbook.co.uk/met1.htm]

- Despite not being part of the London Underground network for nearly 25 years, distances measured on the system are still taken from a datum point at the end of the branch at Ongar. You can see a London Underground 0.0km distance marker mounted by the buffer stops as well as other similar signs along the trackside.

For further details on the Epping Ongar Railway visit their website: www.eorailway.co.uk



STUDENTS CAN ATTEND AIA CONFERENCE FREE

The AIA is offering students a free place at the Friday Seminar and Conference Weekend events at the AIA Annual Conference (31 August - 5 September) thanks to the legacy left by Patrick Nott.

Full details: <https://industrial-archaeology.org/conferences/annual-conference/>

CAN YOU HELP?

- I am trying to find out information about Bard Bros jelly factory that was located on the Romford Road, Forest Gate, between 1916(?) and c.1995. Can any GLIAS members help, please?

Except for a liquidation notice in The Times, May 1996, the following is pretty much the extent to what I have found in the Newsletter (GLIAS Newsletter 75):

'BARD BROS LTD. 512a Romford Road, E7 1943. Table Jelly Manufacturers. Some of the buildings housed the stables of the North Metropolitan Tramways Co from c.1896-1908.'

Dr Rupert Cole. Email: rupert.cole@sciencemuseum.ac.uk

QUEEN VICTORIA JUBILEE PLAQUES – THE LAST WORD FOR NOW

Searching the internet has produced quite a lot of information, showing others have already done much research. There are several things to mention:

- There is not yet available published national list of these plaques, although there are several good sources of information (see below).
- Only two plaques have been noted within Greater London (so far), though there are others in the Home Counties.
- Most were light brown, but colours varied – see below, the one on Dundonald Road School, Wimbledon, reported by Graham Kirkpatrick.
- Almost all plaques reported are to the same design and produced by the same firm.

The plaques were almost all produced by Stanley Bros, a firm which had several brickworks in Nuneaton. They produced pipes, chimney pots, frieze patterns and other building embellishments (including ceramic horse heads) as well as bricks. Their Jubilee plaques have been noted across the whole of England, with two in Wales and (perhaps) one in Scotland. Nothing seen mentions any in the 'Empire'. Kelly's London Directory shows the firm, or their agents, had London address from the 1880s to around 1920, but not consistently – they are not mentioned in 1918 edition, for example.

Stanley Bros produced their Victoria Jubilee plaques for the Queen's 50th jubilee in 1887. They were a single piece, 2 ft square. An accompanying small separate tablet gave the year. The Queen is in profile, showing the right side of her head. With several different clays from their pits, plaques were in colours from cream to dark brown. A glaze was optional.



1887 plaque, 50 years, at Great Wrating, Suffolk



1897 plaque, 60 years, Dundonald Primary School, Wimbledon

The moulds were re-used, with '50' altered to '60', for the Jubilee ten years later. The rears were also altered, but this did not affect the appearance. The year tablets have slight design differences, suggesting a new one was made. Plaques could be made in advance, but none could be installed until the actual Jubilee date, already half way through the year. The wording, all in capitals, is:

- Around the central image: Victoria 50 (or 60) years Queen of Great Britain & Ireland.
- Across: Empress of India
- Around the border: Africa W Indies Canada Australia N Zealand Burmah Gibraltar Malta Cyprus Egypt

In the main, plaques were added to houses when being built. One source suggests that some plaques were installed a year or two after the Jubilee years. Adding a surround was been optional, and there were variations. They need to sit in a shallow recess, so retro-fitting would be difficult. This might explain why the plaque with surrounding frame at 152 George Rd, Berkhamsted, is proud of the house wall by a couple of inches. Whilst no other firm appears to have emulated Stanley Bros in mass-producing something similar, the plaques reported by Robert Excell at Claydon and Verney Junction (GLIAS Newsletter 296, pp6-7), right, while of about the same size, are quite different.



They show the left of the Queen's face, mention only the countries of the British Isles, each on a short banner across a symbolic plant: Rose (England, in shadow in the photo); leek (or a daffodil maybe) (Wales); thistle (Scotland); shamrock (Ireland). Only five words surround the Queen: Victoria Dei Gra Brit Reg. The date, 1897, is included within the plaque and not on a separate tablet.

The British Brick Society in 1990 reported a design which is different to the 'standard' one on the pavilion at Dyrham Park, Herts, a National Trust property. 'Standard' they have mentioned in the Home Counties include (not seen) at: 76-78 Church St., Leighton Buzzard; 2 High St, Baldock and on the former Post Office, High St, Midhurst: and (seen July 2018) at: 2-4 St James St, Watford; 152 George Rd, Berkhamsted.

Please do advise 'sightings' to the Newsletter Editor, including the date or whether 50 or 60 years' Jubilee, to be mentioned in future Newsletters.

As new the plaques sold for 20/-. In the last three months the internet has shown two plaques for sale, one at £630 and the other at £800.

I have relied heavily on, and am grateful for, lists and other information from the following:

1. Website: www.reginaldstanley.com, produced by the East Midlands Oral History Society. This gives much about the firm and illustrates some of its products, including addresses where they can be seen.

2. The British Brick Society Newsletter, **Information**, numbers 51, 78, 81, 86, 114, which can be downloaded free from their web site.
3. The Tile & Architectural Ceramic Society's gazetteer, Tiles, available via their web site, as mentioned by *Robert Fitzpatrick*. This is arranged by alpha of location within counties and includes all items of interest to them – most of which are, of course, mostly tiles. Some entries have additional information notes, but others are shown as 'not verified'.
4. A Flickr page: www.flickr.com/groups/jubileeplaques/, which has photographs. Only some have captions giving a location.
5. 'Statues – hither & thither' has a nice photo of a plaque in Llandrindod Wells. In turn that refers to a book (not seen), 'Souvenirs from the Diamond Jubilee of Queen Victoria', 2013, R & S Wales.
6. And a host of individual postings found on the internet, some duplicating other sources, not forgetting the plaque on the Pitcher & Piano in the Lace Market, Nottingham, reported by *Mark Andrew Pardoe* (*GLIAS Newsletter*, Feb 2017)

David Thomas

POTENTIAL ELECTRONIC GLIAS NEWSLETTER

Hopefully you enjoyed the last Newsletter revamped with colour illustrations. Unfortunately the cost of colour for every edition is rather high so the GLIAS Management Committee is considering the possibility of sending the colour illustrated Newsletter electronically rather than as a printed version in the post. Although we are committed to sending a monochrome printed version to those without computers, the great benefits to members who choose to receive the Newsletter electronically would be

- colour illustrations
- members would receive the Newsletter at the same time as it is normally sent to the printer, which could be up to a week earlier than receiving the printed version
- in addition, of course, the Society would save a considerable sum in postal and printing costs

Although a decision has yet to be made on this matter, a number of members have already indicated that they would be happy with this and it would be a great help to the Committee if we had some idea as to how many members would be willing to receive the Newsletter electronically. Please will those members who would prefer to receive the Newsletter electronically let us know at gdp@glias.org.uk to help the Committee in coming to a decision.

GLIAS Management Committee

CONSERVATION WATCH

• Kings Cross Square, Euston Road, London N1C 4TB – Illuminated Signs. Planning Application 2018/2165/A

GLIAS has objected to an outrageous proposal for large advertising screens in front of Kings Cross Station [nowadays without the apostrophe].

The proposed 'Display of two internally illuminated digital media screens (4m high x 27m wide and 6.5m high x 60m wide) on circular and oval ventilation shafts respectively' would be an assault on the settings of the two Grade I listed station buildings and their world-wide architectural appreciation, therefore totally unacceptable.

The huge screens would occupy much of the surface of these large shafts, and their inevitably 'loud' colour and motion would completely change the feeling of the square, for the worse. The architects Stanton Williams applied a great deal of thought to the simple forms and dark grey, finned texturing of these towers, so as to tone down their intrusive size and blend them with the square's grey granite paving. The scheme would destroy all that.

The proposal of a pollution-absorbing backing for the screens appears disingenuous. It is not credible that the air of the neighbourhood could pass into contact with this material in such quantities as to influence the air quality of Euston Road. While, if it the intention is to capture dust rising from the Tube tunnels, that will surely clog up the system.

Malcolm T Tucker

• Unit 4 Coal Drops Yard (Western Coal Drop), King's Cross London. Planning Application Number 2018/2441/P

The prominent southern gable end of the former Western Coal Drops is one of the very distinctive features remaining of the former Goods Yard and an essential element within the Regent's Canal Conservation Area.

GLIAS believes the proposal for a roof structure over a restaurant bar to be built in front of the gable end

would be very intrusive and would interfere with appreciation of the distinctive shape of the Coal Drop building. Such a construction was not a part of the planning permission for the conversion of the coal drops or envisioned in that scheme. The visualisations have tried hard to play down its effect from their choices of view and are misleading.

Malcolm T Tucker

• **Former London Chest Hospital, Bonner Road, London E2. Reference: PA/16/03342**

There is a second revised application for adaptation of the Grade 2 former London Chest Hospital. It is now intended to retain and repair the former ventilation tower, but the other proposals remain unchanged. The comments of GLIAS's letter of 28 December 2017 therefore remain largely unchanged, notably the need to investigate and record the concealed remains of the original ventilation system. This should include any remaining evidence of how the stale air was conveyed from the tops of the riser ducts to the ventilation tower, eg. by ductwork formerly attached to the spine wall above Level 3, and how it was then conducted upwards through the tower in conjunction with a heated water tank.

Some further investigations have been made of the surviving roof structure and, while there has been various later work, a great deal appears to remain, partly concealed behind finishes. That also requires formal recording. The applicant has concluded it would be difficult to adapt the roof structure for modern flats, but GLIAS feels that need not be the case if a different approach were taken, with fewer flats but individually designed.

Malcolm T Tucker

• **Regent's Wharf (ref. P2016/4805/FUL)**

Regents Wharf Unit Trust is appealing against the decision of London Borough of Islington in refusing planning permission for the redevelopment of the site at Regent's Wharf (May 2018).

The original description of the development for the planning application was as follows:

'Redevelopment of the site at Regent's Wharf including the refurbishment and extension of 10-12 Regent's Wharf (including part one/part two storey roof extension) to provide additional Class B1 business floorspace with ancillary flexible Class A1/A3 (retail/restaurant) and flexible Class A1/B1/D1 (retail/business/non-residential institutions) floorspace at ground floor level; demolition of 14, 16 and 18 Regent's Wharf and erection of a part 5 and part 6 storey building with rooftop plant enclosure providing Class B1(a) office floorspace and flexible Class A1/A3/B1/D1/D2 (retail/restaurant & café/business/non-residential institutions/assembly & leisure) floorspace at ground floor; and associated hard and soft landscaping.'

• The Association for Industrial Archaeology planning casework officer Amber Patrick constantly monitors planning applications across the country which seek to alter or demolish (former) industrial sites or buildings and makes comments to feed into the planning process where appropriate and where there is still time before the statutory deadline.

Amber keeps a list of all such applications and records when she has made comments in support of, or in opposition to, the proposed plans. She also updates the list with the outcome of the planning process when this becomes known.

These lists are now published on the AIA website: <https://industrial-archaeology.org/planning-casework/>

NEXT ISSUE

GLIAS welcomes articles for publication in the newsletter. These should be about 500 words or less. Images can accompany articles (although copyright may have to be considered).

Longer articles may be more suitable for the GLIAS Journal.

Please send any contributions for October's newsletter by 15 September.