



No. 29 Autumn 2013

Welcome to the latest edition of our newsletter. Inside you will find our chairman's report for the past year, plus a diverse range of articles covering everything from Ravenscourt Park to Russian ballet by way of lost factories, lost railway lines and even lost laundries. Also featured are two of our latest blue

plaques. These are growing in number around the borough and we have several more in the pipeline – on which we will be reporting in later numbers. We are pleased to say that work has started on the tower at All Saints in Fulham, but the church is still fundraising – see the back page for details on how to donate.



The Tube Station, 1932, a lino cut by Cyril Power exhibited at the 'Brook Green Artists' exhibition at Hammersmith Library in July 2013. Power (1872-1951) lived and worked at 2 Brook Green and used sport and transport for many of his subjects (see page 3).

Chairman's Report

This has been a busy year for the Group. There have been a number of major development projects in the borough – the former BBC Television Centre, Olympia, and Hammersmith town hall being three of the largest. BBC Television Centre is of particular interest as the Group carried out the research that led to the listing of parts of the building in 2009. The policy of partial listing by English Heritage has made acceptable redevelopment of the site possible. The original building and some of the studios are to be kept and less interesting buildings are to be replaced (see *Brief Updates below, page 4*).

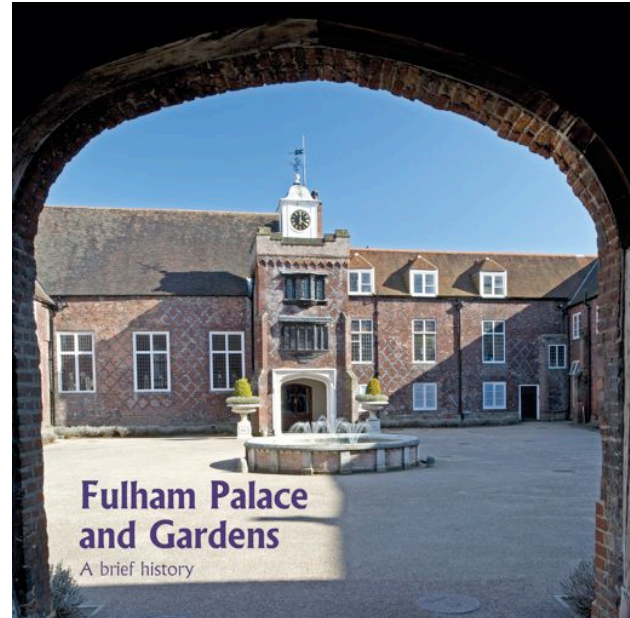
There have also been a number of replacement projects, like the Carpetright building in Goldhawk Road, where the existing building is not of particular interest, but where context and design of the new build is important because of the quality of nearby buildings and townscape. We have also become aware of cases where the existing building may not justify retention, but where the history is worth recording. This was the case with Goldhawk Villa at 45-47 Goldhawk Road dating from around 1850. Unfortunately we missed the former police section house in Paddenswick Road.

We continue to support the Council's policy of issuing discontinuation notices on large advertising hoardings, by providing written comments and attending public enquiries on new applications and appeals.

The Group is part of the Archives Consultation Group. The HBG, developers and many local historians and other researchers use the archives. The HBG continues to work for a secure future for the archives, with continuity of service and improved access. Current plans involve moving the archives to a refurbished Hammersmith Library.

The Group has commented on the White City Opportunity Area planning framework, version 2. Our comments focused on the existing historical features, particularly listed structures, the open spaces and townscape. We will comment where appropriate on specific buildings as planning applications for them come forward. We have also commented on the mayor of London's proposals for the Old Oak Common area. Our major concerns are that Wormwood Scrubs should not be encroached upon and that the Scrubs should remain as they are now, that is with a mixture of sporting facilities and areas of nature conservation. We would not want to lose that feeling of wildness and open space which is such a great feature of the Scrubs. We also commented on the history of the industrial areas. There are some buildings that are of merit for at least local listing. We have asked that the industrial past be recalled in the names of streets and buildings. Neither of the consultations – on White City and Old Oak – will be the last word. In the case of Old Oak, the Group could be involved for many years to come.

The Group now works in a cabinet method where different members, after discussion with colleagues, take leadership for a particular issue on the basis of knowledge, location and interests. We often work in cooperation with other amenity groups in the borough, including local residents groups and park friends groups. We have had some informal but useful contact with national organisations.



Fulham Palace has a new guidebook. Written by its museum curator Miranda Poliakoff, the 40-page guide has about 80 illustrations and includes a site plan, an internal plan and a tree plan showing the location of nearly 60 unusual trees in the ground. The book has been split into easy-to-use sections designed to enable the visitor to explore both the interior and exterior of the palace and the gardens. You can buy it from the palace shop and reception and from Nomad Books in Fulham Road. Price is only £3.50. The new guide replaces the old 1990s guide, last issued in 2002 and now out of print.

We have not made as much progress as we would have wished on the transfer of our *Local List* to a modern digital platform, but the project continues. It is better to get this right than to rush it, especially when one of our main objectives is to increase public access to our *List*.

I would like to thank the members of the committee for their work during the year, especially Richard Scott who, after many years as our Hon. Secretary, is standing down at our forthcoming annual meeting. We are fortunate to have a replacement. However, there are lots of other ways in which members can help the work of the Group. Some members, for example, who are not on the committee, are nonetheless prepared to share their technical interest with us. One thing you can all do is act as our eyes and ears by drawing attention to threats to buildings (such as the police section house mentioned above) or to townscapes of interest.

A handwritten signature in black ink, appearing to read 'John Goodier'.

John Goodier, chairman, Historic Buildings Group

UNADULTERATED NATURE

This year we should remember with great gratitude those public-spirited Victorians on the 19th century Metropolitan Board of Works (MBW) and Hammersmith Council. For in 1887, on a second attempt, they succeeded in buying the Ravenscourt estate from a bankrupt developer, thus securing Ravenscourt's ancient park for the people of Hammersmith – and all for the reduced price of £58,000.

When the London County Council (LCC) took over from the MBW in 1888, their first superintendent of parks, Lt. Col. J.J. Sexby, laid out the by then chaotic and overgrown grounds to make them suitable for public use. Only a few regretted the inevitable loss of what the naturalist W.H. Hudson had earlier described as ‘... a green and shady wilderness ... the one remnant of unadulterated nature in the metropolis’. As Colonel Sexby later wrote, catching the public mood: ‘Hammersmith may well be proud of this park, which ... affords pleasure and recreation to classes and masses alike’.



A recent watercolour of Ravenscourt Park by David Walser showing – in the distance – the mansion as it might have looked if it had survived the war.

Altered through the centuries, the former medieval moated manor house of Palingswick was converted into Hammersmith's first public library. By 1915 the LCC's comprehensive *Survey of London* described the old manor as an early Georgian structure with an excellence of architectural detail. Listing a wealth of features surviving from Elizabethan and Stuart times, the *Survey* pronounced its state of repair as ‘excellent’, rendering its subsequent destruction by a bomb in 1941 all the more tragic. This year the Friends of Ravenscourt Park are working with the Museum of London to set up an archaeological dig on the since undisturbed site.

When the park opened to the public in 1888, the *Illustrated London News* of 4 August that year was full of praise: ‘By the energy and public spirit of the inhabitants of Hammersmith, one of the most beautiful inclosed [sic] parks in the neighbourhood of London has been rescued from the speculative builders, and ensured in perpetuity

to the public as a place of recreation and enjoyment’. Evidently regretting the changes brought by the railways, the author of the article continued: ‘Such places, once numerous, are every year becoming rarer, amongst the ever-advancing ranks of new houses. But the people have obtained a park ready made, containing magnificent trees and open verdant space ... on the last Bank Holiday [it] was thronged by thousands of visitors’.

So in 2013, as it continues to welcome thousands of visitors, we are celebrating 125 years of public access to this historic and much-loved public green space.

Annabelle May, Friends of Ravenscourt Park

SILVER ON GREEN

In July this year Hammersmith Library held an exhibition on local artists working out of Brook Green between 1890 and 1940. The exhibition featured the work of the Silver Studios and artists Cyril Power, Sybil Andrews and Leon Underwood.

Arthur Silver (1853–1896) was a designer living at 84 Brook Green. With his wife Isabella he ran the Silver Studios from No. 84 and from adjacent houses in Haarlem Road. The Studios employed other artists such as Harry Napper, Christopher Dresser, Charles Voysey and Archibald Knox.

Nearby in 2 Brook Green Studios lived and worked two linocut artists, Cyril Power (1872–1951) and Sybil Andrews (1898–1992). Both had attended the Grosvenor School of Art in Pimlico, where print-making was vigorously promoted. Cyril used sports and transport for many of his subjects, some found in or near Hammersmith (*see picture on page 1*). Sybil worked as a welder during the First World War and often found inspiration in industry, though agriculture and her native East Anglia were also important subjects for her. Both helped to design posters for London Transport and both did some work with religious themes. After the Second World War Sybil emigrated to Canada with her husband.

Power's and Andrews' original linocuts, in editions of about 50, now fetch high prices, but they have been reproduced in more affordable, high quality, prints (*see note below*).

Gilia Slocock

Editor's note: The Group is very grateful to Giles Power, Cyril Power's grandson, for his help and for permission to reproduce ‘The Tube Station’, and to Darion Goodwin of the Bookroom Art Press for providing the image used in this newsletter. Information about the limited edition giclée print of ‘The Tube Station’ (available to purchase at £180.0), and the other images exhibited in the exhibition, is available from The Bookroom Art Press, www.bookroomartpress.co.uk, Tel: 01273 682 159. Leon Underwood is conspicuously absent from the article above. We will devote some space to him in the next newsletter.

BRIEF UPDATES

Shepherds Bush Market

This charming terrace of shops in Goldhawk Road – including No. 52, the former Railway Arms pub – is threatened by the current proposals for the redevelopment of Shepherd's Bush market. Dating back to 1850, the shops are still individual and varied – the antithesis to 'clone shopping' – and include speciality fabric shops used by London's fashion designers and Cooke's Eel & Pie shop. The Council is attempting to compulsorily purchase the shops against the wishes of the individual owners. The Group is supporting the traders' legal challenge to this. In the Group's view they are a heritage asset and should be retained. We hope the scheme could still be amended to include the restoration of the terrace. This would be true 'regeneration' rather than the presently proposed 'redevelopment' where the terrace becomes an 'enabling' block. Restoration would keep a link with the past and retain the character and sense of place of the market area. In 1900 the terrace was considered attractive enough to be subject of a post card. It could be again.



A postcard of around 1900 showing the shops and former Railway Arms pub at 30-52 Goldhawk Road threatened with compulsory purchase and demolition.

Olympia

The listed buildings in the Olympia exhibition complex have a diversity of styles ranging from the 1885 Grand Hall, largely designed by Henry E Coe, to the 1929 building designed by Sir Joseph Emberton. Recently, as part of restoration work, the front of the 1929 building has been restored to its original appearance. More work is now planned, including removal of the clutter to the front of the Grand Hall, the restoration of its sculpture to the original form and a new 'glass box' entrance. There is an existing permission for an 'aparthotel' on the corner site next to the 1929 building. The Group opposed this and hopes that the revisions now being discussed for a traditional hotel will integrate it more sympathetically into its surroundings and in particular will improve its relationship with the listed building.

BBC TV Centre

The BBC TV Centre was built on part of the White City exhibition site from the 1950s on. Interestingly, as we learnt from our annual meeting in 2008, which was

hosted by the BBC, the first building – designed by Graham Dawbarn in the form of a question mark (*see Newsletter 20*) – started as sketch on the front of an envelope! The main TV Centre buildings were listed in 2009. The HBG has been involved in on-going discussions about the proposed development and is pleased that the external appearance of the 'question mark' building will be retained along with many of the site's historic features, including the main staircase within the 'question mark' building, the Blue Peter painted wall, the John Piper mural, the 1956 plaque currently in the basement and plaques to a number of famous broadcasters and actors.

Riverside Studios and Queen's Wharf

In the last newsletter we reported that the redevelopment of Queen's Wharf had been approved and that we had concerns about its dominant effect on the bridge and the Riverside views, and that it did not include restoration of the adjacent Hammersmith drawdock. Riverside Studios have now proposed a joint development with Queen's Wharf. This would replace their existing facilities with modern ones on the ground floor. Their restaurant would be moved to the riverside and the upper floors would be residential. Discussions are continuing and the Group hopes that this joint development could lead to a more sympathetic scheme at this key point on the Riverside.

White City Arch

The White City arch close to Shepherd's Bush roundabout, was an entrance to the White City exhibition site dating from the early 20th century. It was fully recorded with scale drawings and photographs prior to its demolition in 2003. This 'preservation by record' was a condition of the planning permission as requested by the Group. We have always hoped for a reconstruction of the arch as part of the development of the White City opportunity area. We still do.

Angela Dixon, Historic Buildings Group

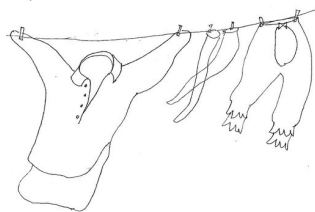
WASHING OUR DIRTY LAUNDRY

In the late 1880s Acton was given the name Soapsud Island because of the great number of laundries in the town. At its peak in the 1900s there were over 200 laundries in Acton employing 2,450 women and 570 men. But of course the laundry trade did not cease at the district council boundary. Just over the border in Becklow Road, Hammersmith, just west of Askew Road, *Kelly's Directory* for 1900 printed the word 'laundry' or 'laundress' against the names of as many as 20 people in this one road alone. Most of the names were men. If there was a cottage laundry at the house the word 'laundry' would appear by the man's name although in most cases the work would be done by the man's wife. If the name was that of a woman, the word 'laundress' appeared beside her name.

All these Becklow Road laundries were family concerns, mostly run by women, and the washing and ironing was done in the back room or in a backyard extension. Some of the trade came direct and some was contracted out

from bigger laundries. Albert Keating, laundry carter, lived at No. 72: perhaps he collected laundry from customers and distributed it among the laundries and laundresses.

Becklow Road was not the only street in the Wendell Park area which had laundries in 1900. Gayford Road had 12, Stronsa Road had seven, Lefroy Road had one.



Kinnear Road had two. In Jeddo Road only five houses are listed (these were between Stronsa and Lefroy Roads, the rest of the road having not been built by that time) and all are listed as laundries. In Wendell Road all five houses between Bassein Park Road and Rylett Road are listed as laundries. That makes a total of 62 laundries in this compact area.

No laundries are listed in Cobbold Road and hardly any on the other side of Askew Road. Why there were none in Cobbold Road needs further investigation, but generally speaking east of Askew Road was a better off area and cottage laundries were confined to poorer working class districts.

Why did the trade develop in the Acton area? A popular, now disproved, theory was that 'it was the ambition of brickfield workers to marry a woman whose earnings could maintain the home during the winter when the brickfields were slack'. But the Acton censuses for 1871 and 1881 show that only two husbands of laundresses worked in the brickfields.



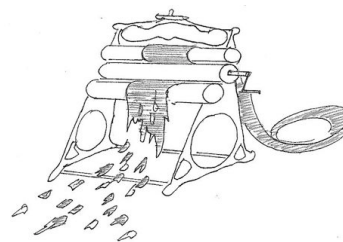
Sylvia Grey, the last remaining laundry/dry cleaning business in Jeddo Road, once part of Soapsud Island.

Another disproved theory is that laundries from Kensington and Notting Hill migrated to Acton to take advantage of the cheap property prices. But censuses show that only two or three laundry owners came from Notting Hill or Kensington.

Yet another given reason is that the 'Acton water is so lovely and soft'. But although Acton was full of springs

flowing from the dividing line along the Uxbridge Road 'where the Northern clay gives way to gravel', these brooks were filthy and polluted by the piggeries, farms and privies that drained into them. Some larger laundries had wells, but the water was hard and had to be softened with soda. Later piped water from the Thames was described as 'shockingly hard'.

One possible advantage was the clean air from westerly winds. My theory is there was a need to satisfy an increasing demand for laundering from the nearby better off areas. The weekly wash would have been really hard work in 1900. This was before the days of electricity when all washing was done by hand. Hand-cranked mangles squeezed out some of the water and then drying was done on washing lines. In the winter it would have



had to have been done indoors in front of coal fires. Then came the ironing with hot flat irons. In London there was a growing population of office workers and professional men, ranging from clerks working in banks, insurance companies and company head offices to business men, solicitors, architects, civil servants and so on. They lived in the dormitory suburbs. No aspiring middle class man would expect his wife to do the weekly wash.

Acton (and Becklow Road) was an area of 'small cottages and a close and compact group of the poor'. There had always been a practice of working class women taking in washing to supplement the insecure family income. Many people in Chiswick and Kensington could afford to pay to have their laundry done and many of the poorer people in the Acton area were willing to do it. It would be a small step from the cottage industry women taking in washing to enterprising people building larger laundries to satisfy the increasing demand.

So what happened to Soapsud Island and the Becklow laundries? Bigger mechanised power laundries were driving out the cottage industry. Washing machines first came into the home in the 1920s and then came the launderettes.

Looking through the *Yellow Pages* there are hardly any laundries left in Acton. But in the Wendell Park area there remain the Sylvia Grey Drycleaners in Jeddo Road (see picture left) and, until recently, the White Rose Laundry in Gayford Road. Both of these possibly occupied sites where there were cottage laundries in 1900. In Becklow Road, once the centre of the laundry trade in Shepherd's Bush, no trace is left.



John Grigg

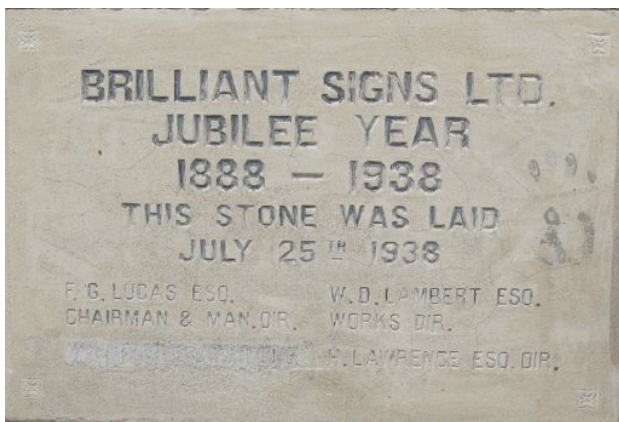
SIGNS OF BRILLIANCE

An HBG blue plaque has recently been erected at a new residential site in Stowe Road, Shepherd's Bush. The development is on the site of the Paragon Works, originally built for the Brilliant Sign Company over a hundred years ago. Brilliant went out of business sometime in the 1970s. The council used the site as a depot before selling it for housing in 2009.

The Group became involved in the old Paragon Works site during the early pre-planning phase during which the site and surviving factory buildings were photographed for the borough archives by Group member Michael Bussell. The recording visit also revealed a commemorative stone erected by Brilliant directors in 1938 to celebrate the company's 50th anniversary. Having been made a condition of the eventual planning permission, this stone has now been restored and re-erected in full public view, together with the our blue plaque. Both stone and plaque are illustrated on this page.

Burgeoning retail world

Brilliant was founded in 1888. At that time shop signs were frequently made of painted wooden letters, usually incised by hand. Brilliant took a big leap ahead of the competition by pressing letters out of or into metal sheets, then gilding them and setting them behind glass. In other words, they mechanised the whole process and made the finished product much more showy and eye-catching, perfect for the burgeoning retail world of late Victorian Britain. Soon they were producing complete, brilliant, glittering glass shop fronts. Then they branched out into display fittings. Such was the growth of the company that the Paragon Works, with three acres of floor space, was purpose-built for Brilliant in 1907. As well as being a major employer in Shepherd's Bush, Brilliant became the largest sign manufacturer in Britain and an exporter of signs throughout the empire and beyond. Production capacity matched the extensive Shepherd's Bush floor space: one advertisement in the 1930s announced a single order for 50,000 enamel tobacco signs! As time went on, the company continued to innovate, moving from un-illuminated signs to fluorescent ones and finally to neon.



Brilliant Signs' 50th anniversary commemorative plaque, now re-erected on the factory site in Stowe Road at the Group's request. The plaque has been partially defaced in the past.



This HBG blue plaque has recently been erected on the site of the Brilliant Sign Company's Paragon Works in Stowe Road, Shepherd's Bush.

There is evidence in the borough archives that Brilliant made mass-produced advertising signs for local companies such as Rotax, Lucas and CAV. They also made standard shop fronts for many retailers, among them United Dairies (there must have been quite a few of the latter in our borough). On a much grander scale, they also created the whole frontage of P D Allwright's Chiswick Motor Mart, a Morris dealer in the 1930s.

The Brilliant Sign Company may have ceased trading in the 1970s, but, phoenix like, it has returned in new guise. Brilliant Signs and Fabrication Ltd of Wallingford in Oxfordshire, started in 2009. You can read all about it at www.brilliant-signs.com.

In a small way, Brilliant still leaves its mark in Shepherd's Bush, for example at the eastbound 237/94 bus stop outside Goldhawk Road tube station. From the upper deck, have a close look at the brickwork above the shopfront of 56 Goldhawk Road. There you may just spot a small plate reading 'Brilliant Neon Ltd', no doubt the relic of a long-disappeared fascia!

Richard Scott, Historic Buildings Group

SIGNPOSTS TO THE PAST

The Group continues to receive requests for our plaques and a number are being finalised as we go to press. This year so far two of the Group's blue plaques have been installed, one commemorating the Paragon Works in Shepherd's Bush and the other – at 151 Talgarth Road – honouring Nicolai Legat, one of the great ballet stars of pre-revolutionary Russia. See above for more on the Paragon Works. Read on for an account of Nicolai Legat.

Nicolai Gustavovich Legat was born in 1869. In 1888, on graduation from the Imperial Theatre School, he joined

the ballet company of the Mariinsky Theatre in St. Petersburg. He was soon performing principal roles, partnering the great ballerinas of the day. He also taught at his alma mater, the Imperial Theatre School, where his pupils included Anna Pavlova, Tamara Karsavina, Mikhail Fokine and Vaslav Nijinsky.

Having lived through the revolutions and upheaval of the first two decades of the 20th century, Legat left Russia in 1923. He was ballet master for Diaghilev's Ballets Russes in France in the mid 1920s before finally settling in London in 1930. His home and studio were at Colet House, then 46 Colet Gardens but now 151 Talgarth Road. Legat lived on the ground floor. The large room on the first floor where Burne-Jones once painted served as his dance studio. Large, light and airy with big arched windows, the walls were lined with photographs of dancers. Serov's full-length portrait of Pavlova in *La Sylphide* took pride of place.

Legat's 'class of perfection' was attended by the founding figures of English ballet, including Ninette de Valois, Anton Dolin and Alicia Markova, as well as by the young Margot Fonteyn. His former pupils and colleagues, stars of the Mariinsky and Diaghilev companies, also attended his class whenever they appeared in London. A short figure, completely bald, with intense blue eyes, Fonteyn remembered him as 'enchanting in his benevolent good humour'. This, and his sharp wit, can be appreciated in the many caricatures of his contemporaries and pupils that he drew throughout his life.



Nicolai Legat and Anna Pavlova dancing together in the ballet La Fille Mal Gardée c1910.

Legat died of pneumonia in January 1937. A photograph exists showing him lying in his coffin in the studio, surrounded by flowers, beneath the portrait of Pavlova.

His studio was taken over by his widow, Nadine Nikolaieva, who went on to establish the Legat School, now located at St. Bede's School, Hailsham, East Sussex.



The Group's new plaque at Colet House, 151 Talgarth Road, honouring Russian ballet master Nicolai Legat, who lived and taught there in the 1930s.

The plaque at Colet House in Talgarth Road was unveiled by our mayor, Councillor Belinda Donovan, at a ceremony on 9 April 2013 to which we were delighted to welcome members of Legat's family, Dame Monica Mason, former dancer and director of the Royal Ballet, and other distinguished members of the ballet world. We are grateful to Jane Spooner whose idea the plaque was and who generously sponsored it. Colet House is now owned and occupied by the Study Society and is the location for the Group's annual meeting this year.

Angela Dixon, Historic Buildings Group

LINE TO NOWHERE

Visible in the Brook Green part of our borough is the ghost of a railway line that once carried commuters between Richmond and Waterloo via a lost station in Hammersmith. Operated by the London & South Western Railway (L&SWR), the route opened in 1869. Its course can easily be traced on a map by following the curve formed by Sulgrave Road, Minford Gardens and Sinclair Road.

Founded in 1838, the L&SWR was an important railway that serviced a large number of naval and army sites in southern England. In 1869 it added a service from Richmond to Hammersmith as part of its commuter network. Just east of Ravenscourt Park station the former L&SWR line to Waterloo branched off north to a now lost station in Grove Road. Remains of the viaduct carrying the line are visible between the rail lines on the approach to Hammersmith and behind the office block near the Kings Mall car park.

From the neighbourhood of the old Grove Road station one can more or less follow the track all the way to Kensington Olympia. In this account I have used current names for railways and buildings that are extant. The line crossed Hammersmith Grove to the old car park site where Hammersmith Grove Road station used to be. It then swung north, running parallel to the Hammersmith & City line (H&C). In 1870 a junction was made between the lines. The line is now marked by the new buildings being erected behind Hammersmith Grove. The line crossed Trussley Road where, until recent building work, the south side of the viaduct was still standing. Grove Mews now follows the line, but it is more interesting to walk along Sulgrave Road. As the line (and road) swing east there is a small group of railway cottages. Behind them on the permissive path is an iron viaduct which has been bricked up. This was where the L&SWR crossed under the H&C line. Sulgrave Gardens stands on the site of the former Shepherds Bush station. The entrance to the tunnel under the road is clearly visible. The route proceeds under The Grampians, whose basement



This garage under Shepherd's Bush Road (with The Grampians in the background) was once a tunnel carrying the L&SWR commuter line between Richmond and Waterloo.

facilities are in the railway cutting, and carries on along the north side of Minford Gardens, following the curve south as Minford Gardens gives way to Sinclair Gardens and then Sinclair Road. Where Addison Gardens crosses the Sinclair Gardens/Sinclair Road line, there is a very long rail bridge. This once spanned the now lost L&SWR and the existing West London Line (now part of London Overground). The two lines joined just south of the bridge. From this point on the L&SWR line trains continued across the river

John Goodier, Historic Buildings Group

HARD CHIMES

to Clapham Junction (following today's London Overground) and so to Waterloo. The line closed to passengers in 1914 and closed completely in 1916. Today the Richmond-Waterloo journey – running through Putney – is a good deal more direct.

In the last newsletter we reported on All Saints Fulham's urgent need to construct a new belfry within the 15th century tower in order to prevent the tower from imminent collapse. The good news is that the church has now raised over £500,000 to pay for the repairs and work has begun. The ten bells in the church's famous peal have been lowered and taken off to the Whitechapel Bell Foundry for refurbishment and masons have started repairing the stones at the top of the tower. However –

and there is always an however – the condition of these stones is significantly worse than expected so the final cost of the repairs will inevitably be greater than expected. Any reader motivated to make a donation (or perhaps a further donation) to help with the cost should head over to the church website (www.allsaints-fulham.org.uk), go to the 'Bells & Bell Ringing' page and then click on the 'Save Our Tower and Bells' link on the right. Every little helps, as they say.

WANTED

The Group is seeking:

- a member with graphic design skills particularly to help with the reproduction of old photos
- a minutes secretary to take the minutes at our meetings six times a year
- old photos of local pubs

If you can help, please email us at info@hfhbg.org.uk.

DIARY DATE

Wed 23 Oct: Historic Buildings Group annual meeting

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HBG PUBLICATIONS

Local List £17 members, £20 non-members. *Bradmore House* illustrated booklet, £5. Tel: 07958 656 888.

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