



GREATER LONDON INDUSTRIAL ARCHAEOLOGY SOCIETY

NEWSLETTER 302 · ISSN 0264-2395 · JUNE 2019

GLIAS was founded in 1969 to record relics of London's industrial history, to deposit records with museums and archives, and to advise on the restoration and preservation of historic industrial buildings and machinery

Membership of GLIAS is open to all. The membership year runs from January and subscriptions are due before the AGM in May

Subscription rates

Individual £12
Family £15
Associated Group £18

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DIARY DATES

GLIAS WALKS

A series of free Saturday afternoon guided walks looking at the industrial and social heritage of different areas in and around London. The walks start at 2.30pm and non-members are welcome. To reserve places on any of the walks, please email walks@glias.org.uk to get further information. 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. Should places remain available on the day, information on how to join will be posted on the GLIAS website.

6 July DARTFORD, led by Martin Watts and Linda Graham

3 August RICKMANSWORTH, led by Andrew Turner

7 September CAMDEN HOUSING, led by John Goodier

5 October CITY GEOLOGY, led by Allan Wheeler

GLIAS Wednesday evening walks

This year, as part of GLIAS at 50, we are holding two free Wednesday evening IA walks based on walks created and published by GLIAS in the 1980s and 1990s. In the spirit of earlier years, the walks are open to all and no booking is required – just turn up at the specified meeting place on the day.

19 June Wed SMITHFIELD: MARKETS, MEDICINE & MORE. Based on the GLIAS walk created and published by Sue Hayton in 1993. Meet outside the Henry VIII Gate (Barts Hospital entrance), West Smithfield EC1, at 6.30pm

17 July Wed RETURN TO TOWER BRIDGE TO ROTHERHITHE. A return visit to another area covered by GLIAS walks in the 1980s and 1990s. Meet on the riverside path by City Hall, SE1, at 6.30pm

OTHER EVENTS

JUNE

7-9 EPPING ONGAR RAILWAY STEAM GALA. Web: www.eorailway.co.uk

8 Sat BRIXTON MARKET HERITAGE WALK. 2.30pm to 3.45pm. £3. Web: www.brixtonsociety.org.uk

8-9 OPEN GARDEN SQUARES WEEKEND 2019. Web: www.opensquares.org

9 Sun LOW TIDE WALK THROUGH DEPTFORD CREEK. 11am to 1pm. Creekside Discovery Centre, 14 Creekside, Deptford SE8 4SA. Web: www.creeksidecentre.org.uk

9 Sun HOUSE MILL GUIDED TOUR. The cost is £4 and the tour lasts about 45 minutes. Accompanied under-16s are free of charge. 11am to 4pm. No booking (other than for groups) required; the last tour will leave at around 3.15pm. Three Mill Lane, Bromley-by-Bow, London E3 3DU. Tel: 020 8980 4626. Email info@housemill.org.uk Web: www.housemill.org.uk

- 11 Tue GUIDED TOWPATH WALK, BY THE IWA. Along the Regent's Canal: Little Venice to Camden. Start: at 2.30 pm, outside Warwick Avenue tube station. £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Website: www.waterways.org.uk
- 11 Tue JACOBEAN VISTAS AND PUBLIC CONVENIENCES. A Greenwich Industrial History Society talk by Tracy Stringfellow and Charlie MacKeith. 7.30pm, this will be held in the Studio not the Bakehouse, Age Exchange Centre, 11 Blackheath Village, SE3 (opposite Blackheath Station). £1 for non members. <http://greenwichindustrialhistory.blogspot.com/>
- 11 Tue ANNUAL GENERAL MEETING. Hendon and District Archaeological Society. 7.45 for 8.00pm in the Drawing Room, Avenue House, 17 East End Road, Finchley N3 3QE. Visitors £2. Web: www.hadas.org.uk
- 13 Thur BRIXTON SOCIETY AGAM. 7pm to 9pm. Vida Walsh Centre, 2b Saltoun Road, Brixton SW2 1EP. Web: www.brixtonsociety.org.uk
- 15-16 KEMPTON GREAT ENGINES STEAMING WEEKEND. 10.30am to 4pm. Adults £7, concessions £6, children (to 16) free. Feltham Hill Road, Hanworth, Middlesex TW13 6XH. Web: www.kemptonsteam.org
- 16 Sun EPPING ONGAR RAILWAY CLASSIC CAR SHOW. Web: www.eorailway.co.uk
- 16 Sun HOUSE MILL GUIDED TOUR. The cost is £4 and the tour lasts about 45 minutes. Accompanied under-16s are free of charge. 11am to 4pm. No booking (other than for groups) required; the last tour will leave at around 3.15pm. Three Mill Lane, Bromley-by-Bow, London E3 3DU. Tel: 020 8980 4626. Email info@housemill.org.uk Web: www.housemill.org.uk
- 16 Sun GUIDED TOWPATH WALK, BY THE IWA. Along the Regent's Canal: Islington to Mile End. Start: at 2.30 pm, outside Mile End tube station. £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Website: www.waterways.org.uk
- 17 Mon BREWING ALONG THE WANDLE VALLEY. A Clapham Society talk by Alison Cousins. Omnibus, 1 Clapham Common North Side, SW4 0QW. 7pm for 8pm. Web: www.claphamsociety.com
- 18 Tue BREWING IN THE WANDLE VALLEY. A talk by Alison Cousins of Wandle Industrial Museum. 10.30, West Barnes Library, Station Road, New Malden, KT3 6JF. Free
- 21-22 SPAB PRACTICAL EARTH BUILDING: HUMBLE HERITAGE WORKSHOP, Scottish Borders. Web: www.spab.org.uk
- 22 Sat THAMES BARGE MATCH. Gravesend. Web: www.boatingonthethames.co.uk/Tidal-Thames-Navigators-Club
- 22-23 EPPING ONGAR RAILWAY 1940s STEAM WEEKEND. Web: www.eorailway.co.uk
- 22-23 DISTRICT 150 STEAM TRAIN RUN. London Transport Museum & TfL will mark 150 years of the District line with a special heritage event that will see a steam train travelling through tunnels into central London on the Underground for the last time. Tickets will be available later in the year via the museum website: www.ltmuseum.co.uk/whats-on/events-calendar/heritage-vehicles-outings
- 22-23 UPMINSTER WINDMILL VISITOR CENTRE OPEN. St Mary's Lane (on A124), RM14 2QL. 1pm-4pm. Web: www.upminsterwindmill.org
- 23 Sun LOW TIDE WALK THROUGH DEPTFORD CREEK. 11am to 1pm. Creekside Discovery Centre, 14 Creekside, Deptford SE8 4SA. Web: www.creeksidecentre.org.uk
- 23 Sun CROSSNESS ENGINES PUBLIC STEAMING DAY. 10.30am to 4pm. Bazalgette Way, Abbey Wood, London SE2. No booking required. Web: www.crossness.org.uk
- 23 Sun MARKFIELD BEAM ENGINE STEAMING DAY. Opening hours, 11am to 4pm. Markfield Road, South Tottenham, London N15 4RB. Tel: 01707 873628. Email: info@mbeam.org Web: www.mbeam.org
- 23 Sun 'ON THE BUSES' SUMMER EVENT. London Bus Museum, Brooklands. Web: www.londonbusmuseum.com
- 23 Sun HOUSE MILL GUIDED TOUR. The cost is £4 and the tour lasts about 45 minutes. Accompanied under-16s are free of charge. 11am to 4pm. No booking (other than for groups) required; the last tour will leave at around 3.15pm. Three Mill Lane, Bromley-by-Bow, London E3 3DU. Tel: 020 8980 4626. Email info@housemill.org.uk Web: www.housemill.org.uk

- 26 Wed LONDON'S FORGOTTEN FOOT TUNNEL AT WOOLWICH. Visit – members only – with Ian Blore. All details on www.rbhistory.org.uk
- 27 Thur JOSEPH BAZALGETTE'S BIRTHDAY PARTY. Free event by London Metropolitan Archives. 2-3pm. London Metropolitan Archives, 40 Northampton Road, London EC1R 0HB. Web: www.cityoflondon.gov.uk/things-to-do/london-metropolitan-archives/Pages/default.aspx
- 30 Sun HOUSE MILL GUIDED TOUR. The cost is £4 and the tour lasts about 45 minutes. Accompanied under-16s are free of charge. 11am to 4pm. No booking (other than for groups) required; the last tour will leave at around 3.15pm. Three Mill Lane, Bromley-by-Bow, London E3 3DU. Tel: 020 8980 4626. Email info@housemill.org.uk Web: www.housemill.org.uk
- 30 Sun NEW RIVER ENFIELD TO NEW RIVER HEAD. New River Action Group / Friends of the New River walk led by John Polley. 10am start. Enfield Town, outside the Crown & Horseshoes pub. Free

JULY

- 1 Mon AGM. London Omnibus Traction Society. 6pm for 7.30pm start. Conway Hall, Red Lion Square, London WC1R 4RL. There is no charge. Visitors are welcome, especially from other societies or if you buy something or join as a new member. Web: www.lots.org.uk
- 3 Wed AGM FOLLOWED BY A VERY, VERY, NAUGHTY BOY – A LATE 18TH-CENTURY LONDON MARITIME TALE. A Docklands History Group talk by Chris Ellmers. 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 Thur WORLD WAR TWO – WOMEN CANAL BOATERS. A London Canal Museum talk by David Padfield. 7.30pm. £4 (£3 discounts). 12/13 New Wharf Road, N1 9RT. Tel: 020 7713 0836. Web: www.canalmuseum.org.uk
- 6 Sat LONDON SEWING MACHINE MUSEUM OPEN DAY. 2pm to 5pm. London Sewing Machine Museum, 308 Balham High Road, London SW17 7AA. Tel: 020 8682 7916. Web: www.craftysewer.com/acatalog/London_Sewing_Machine_Museum.html
- 6 Sat GUIDED TOWPATH WALK, BY THE IWA. Along the Regent's Canal: Little Venice to Camden. Start: at 10.45 am, outside Warwick Avenue tube station. £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Website: www.waterways.org.uk
- 7 Sun GUIDED WATERSIDE WALK, BY THE IWA. Secrets of the northern Queen Elizabeth Olympic Park. Start: at 2.30 pm, outside Stratford station (by "Newham London" sign). £10 adults, £8 concession rate. No prior booking needed. Tel: 0203 612 9624. Website: www.waterways.org.uk
- 7 Sun KIRKALDY TESTING MUSEUM OPEN DAY. 11am to 5pm (last entry 4pm). 99 Southwark Street, SE1 0JF. Web: www.testingmuseum.org.uk
- 7 Sun UNCOMPLETED NORTHERN LINE EXTENSION WALK AND STUDY TOUR. Finsbury Park to Alexandra Palace. Booking essential. Email for details: nleevents@outlook.com
- 7 Sun HOUSE MILL GUIDED TOUR. The cost is £4 and the tour lasts about 45 minutes. Accompanied under-16s are free of charge. 11am to 4pm. No booking (other than for groups) required; the last tour will leave at around 3.15pm. Three Mill Lane, Bromley-by-Bow, London E3 3DU. Tel: 020 8980 4626. Email info@housemill.org.uk Web: www.housemill.org.uk
- 7 Sun BROCKLEY AND LADYWELL CEMETERIES OPEN DAY. 11am to 4.30pm.
- 9 Tue THE END OF SOUTHERN STEAM. Anniversary steam excursion from Waterloo to Weymouth and back. Web: www.railwaytouring.net/uk-day-trips/the-end-of-southern-steam-1
- 11 Thur DEVELOPING THE THAMES TIDEWAY. Talk at the London Museum of Water & Steam by Harbinder Birdi of Hawkins/Brown Architects. 6pm. £5. Green Dragon Lane, Brentford, London TW8 0EN. Web: www.waterandsteam.org.uk
- 12 Fri SURVIVING WORLD WAR II STRUCTURES IN ENFIELD. An Enfield Archaeological Society Geoffrey Gillam Memorial Lecture by Ian Jones EAS. Jubilee Hall, Parsonage Lane, Enfield. Doors open for refreshments at 7.30pm, lectures commence at 8pm. Visitors are welcome at £1.50 per person. Web: www.enfarchsoc.org/lectures/

- 13 Sat BRIXTON MARKET HERITAGE WALK. 2.30pm to 3.45pm. £3. Web: www.brixtonsociety.org.uk
- 13-14 LONDON TRANSPORT MUSEUM DEPOT OPEN WEEKEND. London Transport Museum Depot, 2 Museum Way, 118-120 Gunnersbury Lane, London W3 9BQ. Web: www.ltmuseum.co.uk/whats-on/museum-depot/open-weekends
- 14 Sun HOUSE MILL GUIDED TOUR. The cost is £4 and the tour lasts about 45 minutes. Accompanied under-16s are free of charge. 11am to 4pm. No booking (other than for groups) required; the last tour will leave at around 3.15pm. Three Mill Lane, Bromley-by-Bow, London E3 3DU. Tel: 020 8980 4626. Email info@housemill.org.uk Web: www.housemill.org.uk
- 18 Thur 333 YEARS OF GREAT ORMOND STREET. A Camden History Society talk by Alec Forshaw. 7.30pm. Members have free entry to all talks. Non-members are very welcome, £1 on the door. Details from Local Studies Centre, Holborn Library, 32-38 Theobalds Road, WC1X 8PX. Tel: 020 7413 6342. Web: www.camdenhistorysociety.org
- 21 Sun CROSSNESS ENGINES PUBLIC STEAMING DAY. 10.30am to 4pm. Bazalgette Way, Abbey Wood, London SE2. No booking required. Web: www.crossness.org.uk
- 21 Sun LOW TIDE WALK THROUGH DEPTFORD CREEK. 11am to 1pm. Creekside Discovery Centre, 14 Creekside, Deptford SE8 4SA. Web: www.creeksidecentre.org.uk
- 21 Sun HOUSE MILL GUIDED TOUR. The cost is £4 and the tour lasts about 45 minutes. Accompanied under-16s are free of charge. 11am to 4pm. No booking (other than for groups) required; the last tour will leave at around 3.15pm. Three Mill Lane, Bromley-by-Bow, London E3 3DU. Tel: 020 8980 4626. Email info@housemill.org.uk Web: www.housemill.org.uk
- 21 Sun GUIDED WATERSIDE WALK, BY THE IWA. Limehouse, Thames, & Docklands. Start: at 2.30 pm, outside Westferry DLR station (by the Cycle Hire Point). £10 adults, £8 concessionary rate. No prior booking required. Tel: 0203 612 9624. Website: www.waterways.org.uk
- 27 Sat ESSEX BUS RALLY (FORMERLY BASILDON BUS RALLY). In association with The Londoner in the Country. 10am till 4pm. Barleylands Farm Park, Billericay. Incorporates Visions International's 'The Londoner in the Country' show. Free parking and free bus rides. Web: www.essexbusrally.com
- 27 Sat CARLO GATTI'S BIRTHDAY. Programme to be announced. London Canal Museum, 12/13 New Wharf Road, N1 9RT. Tel: 020 7713 0836. Web: www.canalmuseum.org.uk
- 28 Sun MARKFIELD BEAM ENGINE STEAMING DAY. Opening hours, 11am to 4pm. Markfield Road, South Tottenham, London N15 4RB. Tel: 01707 873628. Email: info@mbeam.org Web: www.mbeam.org
- 28 Sun ICE SUNDAY. An opportunity to descend into the ice wells. Details to be announced. London Canal Museum, 12/13 New Wharf Road, N1 9RT. Tel: 020 7713 0836. Web: www.canalmuseum.org.uk
- 28 Sun HOUSE MILL GUIDED TOUR. The cost is £4 and the tour lasts about 45 minutes. Accompanied under-16s are free of charge. 11am to 4pm. No booking (other than for groups) required; the last tour will leave at around 3.15pm. Three Mill Lane, Bromley-by-Bow, London E3 3DU. Tel: 020 8980 4626. Email info@housemill.org.uk Web: www.housemill.org.uk

LOOKING FURTHER AHEAD

- 9-14 August ANNUAL CONFERENCE. Association for Industrial Archaeology conference at Bridgwater & Taunton College. <https://industrial-archaeology.org/>

EXHIBITIONS

- Until 6 October THE ASSET STRIPPERS. Installation at Tate Britain Duveen Galleries by Mike Nelson. All the exhibits are knitting machines, agricultural equipment, telecommunications and other equipment laid out as a sculpture exhibition. Mike Nelson bought the exhibits online or at sales, saved the items to recreate this venture. Web: www.tate.org.uk

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

GLIAS @ 50

GLIAS 50TH YEAR CELEBRATORY MEAL

As one of the events to celebrate our 50th anniversary, GLIAS is arranging a lunch on Saturday 12 October 2019 in King's Cross station. We have booked a private room in the Parcel Yard which is a Fuller's pub and dining rooms with a number of conserved features. The meal will cost approximately £35 to cover three courses, coffee and service.

Vegetarian and vegan options are available, although the exact menu won't be available until nearer the time. This is a great opportunity for us all to get together, though numbers are limited so please book soon.

To reserve places, please contact Tim Sidaway on 01923-269317 / secretary@glias.org.uk. A deposit of £10pp will be required

NEWSLETTER THEMES

Each of the six Newsletters during our Anniversary Year will have a section dedicated to a particular theme. This month's theme is 'IA evening classes'.

Future themes will be:

- August: Industrial reuse in London
- October: GLIAS Coach trips
- December: GLIAS Recording Group
- February 2020: GLIAS outreach / walks / conferences

Please send your memories, whether serious or light-hearted, to newsletter@glias.org.uk

IA EVENING CLASSES

• I retired from fulltime work in 1994. I had been teaching Mechanical Engineering subjects in Further Education for some years. In that first summer I found out about the guided tours that were on offer and visited Crossness Pumping Station. I had read about Crossness and the work that was being done there.

My wife and I were so impressed with the work the volunteers were doing and what they hoped to achieve. I decided to volunteer and from then on I visited on Sundays and Tuesdays.

Talking to the other volunteers led me to find out about the Denis Smith evening classes in Industrial Archaeology which he ran at Morley College. I joined in September 1994. I found the course so interesting. The next year Birkbeck College were offering a three-year Certificate course followed by a one-year Diploma course. Again Denis Smith was the lecturer for the Certificate and Sue Hayton the Diploma. I enrolled!

The course was good. We visited many sites of interest and several pieces of coursework related to industrial history had to be submitted at each stage of the course. At the end of the course I gained the Diploma!

The next year I attended the course that Bob Carr ran at City University; again it was most interesting.

During the classes I began research into the engineering history of Crossness, mainly at the London Metropolitan Archive, a place we had visited with Denis during the Birkbeck course.

This continued after the courses had finished, it took many visits over the years. *David Dawson*

• I recall Dr Denis Smith charging into an IA course class at Goldsmith's College in the 1970s, stating that he had found David Kirkaldy's testing machine. Some wag (possibly Danny Hayton) said we were unaware the machine was missing.

I spent many years assisting clearing up 99 Southwark Street and some time later, when LHP relinquished their hydraulic pipe system to a communication company I visited several of their sites, 'rescuing' various items, mostly hydraulic couplings. There was, however, a valve box (very heavy). I can't recall just how it was removed to KTM! It would have been stowed with other cast-iron items – coal hole covers, pumps, etc. The couplings were cleaned up for display. *Peter Skilton*

• Every year the WEA Branch in Cuffley organised an evening of introductory talks about their proposed programme of lectures for the coming year. In 1988 one of the speakers was Dr Denis Smith who spoke for about 15 minutes on Industrial Archaeology. I and several other were immediately smitten, and a sufficient number were interested for the class to go ahead. The lectures, under the auspices of Birkbeck College, commenced on Tuesday evenings in September 1988 at Cuffley School. Denis Smith was the lecturer and one of the first things he told us was that 'once you have studied IA, life will never be the same again'. How true that has been for many of us.

The Cuffley evening classes were very popular and continued for about seven years during which practically every aspect of IA was covered or touched on. As well as lectures every week, Denis organised visits to many sites of IA interest. The first of these was a trip on the uncovered Jenny Wren from Camden Lock to Limehouse

Basin and back. It was on 18 March 1989, a very cold day, and a couple of us had to warm up by walking part of the way back, having a Guinness in a convenient pub just before the Islington tunnel, before jumping back on the boat. Denis usually managed to find places to visit which were not normally accessible to the public resulting in many memorable trips including Wilsons Snuff Mill in Sheffield and gaining access to the roof of the Albert Hall to have a close up look at Fairbairn's structure.

When Denis became president of the Newcomen Society he was unable to continue with the evening classes in Cuffley so a number of us, wishing to continue our interest in IA decided to try and arrange talks and visits ourselves. Thus the Cuffley Industrial Heritage Society (CIHS) was formed in 1997. Denis agreed to be our president which he remained until his death last year.

Denis always encouraged us to carry out our own research and together with some members of the neighbouring Barnet WEA group, which Denis also led, we were able to gain access to Wrotham Park, the Byng Estate near Potters Bar. It was known that in the estate there was some interesting farm machinery and buildings, including an Easton and Amos Grasshopper engine, but no-one had been able to see it for many years. Eventually in 1995 the estate manager agreed to allow us into the site where we found well preserved farm buildings which had been built between 1885 and 1889. In the engine house was the Easton and Amos engine, largely complete, and the remains of overhead belt drives for other farm machinery. The site of the boiler was evident and the chimney remained intact. Over the next few years members of both groups made records of the site by way of photographs and drawings. Eventually we were able to gain access to the archives of Wrotham Park and examine the estate ledgers where we found, among other things, the invoice dated June 1856 from Easton and Amos to supply the machinery to the Estate. The result of this work is documented in the report 'The Steam Engine at Wrotham Park' issued by GLIAS in 2005.

CIHS continues to thrive; it meets monthly from September to May at Northaw Village Hall, Hertfordshire, and normally organises an annual Study Tour. *Ian White*

For further information go to www.cuffleyindustrialheritage.com

MORE ON MINOR INDUSTRIAL RELICS AND LOST EPHEMERA

The theme in the last newsletter (GLIAS Newsletter 301, pp12-13) was 'Minor Industrial Relics and Lost Ephemera'.

- Michael Bussell's random thoughts included 'Milk floats. (Any still around?)'.

The answer is: yes, Parker Dairies Parker Dairies | East and Central London Milk (www.parkerdairies.co.uk).

Last June we moved from Angel to Wanstead and the prevalence of a Parker's milk float also selling the old bottles of orange juice, sliced white bread and eggs felt like a 1950s time warp. The milkman we have even wears a cap and collects the money on Saturdays.

Wanstead might make an excellent walk for the upcoming GLIAS evening walk programme. *Caroline Dale*

- There is a traditional subterranean toilet still in use at Hampstead Heath, right by the route 24 bus terminus. *Martin Weyell*

- Tim Sidaway's snippet about the dangers of slam doors on trains reminds me of something that happened to me in about 1963.

It was in the days of long umbrellas. I used to like walking and swinging and tapping my umbrella as I crossed Waterloo Bridge to the station. I settled in a seat next to the door with my back to the direction of travel. We went through Vauxhall. More people crowded into my compartment. It was full by Clapham Junction.

I alighted at Putney to walk to the flat in Upper Richmond Road. As I exited the station, I began to swing my umbrella. It no longer reached the ground! The ferrule had been chopped off! I suspect it fell to the door slammed at Clapham Junction. *Mike Quinton*

- You can still find some meters which take coins, those in the car park at the north end of Stanley Road E10 for example. This car park is useful for local shops and cafés and is handy for The Drum public house. Compared with the cost of parking in more central parts of London charges here are moderate. *Bob Carr*

NEWS AND NOTES

THE ASSET STRIPPERS – SCULPTURE COMMISSION AT TATE BRITAIN

A review of a sculpture exhibition at Tate Britain may seem an odd choice of subject for this newsletter. However, 2019's commission in the Duveen sculpture galleries is by Mike Nelson and his installation 'The Asset Strippers' has transformed the heart of Tate Britain into a grand warehouse of industrial monuments to a lost era. The post-war landscape that framed Mike Nelson's childhood. The title refers directly to the source of the objects in the exhibition, online auctions of company liquidators and salvage yards. Mike Nelson is interested

in the cultural and social contexts behind the objects he has carefully selected, as well as their material qualities. The objects on display encompass a wide range of industrial archaeology from lorry ramps that came from a farm sale in Cheshire to a Jacquard knitting machine from Broxburn, West Lothian.

Several of the items originated in London and home counties and will be of particular interest to GLIAS members. In the South gallery the woodworking lathe at the entrance came from Javelin Plastics, Camberley; the Blue Ward turret metal lathe came from London; tool chests and benches came from a number of auctions in the south of England. In the Octagon the textile machines came from a company in Canning Town which went into receivership in November 2018 and hospital doors from NHS hospital in Bolsover Street, London. In the North Duveens gallery Sandstone staddle stones bases came from Aylesbury, Buckinghamshire. They would have been used to elevate grain stores and help keep the mice away. Telegraph poles came from a salvage yard in Kent. And finally, an evocative display of graffitied steel sheeting used to cover up the windows of a housing estate in South London, prior to redevelopment. I am grateful to the Tate information office for these details, as this information is not on display in the galleries.

I stumbled across the exhibition on my way to another gallery and was amazed and intrigued by the whole experience. Mike Nelson puts it much better than I could: 'It presents us with a vision of artefacts cannibalised from the last days of the industrial era in place of the treasures of empire that would normally adorn such halls.' (Mike Nelson, born Loughborough, 1967). *Cherry McAskill*

JOHN ROBINSON 1942-2018

On Monday 8 April a special event, 'Remembering John Robinson' was held on board HQS Wellington, the headquarters of the Honourable Company of Master Mariners. John Robinson, who many of us will remember with respect and affection, had strong maritime connections. GLIAS members will probably be most familiar with John from when he worked at the Science Museum, South Kensington, where among other things he administered the PRISM fund.

Henry Cleary was master of ceremonies at this event. GLIAS members may remember Henry from the time when his VIC 56 was on the Thames in East London, before the VIC was moved down river to Chatham.

John Robinson's younger brother Terry was one of the speakers. He told us that the family originally lived in the far west of Cornwall. In those days child mortality was not uncommon, John never knew his older sister who died while he was still a baby and John himself was seriously ill in childhood, requiring that he be isolated for a lengthy period. We also had contributions from Andy King (Association of British Transport & Engineering Museums) and Hannah Cunliffe (National Historic Ships UK).

The principal speaker was Sir Neil Cossons. Neil and John's career were very much intertwined. They first met when Neil worked at the museum in Bristol. At that time John worked in the City of Bristol finance department and used to visit Neil to see the wonderful collection of 19th-century maritime photographs on glass plate negatives which were still being catalogued. John Robinson found the work that Neil was doing more congenial than his own in the finance department and after a few years was able to transfer to the museum when Neil left. Later on they were together at Ironbridge. Neil's account ended with a description of how in 1983 John together with others threw him in the canal there when Neil was wearing fancy dress – a Napoleonic-period admiral's uniform.

John Robinson was a naval officer, also keen on sailing and making quite dangerous voyages in small craft. In later years he was very much involved with European Maritime Heritage – the European association for traditional ships in operation. This organisation has a very good Facebook page with some splendid archive footage. *Bob Carr*

LONDON WINDMILLS

This note lists surviving wind mills, wind pumps and some other remains within London. More on histories, except for the last two items, can be found on the internet.

WIMBLEDON. Windmill Road, Wimbledon Common, SW19 5NR. A cute little wooden smock mill, with four patent sails and fantail, sitting on a much wider two-floor brick base. The whole has been converted back from living accommodation. It is a museum with a selection of machinery, displays and historic info, but clearly not a working mill. An interesting half hour's browse, free. Open Sat 14-17.00; Sun & BH Mon 11-17.00, summer only. In 2019 this is 30 March to 27 October. Frequent bus 93 (Putney-East Cheam) from Putney or Wimbledon stations; stop is Parkside Hospital.

SHIRLEY. Post Mill Close, off Upper Shirley Road, CR0 5DY. In spite of the road name, this is a brick tower mill with wooden cap, four sails and fantail. Intact, but not working. Owned by LB Croydon, it is open for about nine days each year, with volunteer 'Friends' guides giving thorough tours every 15 minutes or so, taking up to an hour. Free, though a donation is suggested. Times are 12-17.00, and the remaining 2019 dates are: 2/6, 7/7, 4/8, 1/9, 22/9, 6/10. Bus 466 frequent service from East Croydon station – Caterham; stop is Shirley Windmill.

BRIXTON. Windmill Gardens, end of Blenheim Gardens, SW2 5EU. Tower mill with wooden cap, largely restored, with machinery to show how it would have worked. Owned by LB Lambeth and open on several weekend afternoons 14 -17.00. Remaining 2019 dates are: 8&9/6, 13&14/7, 10&11/8; 14&15/9; 21&22/9; 12&13/10. Access to the ground floor on a casual basis, or for a full tour by pre-booking only. Three persons per tour, six tours per day; bookings open between five & four weeks in advance on website.

UPMINSTER. A substantial smock mill still undergoing substantial renovation. The website, which has detailed photographic coverage of the work being undertaken, says it is likely to re-open in 2020. An adjoining Visitor Centre has open days.

KESTON. Off Heathfield Road, Keston, BR2 6BF. Post mill. The circular brick ground floor encases hefty timber supports, one dated 1716. Sails posts remain, but no sails. It has two sets of stones and all main machinery, so enough to appreciate how it worked. Privately owned and on private land, the mill is open only infrequently, such as on Mills Day (May) and an Open House Day (September), when there are volunteer guides. Not photographable from the road.



Wimbledon



Shirley



Brixton



Keston

ARKLEY, also known as Barnet Gate. A tower mill, with sails intact, surrounded by trees within grounds of Windmill House, Windmill Lane (private road; not visible from here), Barnet Road. The writer is unaware of this ever being open to the public. It can be glimpsed in trees through gates alongside Windmill Cottage, Brickfield Lane, which is a public footpath. In May foliage blocked photography, but a winter attempt should be possible. Frequent bus 107, Barnet to Edgware; stop: Brickfield Lane.



Wandsworth



Plumstead

WANDSWORTH. Wind pump. Near junction Windmill Road & Spencer Park Road, SW18. A slender eight-sided wooden structure with a crude replacement 'cap'. Presumably re-clad several times, was to lift drainage water from the railway cutting behind.

PLUMSTEAD. Windmill tower only. 1, Old Mill Road, SE18 1QG. Brick, in good condition, with a flat roof, owned by the adjoining Windmill PH. No machinery or access.

NEW RIVER HEAD. Amwell Road, EC1. Round base of former horse, then wind, pump, roofed as a store, adjacent to brick former beam engine house.

MITCHAM COMMON. In car park of Steak House, 1 Windmill Road, CR4 1HT. Wooden post mill base, with some new wood, standing within a brick wall. Straightforward access is a 10-minute walk from Beddington Lane tram stop. You need to be keen to see this one!



New River Head



Mitcham Common

MILL STONES. Near 145 Windmill Road Selhurst/Croydon, a pair of stones, upper in pavement, lower in wall, alongside Windmill Estate. Please tell the Editor if you know the history of these, of the location(s) of other similar examples.



Mill Stones, Selhurst/Croydon



Crews Hill garden centre

CREWS HILL. Buy your own! Enfield (Wyvale) Garden Centre, Cattlegate Road, EN2 9DX. has a large 'garden ornament windmill'. Smaller ones for sale. This is passed if walking from the station to Whitewebbs Museum of Transport (Newsletters 155, Dec 1994 & 287, Dec 2016). *David Thomas*

LUDGATE HOUSE

Suddenly Ludgate House is no longer there. This building will be better known to readers as the former home of the Daily Express. Built in 1988 and 10 storeys high it was situated at the south end of Blackfriars Bridge. Express Newspapers moved out of the building in 2004 and it has been boarded up recently. Ludgate House was quite attractive; faintly echoing the Streamline Moderne style of the well-known Daily Express building in Fleet Street. Passing by one could imagine that inside the building the next instalment of Rupert Bear was being written *.

On the site of Ludgate House there is to be a tall tower, similar in height to the building opposite – One Blackfriars which is 558 feet high. This new tower to replace Ludgate House is part of a huge redevelopment now taking place between Blackfriars Bridge and Tate Modern. *Bob Carr*

* Rupert Bear has been published in the Daily Express since November 1920, and he still appears there daily.

CURRENT FEARS – GREENWICH OBSERVATORY

April's GLIAS lecture by Graham Dolan described the concerns of Greenwich Observatory over vibrations from machinery in the proposed and actual built nearby London County Council Tramways' Power Station in 1902-6. Two decades later, electric rail traction was again considered a problem. Below is from the Southern Railway Board Meeting Minutes for 3 May 1923 ¹.

'Electrification of South Eastern & Chatham Suburban Section – Greenwich Observatory. The Chairman informed the Board of the correspondence and interview he had had with Colonel Wilfrid Ashley, MP, Parliamentary Secretary of the Ministry of Transport, respecting the proposal to remove the Magnetic Instruments from the Observatory at Greenwich, and read a letter from him dated the 30th April in which he stated that the Admiralty were prepared to accept the sum of £10,000, being the estimated cost of removing the

instruments, and a commuted payment of £24,000 in lieu of an annual payment of £1,200, being the estimated cost of the additional expense to which the Admiralty will be put in consequence of the removal.' This was approved, subject to a suitable agreement.

The minutes of 16 December 1926 show that the 'cost of removal' was actually £13,145-5-0d, so a total of over £37,000 was paid, the item ending 'receipt obtained'.

But was this actually necessary – and where were the instruments relocated? *David Thomas*

1. National Archives. RAIL 645/13. Southern Railway Board Minutes Jan 1923 to Dec 1932.

FULLER'S

Brewing is set to continue at the Griffin Brewery in Chiswick after Fuller's completed the sale of its drinks business to Asahi.

The west London brewery, where beer including London Pride has been brewed since 1654, was sold to Japan's biggest brewer in April 2019 in a £250m deal.

Fuller's will now focus on its hotels and pubs business, which generates most of its profits.

SMITHFIELD MARKET TO MOVE TO BARKING POWER STATION SITE

On 18 December 2018 the City of London Corporation announced its acquisition of the former Barking Reach Power Station which occupies a 42-acre site. Billingsgate (fish), Smithfield (meat and poultry) and New Spitalfields (fruit, vegetables and flowers) will all be located onto a single site.

There have been four power stations on the site in this area of Dagenham, to the west of Dagenham Breach (pond) and Ford motor works. The first station was constructed in 1897 and operated until 1927. Station B ran from 1939 to 1976 and Station C ran from 1954 to 1981. The last was constructed between 1992 and 1995 and was the first major generating station to be built in London for some years. It was one of the largest independent generating plants in the UK, being capable of generating 1,000 MW of electricity, which is about 2% of the peak electricity demand in England and Wales. Demolition occurred last year with the chimneys being blown up.

On 26 April the City of London Corporation announced plans to relocate Smithfield Market, along with Billingsgate and New Spitalfields markets to the Barking site. GLIAS members will be aware that the Museum of London already plans to move into part of the present Smithfield site (GLIAS Newsletter 286, p7). The market has been on its present site since c1150. The present dead meat market opened in 1868 and was designed by the city architect Sir Horace Jones, who also designed Billingsgate and Leadenhall Markets. Its cast-iron structure is very well known and what will occupy this Grade 2 listed structure is not yet clear.

A public consultation into the move will be launched this summer.

NB. There will be a GLIAS evening walk round Smithfield on 12 June – see events listing above. *David Perrett*

WEBB PATENT SEWER GAS DESTRUCTOR

As far as I can see from the records available on the web, the only surviving Webb Patent Sewer Gas Destructor in London is in Carting Lane, close to the Savoy Hotel (GLIAS Newsletter 295, p6). Others are listed but I came across the one illustrated which seems to be omitted from any records that I have found so far. This unit is in Harewood Road, South Croydon.



The address of Webb & Co at 11 Poultry, EC1 suggests that the destructor was built after 1901 which would fit with the development of housing around Emmanuel Church which was built in the late 19th century at the instigation of the Watney sisters. The 1895 Ordnance Survey map shows Harewood Road being laid out and the first houses, before the building of the church, with the surrounding land still farmland.

The column is intact but in need of restoration. The lantern has gone. How many more of these devices remain

in areas not listed in www.xenophon.org.uk/historywebblampco.html?

Might be of interest to someone! *Vaughan Pomeroy*

BAZALGETTE @200

A number of events have taken place so far this year to commemorate the 200 birthday of Sir Joseph William Bazalgette (1812-1891), chief engineer to the Metropolitan Board of Works.

The MBW is best known for building London's Victorian Sewers including the Embankments. On 8 February the U3A South East region along with the London Metropolitan Archives held a Bazalgette study day that was attended by some 170 delegates. I gave the opening lecture, which I entitled From Bogs to Bazalgette. The LMA is organising further afternoon meetings on Bazalgette – see their website for details (www.cityoflondon.gov.uk/things-to-do/london-metropolitan-archives/Pages/default.aspx).

On 28 March, Bazalgette's actual birthday, a party was held at Crossness Pumping Station when the rotative beam engine Prince Consort was steamed for the first time after a period of inactivity. A number of members of the Bazalgette family were there and the cakes were sliced by Sir Peter Bazalgette, JW's great-great-grandson. *David Perrett*

CONSERVATION WATCH

• Wapping Hydraulic Power Station, Wapping Wall, E1W 3SG

PA/19/00564/NC

The historic Hydraulic Power Pumping Station at Wapping is facing the possibility of being converted to offices. The future of the Grade II-listed building on Wapping Wall has been up in the air since its sale to UK Real Estate Ltd in July 2013.

The site of the last fully equipped hydraulic pumping station in London was previously operated by the Wapping Project, who kept the industrial feel, with the buildings used for exhibitions, events and a restaurant. Now UK Real Estate Ltd plans to install new floors within the boiler house, engine house and accumulator tower, and build a new three-storey office building within the courtyard. There are also proposals to refurbish the underground reservoir and install a glazed extension within the water tanks.

• Leven Road Gasworks, Poplar

PA/18/02803/A1

Tower Hamlets' Strategic Planning Committee has passed St William Homes' planning application for the comprehensive, mixed-use redevelopment of the Poplar Gasworks site. This will include the re-erection of the three salvaged wrought-iron standards with girders attached within a landscaped setting, although some final details remain to be agreed.

• Convoys Ltd, Prince Street, London, SE8 3JH

DC/19/111912

Plans for 124 affordable homes, 800 sq. m of office use, 300 sq. m of retail uses, parking, landscaping and associated works on the Convoys Wharf site.

• The Leather Warehouse – Vinegar Yard, just off St Thomas St and in the Bermondsey Street Conservation Area

19/AP/0404

This development proposes total demolition of one of the last remaining pieces of Victorian commercial architecture in the St Thomas Street area of Bermondsey including its hydraulic chain and derrick hoist.

• Marian Place Gasholder Site, Bethnal Green

Malcolm Tucker on behalf of GLIAS: 'The scheme for building multi-storey apartments within the No 5 Gasholder guide frame addresses very competently the task of breaking up this large block into smaller and humane components and the objectives, necessary from our point of view, of the elegant guide frame not being overwhelmed by the flats within and of parts of it to be seen in three dimensions and against the sky.

'You presented two schemes for the site of No.2 Gasholder, one with the historic guide frame retained and one without. It was noticeable how much more good looking was this circular building when surrounded by the ring of columns and entablatures. Without the guide frame being kept, a building here would just be a device for placing more flats next to the canal.

'Not only is the cast-iron frame of No.2 the earliest surviving but it is also the best proportioned of the various examples of its type. Being kept in its original site on its original foundations, it will be a more genuine article than those at St Pancras. It is excellently positioned next to the canal, and it provides an interesting and

instructive contrast with the later lattice steelwork and more monumental size of No.5. So keeping both is very desirable.'

BOOKS

• **'The Factory that Became a Village: The History of the Royal Small Arms Factory at Enfield Lock', by Jim Lewis**

160 pages, illustrated. Redshank Books 2018, softback £18. ISBN 978-0995483446. There is a special 15% discount for GLIAS members: quote the code GL15. This discount code is for use at www.libripublishing.co.uk and the direct link to the book is: <https://www.libripublishing.co.uk/Products/ProdID=204>. Requests for books by post, enclosing a cheque made out to Libri Publishing Ltd with the code on the back, should be sent to John Sivak, Libri Publishing Ltd, 13 Gordon Road, Enfield EN2 0PU. Post and packaging is free to addresses in the UK.

As the author explains his previous book *From Ice Age to Wetlands*, see GN295p10, was written in relative haste so as to be in time for the official opening of The Walthamstow Wetlands in November 2017. *The Factory that Became a Village* is rather more weighty and Part 1 contains serious historical argument and is well referenced. The section at the end of the book outlining the conservation and regeneration of the Royal Small Arms Factory (RSAF) at Enfield makes lighter reading.

During the Napoleonic War the Royal Manufactory of Small Arms in Lewisham was proving inadequate and the Board of Ordnance decided to build a new factory on a larger site at Enfield. This had the advantage of water power and navigation down the Lea to the Thames. In 1816 the manufacture of gun barrels was commenced there and by 1818 a lock-and-finishing department was at work. A sword-making department was set up in 1823. The Enfield factory remained quite modest in size until the Crimean War of 1853-6 when production was greatly increased.

A machine shop on American mass-production lines was built in the mid 1850s, using American machinery and powered by steam engines. This shop was based on a design by Sir John Anderson (1814-1886) manager of Woolwich Arsenal and built by the Royal Engineers. The workforce increased to 1000 and by 1860 an average of 1,744 rifles a week was being produced. Another major expansion took place in 1866 when the watermill was replaced by further steam power. The total number of steam engines increased to sixteen and by 1887 there were 2,400 employees.

RSAF Enfield expanded again in both World Wars. Decline set in after World War II and in 1963 half the site was closed. The RSAF was privatised in 1984 and was later bought by British Aerospace (BAe) who closed the remainder of the site in 1988. RSAF Enfield was notable for its Pattern Room which housed a collection of master patterns of every weapon ever made there. One reads in the book that it was proposed that this wonderful collection built up at Enfield was to be sold off piecemeal to private collectors and dispersed. Fortunately this dreadful suggestion was never carried out and this unique collection is now held at the Royal Armouries Museum in Leeds.

Chapter 5 of *The Factory that Became a Village* deals with the Great Skills Debate. This is about the skills required for the mass production of fully interchangeable parts, and whether the introduction of the mass production of fully interchangeable parts reduced the skills of the workforce or enhanced them. On page 75 professor Robert B Gordon at Yale University writing in 1988 claimed that with experience, in the mid 19th century American skilled artificers could work to tolerances of about a thousandth of an inch. Apparently this was by feel and without using a micrometer – a very bold claim. Prof Gordon has more recently, in 2010, written about the Armoury Gauging System and Interchangeable Manufacture in *Arms and Armour*.

Professor Gordon's views are in complete contrast with much mid 19th century British opinion. Henry Maudslay and James Naysmith both claimed that they could train a butcher or a baker to produce high quality work in a relatively short time. The skill of the craftsman had been transferred to the machine.

This book will interest two types of reader, those with a detailed interest in precision engineering and the manufacture of small arms, and those interested in the industrial archaeology of the Enfield site and what there is to see there now following conservation and regeneration. The book is not that easy to find one's way around, an index would have been useful. *The Factory that Became a Village* can be recommended to both groups of people. It is a good buy, especially at the GLIAS discount price. *Bob Carr*

NEXT ISSUE

GLIAS welcomes articles for publication in the newsletter. These should be about 500 words or less. Longer articles may be more suitable for the GLIAS Journal.

Please send any contributions for August's newsletter by 15 July.