

Kirkaldy's Works, 99 Southwark Street, S.E.1 (D. Smith). David Kirkaldy was one of the pioneers of material testing, so essential in engineering, and established himself here in a 4-storey brick and stone works in 1873. Much of the original machinery survives, and its future is under discussion. Meanwhile, the building and equipment have been surveyed and photographed.

SUTTON

High Street, Sutton (I. G. Bradley). Redevelopment plans were announced for a site of several acres adjoining the High Street. A preliminary survey showed few sites were deserving of a detailed record, but a watching brief is being maintained.

TOWER HAMLETS

Commercial Road Goods Depot (T. Smith). Large range of 6-storey warehousing with rail access, built by London Tilbury & Southend Rly in 1886 for traffic from Tilbury Docks. A survey was made of the building structure, hydraulic cranes, and lifts, before demolition in 1975.

Shoreditch (D. Thomas, R. Vickers). An area containing many small workshops, especially of late 19th C. A predominance of small firms connected with furniture trade, including a chair-frame makers and upholsterer's spring makers, have been studied, also an engraver and die sinker. Report to be published.

Boundary Estate, Cookham Buildings Laundry (R. Vickers). This 1895 estate was the LCC's first high-density development to replace slums by well-built housing for working class families. A laundry was provided for tenants. Although out of use for about 7 years, this retains washing stalls, hydro extractors, and drying racks. On the first floor was a community centre with cards room, tea/coffee bar, and small stage. Original drawings survive.

WALTHAM FOREST

Essex Brewery, St. James Street, Walthamstow. GLIAS, Walthamstow Adult Education Centre, and Vestry House Museum (A. Tayler). This now demolished brewery was recorded, with special attention to a Boby malt mill and the distinctive lucan. A former engineer at the brewery, the third generation of his family to work there, has been tape-recorded describing his work and life.

WANDSWORTH — No work.

WESTMINSTER

Grosvenor Road Hydraulic Power Station. London Museum (R. Fitzgerald) and GLIAS (D. Thomas). Photographic recording was carried out before demolition. Although out of use, four pumps remained — initially steam, later converted to electricity. A well-equipped workshop was still operating. A tunnel led under Grosvenor Road to the riverside wharf from which coal supplies were once obtained. Good documentary records survive for this site, one of the five power stations of the London Hydraulic Power Co. (Only one station, on Wapping Wall, E.1, is still in use.)

Excavation Round-up 1975: late entry

BROMLEY

Lower Road/Kent Road, St. Mary Cray. TQ 470 673. Orpington and District Arch. Soc. (M. Fisher). Exploratory excavation in one corner of a 7ha development area yielded Roman pottery, mostly 2nd century, and building material. A tributary channel of the River Cray was sectioned. WC.

Poverest Road. TQ 468 676. Orpington Museum (Mrs. S. Palmer). Roman. WC.

W. T. Morrell, Short's Gardens, W. C. 2 (D. Thomas). This old-established bookbinders' in Covent Garden is one of the most interesting craft workshops to survive in the area. Photographic recording has concentrated on the men at work, their tools and techniques.

PRESERVATION

CAMDEN & WESTMINSTER

Canalside Walk, and Winch. Camden Council have opened a stretch of the Regent's Canal towpath between Hampstead Road Bridge and London Zoo, where a similar stretch opened by Westminster Council runs westwards to Maida Vale. In Camden, discreet but informative plaques have been erected to explain the function of various canal-side features. A typical lock gate winch, formerly on the Lee Navigation at Limehouse, was restored and re-erected adjoining Hampstead Road Locks (TQ287 841) by GLIAS in 1972, again with a plaque.

HARINGEY

Markfield Road Beam Engine. TQ344 888. GLIAS et al. (A. Spackman). The fine 1886 compound beam engine last pumped sewage in 1964. Restoration work has been carried out over the last few years. Not yet open to the public.

HOUNSLOW

Kew Bridge Pumping Station, Kew Bridge Road. Kew Bridge Engines Trust. Pumping station contains 4 Cornish beam engines and a unique 'Bull' engine, pumping water to London until 1944. An 1820 Boulton & Watt engine has been restored to working order and is in steam at weekends. Work has started on the other engines, and the ornamental brick standpipe tower is presently clad in scaffolding. The intention is to create a museum of London's water supply.

SOUTHWARK

Brunel Exhibition Project, Tunnel Road, Rotherhithe, S.E.16 (N. Falk). With professional advice and the support of other groups, the Project's organisers are working on the restoration of the engine house and tunnel shaft at the south end of the Thames Tunnel. Construction of this began in 1825 under Marc Brunel, later assisted by his son Isambard; the tunnel now carries the East London line of London Transport. It is planned to establish a permanent exhibition in the engine house, commemorating the achievements of the Brunels and in particular the story of the Tunnel.

Conclusion

It is hoped that this review has given some idea of the scope of industrial archaeological fieldwork in London over the last four years. Much remains to be done: in several boroughs no work has (to our knowledge) taken place, while in others the apparently extensive activities are in fact only scratching the surface. Local IA societies and groups are always in need of active assistance in recording work. Information on GLIAS may be obtained from Jill Baulch, 28 Goodwyns Vale, London, N.10; other societies may be reached at the addresses given in the societies list published in *L.A.* Vol. 2, No. 9.

Acknowledgements

In addition to those whose help is acknowledged by name in the listings above, thanks are due to Ms Kathy Gardner for assistance in preparing the review.