

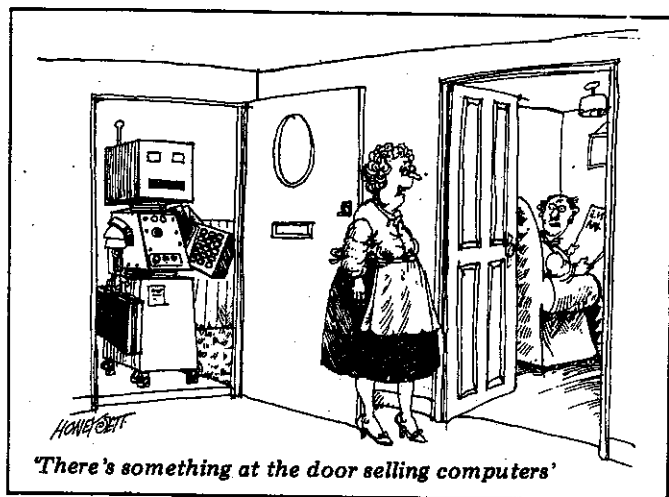
Radio Carbon



New Year 1982
Programs

One of the facilities available to the amuse with the new Computers, recently installed in the East Wing, is a word semi-processing system which has been tested for the production of much of the rag which you are now reading. Not only has this procedure produced a better looking page, but a lot of time has been saved in its production because we have been able to write straight into the Computer rather than having to scribble it out beforehand. This is because any mistakes, grammatical errors, or spellenigm istakes can be removed, with whole passages added or jostled around before the article is printed. The computer checks for any spelling mistakes, simply by asking it to spell the file, in this case an article, and apart from its inability to recognise words like 'London', 'Billingsgate', 'Paul' or 'Kevin' etc., and its annoying americanisms, e.g. 'Archaeology' isn't recognised, but 'Archeology' is, it is extremely fast, and a very necessary addition to Radio Carbon's editorial work.

One day it is hoped that everybody who types for us, to whom we are eternally grateful, will have access to a terminal, resulting in a similar typeface throughout the magazine. Who



knows, but eventually we may not need to print Radio Carbon at all, but simply type it all into a directory called 'Radio Carbon', and if anybody wanted to read it at any time, they would simply log themselves into that directory, and read it on the screen...frightening isn't it?

Unfortunately, as we enter this new era, I have to say goodbye to Radio Carbon, leaving Kevin to cope practically on his own. But again, if anybody is interested in helping out in any way at all, then please have a word with our Kev.

But before I go I must mention that we recently received a request from a member of the management asking us to "consider... re-vamping Radio Carbon to make it into an altogether more stylish production?". Now while we are always open to criticism, productive suggestions, and mistyped articles, we never the less have consistently striven to produce a "more stylish" magazine, within the time available. We have always realised that our major problem was our typing, but hopefully, with the new computer, those days are over. With the large number of articles presently being submitted to RC we are not in a position to stop reducing the typescript as the number of sheets required would not only result in an enormous increase in the cost of producing the magazine, but we know of no stapler capable of handling such a mountain.

As we have constantly been informed that the columns make the magazine easier to read, and that the graphics break up the monolithic quality of the paragraphs, we will, through necessity, be continuing our present policy until somebody can come up with a practical suggestion as to how we can better ourselves. Please drop all suggestions into the Radio Carbon tray on level 7.

Now on with the show...

P. Herbert

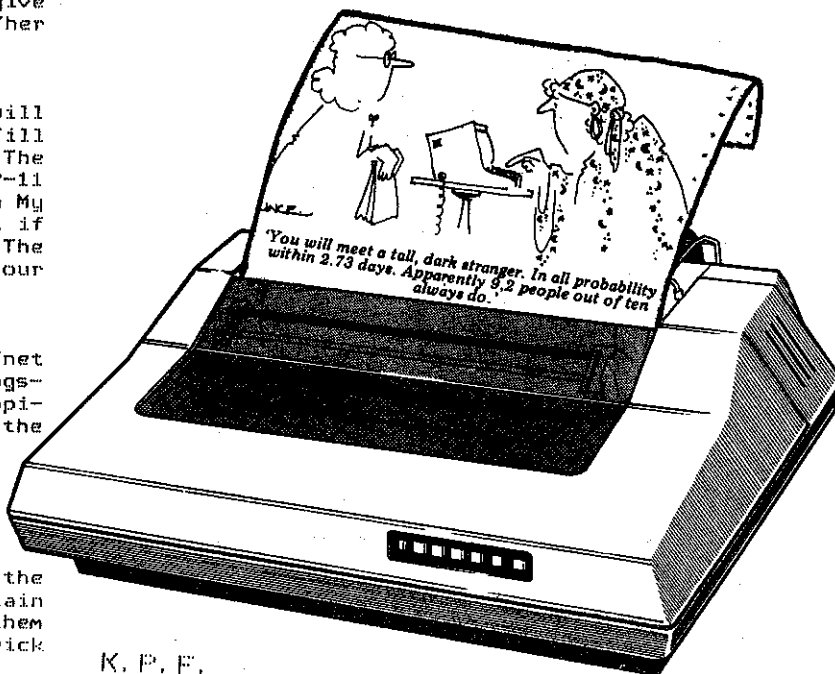
CARBON COMPUTER COMPETITION

This months competition is to give names to the Museum Computer and his/its/her friends the site micros.

An article on the computers will appear in this issue of Radio Carbon but to fill in the background to help you choose a name - The museum Computer is a mini computer called a FDP-11 and will be used by both the Museum and the DUA My suggestion was to call it Molly (MOLly) but if anyone can come up with a better name The computer runs using a system called UNIX and our particular version is called XENIX.

The micros are called Shelton Sig/net 202 and will be used initially for the Billingsgate excavation. So a fishy name may be appropriate. One of these micros will be kept at the museum but the others(2) on site.

To enter please send in names for the Museum computers and in 20 words explain (humourously) what uses you would like to put them to. Judging will be by Kevin, Joanna, and Dick Malt. Entries by 22 Jan please.



K. P. F.

On Thursday 12 November, the Radio Carbon editorial committee (or Kev and myself, to take its official title) were glad to be able to attend our first press preview, in the aMuse Lecture Theatre. The occasion was to advertise the opening, on the following Saturday, of the Museums first major exhibition. I never actually met Major Exhibition, but we certainly bumped into a few other top old boys of the flying corps during our introduction to 'London's Flying Start', billed as 'A tribute to the young men who pioneered Britain's aircraft industry in Edwardian London'.

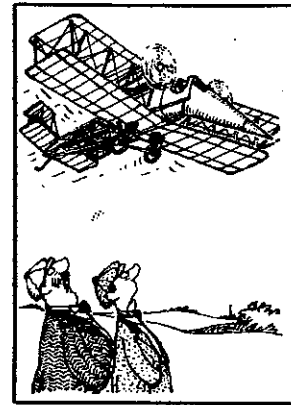
My first thought upon hearing of the exhibition was - What the hell has the aircraft industry got to do with London? - my second thoughts being - no more or less than Anna Pavlova. This however, is a common misunderstanding which the Exhibition aims to correct, and which Max hastily pointed out in his opening address.

The exhibition itself is nothing less than a masterpiece, its success being due to a number of factors; firstly, many of the Museums staff foster a deep affection for the subject, displaying a wealth of knowledge and consequent expertise, secondly, a lot of people were determined to make it a success, and thirdly, the technicians who constructed it, worked hard, against all odds, proving their prowess, which is so often taken for granted.

The exhibition opens into a railway arch, more often than not the site of the early workshops. A triplane is under construction, while trains thunder overhead. The plane is a replica of A.V.Roes' pioneering construction, built from standard bicycle parts, piano wire, spruce, pine and ash. The evolution of the aeroplane is described in words and pictures, so that you are in no doubt at all about London's role in those pioneering days, by the time you leave the arch and enter Olympia. The first public display of the new industry took place at Olympia, and the second section of the exhibition is a faithful representation of a part of that display, in stark contrast to the grime of the workshops.

The third and final section of the exhibition celebrates the London Aerodrome at Hendon, whose success at its opening in March 1911, was so great that it attracted infinitely more people than did the Derby of that year, and was more the place to be seen at than was Ascot, a resort of fashion and a veritable Ascot in London'. The ceiling of the exhibition is littered with exact scale models of the planes which, coupled with the sound effects, gives a perfectly atmospheric impression of the show.

So from Construction to Display, and by accident, model reconstruction, the exhibition is a success; but how does it fare with the public?

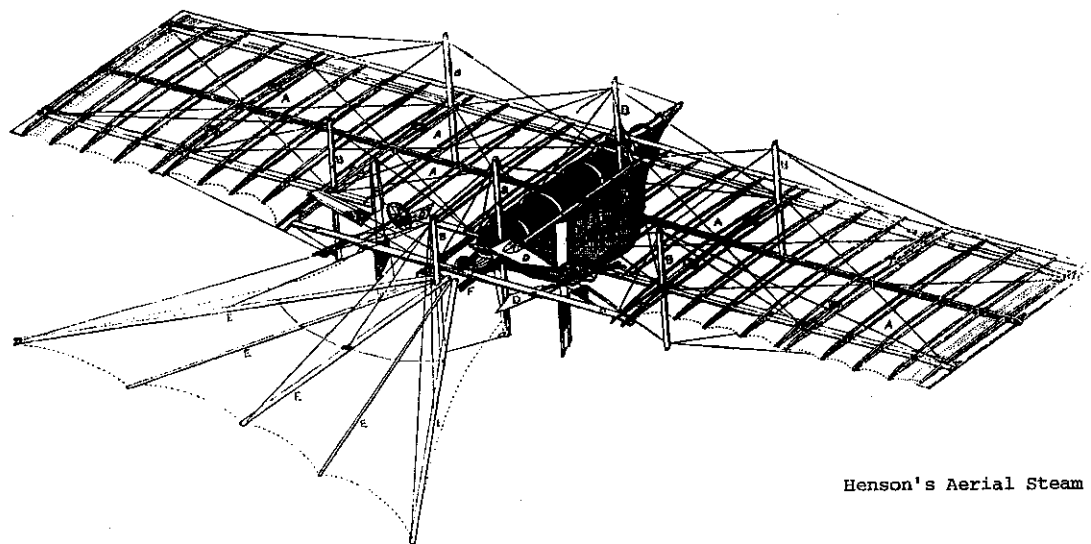


The Flying Start exhibition

The day of the opening was made to co-incide with the Lord Mayor Show, in which the aMuse made an appearance for the first time. Everybody enjoyed themselves immensely, and our appearance will undoubtedly prove to have been a success for the Museum in the long run, but it does not seem to have been too successful at fulfilling its main objective of attracting people to the exhibition. As I mentioned in the last issue, December and January are historically low attendance months, but although the number picked up toward Christmas, the exhibition has never once achieved the figure required to enable the Museum to break even, by the time it is forced to close in May.

Attendance figures aside however, the exhibition is a massive success for the Aero industry, and for the combined talents of the Museums staff. The Museum has come through its first major exhibition with flying colours, it has still however, to achieve a hold on the public to the degree that it can attract people at times when they would not normally wish to visit. The Made in London series has done much to help this, as have the Lord Mayor show and the good reviews of the exhibition (much of the praise for which must go to Colin HF Saucesen). To better this record however, we must try to appeal to untapped audiences, with a more socially minded approach to our displays and exhibitions. For the time being however, the Flying Start exhibition continues our successful policy of 5 years standing, and was a success both as an exhibition and as a means of educating the public (like myself) by correcting their view of Londons history.

P. H.



Henson's Aerial Steam Carriage

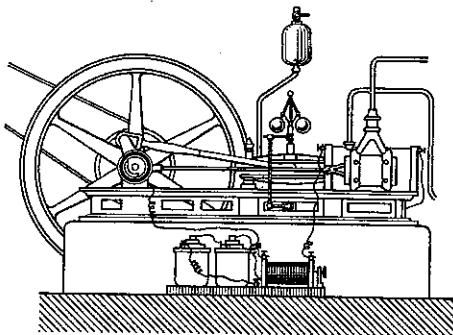
The basic aerodynamic principles of the aeroplane had been formulated as early as 1799 by the remarkable Yorkshireman, Sir George Cayley, but it was the scientific and technical progress made in the 19th century that made man's dream of flight possible.

The structure of the first aeroplanes was already evident in William Henson's patent for a steam driven monoplane in 1846. But the lack of a suitable power unit was the main obstacle to realisation of the early aviation pioneers' endeavours.

In the early years of the 19th century simple man-powered propulsion units were tried on balloons and airships in the form of paddles and hand cranked propellers which were largely ineffective.

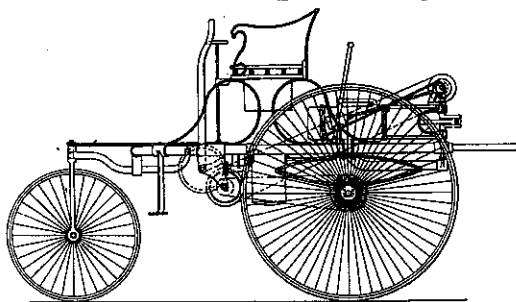
Later ingenious lightweight steam engines were employed with limited success in the experimental flying machines built by Horatio Phillips and Hiram Maxim in the 1880's and 90's.

The steam engine was found too heavy and cumbersome to be a viable means of power - but a suitable alternative; the petrol driven internal combustion engine was being developed.



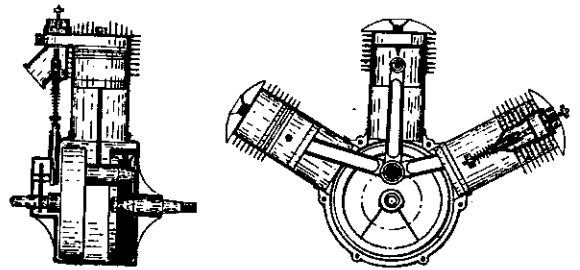
The first Lenoir gas-engine of 1860.

The origins of the practical internal combustion engine lay in the gas engine demonstrated in 1860 by the Frenchman, Etienne Lenoir, the principle of which was to be the basis for the petrol engines developed in Germany in the 1870's and 80's - notably by Otto, Daimler and Benz, culminating in Karl Benz's first motor car in 1885.



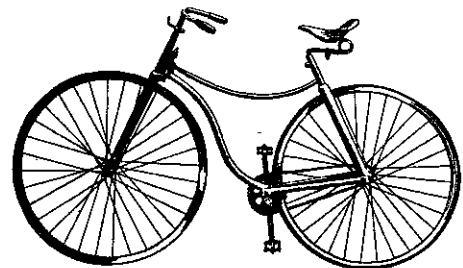
First Benz three-wheeled vehicle of 1885

By the beginning of the 20th century petrol engines had become more reliable, and the early aircraft constructors realised that the answer to powered flight lay with this form of motive power. Unfortunately, the motor car engines, then available, were still too heavy and the aircraft constructor had to design and build his own lightweight engine i.e. Wright Brothers and de Havilland. By 1909 several suitable engines had been developed in France, notably the 'Antionette', the 'Anzani' and the 'Gnome' which made use of the new light metal alloys that were developed towards the end of the last century.



"Anzani" Engine. Type Blériot XI.

Lightness was of the essence in the early aeroplanes with their airframes being composed mainly of a wire braced wooden structure, which could be built by a competent carpenter or joiner. Certain metal parts of the structure, i.e. engine bearers, and undercarriage had to be especially fabricated in metal workshops. Here the constructor was helped by developments in another field of transport - the bicycle.



The Rover safety bicycle, 1885.

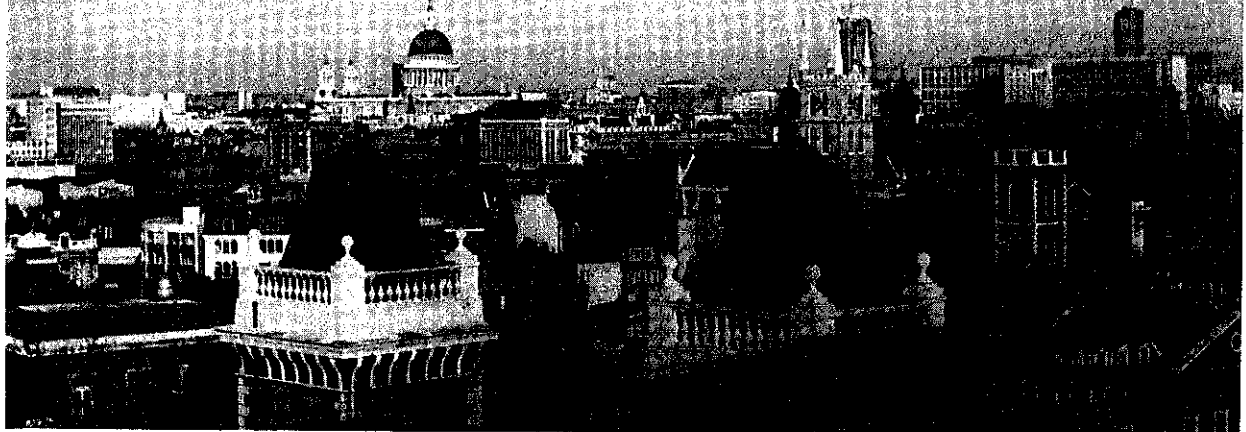
In the 1880's the new safety bicycle was introduced employing tubular metal frames with rubber tyred spoked wire wheels.

The technology that produced the bicycle helped the aircraft constructor by providing a ready source of strong lightweight metal components that can be recognised as a fundamental part of the early aeroplane.

Early aircraft had fabric surfaces stretching over their wooden spar and rib wing and tail framework. The fabric, normally Egyptian cotton or Irish linen, was in the early days coated with sago or tapioca to make it taut. Unfortunately the fabric would go 'soggy' in wet weather and the solution was found in rubberised cotton balloon fabric and later a more satisfactory system was to 'dope' the surfaces with a cellulose nitrate solution which quickly dried giving a tight impervious finish.

In the early 1900's London abounded with small workshops with specialists such as cabinet makers and boat builders working alongside bicycle and motor repair shops. It was from these sources that the early aircraft constructors acquired their basic 'over the counter' requirements. Later, these same workshops provided the labour for the infant aircraft industry. The airframe construction presented few problems for the early pioneers, who were quite adept at turning their hand from design to mechanical engineering and woodworking, thus saving the expense of employing outside labour. Being at least ten years in advance of the aeroplane, the motor car helped bridge the gap in the public acceptance of this new form of transport. It also supplied the first customers for the aircraft manufacturers (for the first car owners were, inevitably, the first aeroplane purchasers). The growing ranks of chauffeurs and motor mechanics also played a major part in making the aeroplane a practical proposition.

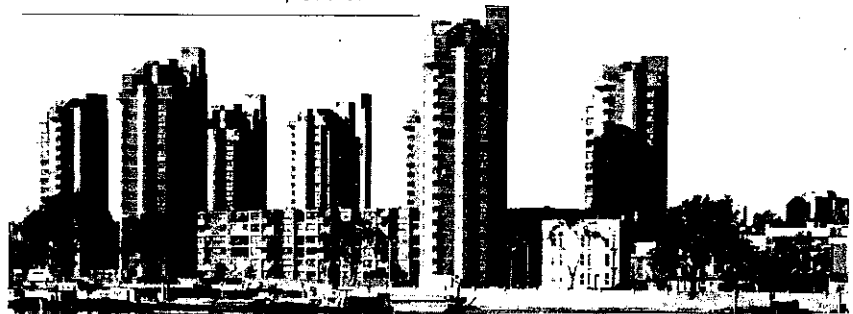
So you think you know London?



Dominated by St. Paul's Cathedral the skyline of London is world-famous, but from where was the photo taken? Photo: F. J. Pitts

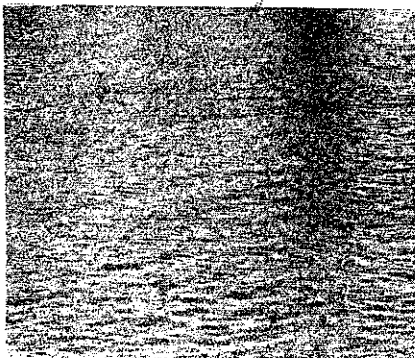
Quiz by C. R. Clifford

- Who had the last public Maypole in London?
- Why was Bunhill Fields so called?
- Where did the old Fleet River rise?
- Where was Heavy Hill?
- Which large building was Queens Dower House?
- In London, what were Liberties?
- The David Garrick is a pub in Mansell St. but why is the actor's name there?
- Where is the church that Dickens called "St. Ghastly Grim"?
- Where is the London Stone?
- What connection is there between Islington and Lords Cricket ground?
- Where is the oldest cab rank?
- There are two Dirty Dicks. The famous one is opposite Liverpool Street Station, but where is the other?
- The pineapple adornments of Lambeth Bridge are not there by accident, why?
- Where was Stepney Marsh?
- What was Ladbroke Grove once famous for?
- Where is the longest residential mews in London?
- Where was Kirby's Castle?
- What famous hangman gave his name to a lifting gear?
- Why the name Spanish Place near Manchester Square?
- The Caledonian Market was once situated on Copenhagen Fields, where is it now?
- Great Tom, the bell of St. Paul's was previously where?
- Where did the saying "Robbing Peter to pay Paul" come from?
- Where was Great Surrey Street?



1. Sir Isaac Newton—for a telescope stand.
2. Bodies from Charnel House, St. Paul's were transferred there and piled up like Bonehills.
3. In the Vale of Health, Highgate. It can still be seen entering the Thames under Blackfriars Bridge.
4. The nickname given to Holborn—victims had to trudge or be dragged up it on the way from Newgate Prison to Tyburn.
5. Somerset House was Dower House for Stuart Queens.
6. Districts outside the jurisdiction of the county sheriffs or magistrates.
7. He used to act in a playhouse on this spot.
8. In the wall opposite Cannon Street Station, it is supposed to be an old Roman mill stone.
9. St. Olave's, Hart Street, skulls grin down from above the gateway. Here, Pepys and his wife were married.
10. Lord, who was a groundsman at White Conduit House, Islington, a pleasure garden, took turf to Dorset Square and then to Lords to make the cricket ground.
11. Outside the Strand Palace, placed near

12. In Mayfair
13. The man who introduced the fruit to England was buried thereabouts.
14. It is now called the Isle of Dogs.
15. There was a racecourse there called the Hippodrome.
16. Holland Park Mews, Kensington.
17. It was the name given to Bethnal House, where Pepys left his diary during the first fire of London. It is now used as a library.
18. Derrick, who performed at Tyburn.
19. The connection originates from Hertford House, which was bought from the Duke of Manchester by a Spanish Ambassador. Hertford House was until then known as Manchester House.
20. It is situated in Long Lane and Tower Bridge Road.
21. The bell was originally in Westminster Hall.
22. From the fact that estates were taken away from Westminster Abbey (St. Peters) to give to St. Paul's.
23. The street is now known as Blackfriars Road



1. This panorama of the City was taken from Guy's Hospital.
2. This panorama of the City was taken from Guy's Hospital.
3. In the days of Sir Walter Raleigh cabs in the days of Sir Walter Raleigh from whom he accepted a guinea.
4. The Maypole when Capt. Baily started cabs in the days of Sir Walter Raleigh from whom he accepted a guinea.

Answers

"We're British, we always have been British and we always will be British and it's just because we are British that we'll stand up for our right to be Burgundian." A line delivered with pride in the 1949 Ealing comedy 'Passport to Pimlico'; the sort of film to snooze through on Sunday afternoon TV but shown on a big screen in a season such as 'Made in London' and it would be possible to see it as an entertaining catalogue of a whole range of post-war popular British myths, obsessions and stereotypes. It affectionately parodies the 'blitz-spirit' - battered little island kingdom defiantly raising two fingers to the bully-boy Hun - by translating it into a 'village' community in pre-urban renewal London and its obstinate tussle with officialdom all for the sake of somewhere for the kids to play and all played with the zany contrariwise humour of the opening quote. That blitz spirit itself was nowhere better portrayed (mythologized?) than in the poetic documentaries of Humphrey Jennings (Director of 'London Can Take It', 'Listen to Britian') whose work was long dismissed as trite and corny but who is now acknowledged as an outstanding film-maker (an exhibition on his life and work is currently showing at the Riverside). The values that informed his approach to his work are evident in his description of the South Wales mining community that formed the subject of 'The Silent Village'. "I really never thought to live to see the honest Christian and Communist principles daily acted as a matter of course by a large number of British people living together. Not merely honesty, culture, manners, practical socialism, but real life: with passion and tenderness and comradeship and heartiness all combined. From these people one can really understand Cromwell's New Model Army." The sneering contempt shown to the latter in 'The Cardboard Cavalier' and the entirely 'natural' unquestioning monarchism of 'The Scarlet Pimpernel' counterpoint the ideology that underlines Jennings' work. The honesty of

Tribute to London Museum
Peter Lorre in new print of Hitchcock's



Hitchcock's
SECRET AGENT
2.40 6.00 9.20
SLEEPING CAR TO TRIESTE
1.00 4.20 7.40

his portrayal of working class life is best emphasised in opposition to the superficiality of the patronizing 'Love on the Dole' in which the unemployment of a Lancashire mill worker brings a breakdown in the structure and morals of his family. The solution it proposes is clear - the workers' attempts to organize themselves end in violence and tragedy when a demonstration is broken up, existing economic relations are left unchallenged, the only doubt expressed is in capitalism's ability to provide jobs for all. Issues raised by an examination of the film as a text are often more complex. The apologia for colonialism 'Sanders of the River' was made by a Hungarian emigré Alexander Korda. The irony is continued by Paul Robeson, a prominent figure in the anti-racist movement in the U.S. who as the African chief Bosambo thanks Sanders "for teaching him that it is important to be loved by your people not feared by them". An even greater contradiction lies in the sensitivity of the long ethnographic sequences shot by Zoltan Korda who was appalled at the jingoism of the narrative as defined by his brother Alexander.

The way in which values and meanings are encoded in film culture is alluded to by Colin Sorensen's reference to film's "unique ability not only to recall the appearance of past time but to capture something of the mood and flavour of the particular period in which they were made" (2nd Programme Notes). Recourse to precisely this imagery was made by T. S. Eliot to define English culture as "...all the characteristic activities and interests of a people. Derby Day, Henley Regatta, Cowes, the 12th of August, a cup final, the dog races, the pin table, the dartboard, Wensleydale cheese, boiled cabbage cut into sections, beetroot in vinegar, 19th Century Gothic Churches, the music of Elgar...." This Britishness is nowhere more accessibly recorded than by the British film industry and the two 'Made in London' seasons have provided it with an unique showcase. The season's critical success is assured and is only flawed by the glaring absence of the work of Michael Powell and Emeric Pressburger; perhaps the third season will be a little more daring and leave the safety of the thirties and forties for the contentious territory of post-'L-Shaped Room' social realism. At any rate 'Made in London' stands as tribute to the energy and adventure of the Modern Department. Congratulations.



BOOK OF THE FILM.

Tribute to London Museum
Lauder & Gilliat's
RAKE'S PROGRESS
3.00 7.00
Dirk Bogarde in Somerset Maugham's
QUARTET
1.00 5.00 9.00

Tribute to London Museum



Noel Coward double
David Lean's
THIS HAPPY BREED
3.30 7.00
MEET ME TONIGHT
2.00 5.30 9.00

The success of the second 'Made in London' series is once again confirmed by the introduction of a short, Tuesday evening series of British films at the Scala, in tribute to our Museum (I assume they mean us - see below), which began on the 5th, with 'The Rake's Progress' and 'Quartet', and the FREE 'Great British Picture Show' season at Fulham Library, which ran 'Brighton Rock' with 'Kind Hearts and Coronets' yesterday (15th), and continues next Thursday (22nd) with 'Canterbury Tale' coupled with 'Dead of Night'.

The second 'Made in London' series ended on December 17th, with 'The Private Life of Henry VIII', playing to yet another packed house (see review). But whilst the choice of films must be congratulated, I became increasingly anxious (and, I must admit, bored) by the subject matter of the introductory films - the British News reels. Each film was a chronological successor of news reels from the second world war. Whilst agreeing that the subject matter was of historic significance, and that the reels were historic documents in their own right, they were never the less vulgar displays of the fantastic glorification of war. Anybody under the age of 35 has not (yet) had the misfortune to experience war. If they (we) are continually saturated by such biased, self congratulatory reporting of the events of war, it is natural that a belief will be fostered of the glories, with consequent repercussions such as can be seen in the tactics of extreme right wing para-military organisations such as the National Front and the British Movement.

If there is a wish to continue this policy, then I would plead for the addition of contemporary film which displayed the horrific reality of war, in a bid to redress the balance. Personally however I do not see why we have to show war film, except on an occasional basis, in an unbiased format to remind us of the realities, when there is so much other historic news reel available which bears a closer relationship to London.

P. H.



THIS HAPPY BREED - 12th
After the revelation of the NFA/London Museum screenings, the second season finishing last December, a further selection of great British films to fill these Tuesday evenings.

The Romans' London bridge found

By Martin Walker

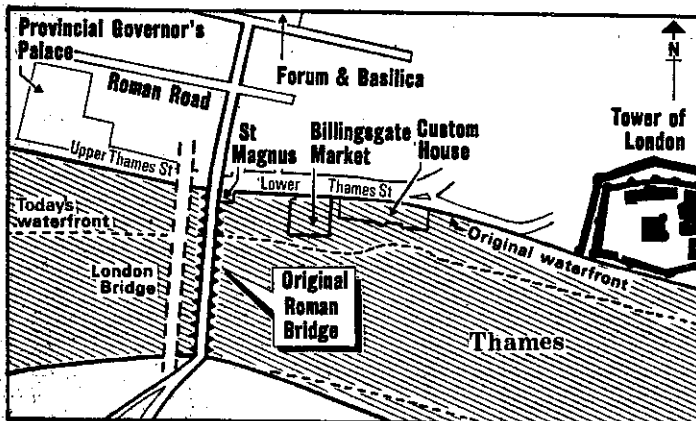
THE HUB of the Roman Empire in Britain, the site of the vital bridge across the River Thames, has at last been found.

A team of the Museum of London's Department of Urban Archaeology, working 30 feet below the traffic of Upper Thames Street, has cleared up the last great mystery of Roman London.

Hard by the London Bridge of today, and adjoining the site of the medieval London Bridge with its clustering shops and houses, the Roman Bridge line runs under the porch of the church of St Magnus the Martyr, and across to the Hay's Wharf site on the south bank almost exactly under the large sign which advertises Anchor Butter.

"This is the last great mystery of Roman London, the precise site of that bridge," Mr Brian Hobbey, director of the DUA, said yesterday. "It is the one site that still fills me with wonderment and excitement."

"The Roman engineers and the Imperial administrators and the Governor would have stood somewhere on Cornhill, about 50 years after the birth of Christ and decided, 'Yes. Here. This is the right place.' And from that pivot the plan of the city and the whole province spread out. The road up to the great forum, the Roman roads that ran across to Wales and north to York. This is one of the great centres of the Empire."



The object of the archaeologists' passion looks rather like a sodden log cabin, a great square box of interlocking timbers. Filled with compacted rubble and standing on the river's foreshore just at the corner of the long wooden wharf the Romans built, it was one of the bridge's foundation piers.

So strongly built that successive builders used it for their own foundations, most of it is still covered with 6ft. of cement laid in Victorian days. The team of archaeologists, led by the site supervisor, Mr Gustav Milne, have yet to saw through the 9in-

square oak beams to investigate the box itself.

"It is not yet utterly certain that we have found the bridge. But, on a scale of probability of one to 10, we put this pier at nine or higher. The dendrochronology, or tree-ring dating, will take another year in the laboratory. But if this is not the bridge foundation, heaven alone would know what it is," Mr Milne said yesterday.

In the last seven years the largest permanent team of archaeologists in Europe, working under Mr Hobbey, has transformed knowledge

about the origins of London. Unlike most Roman towns, it did not grow from the civilian encampment, or vicus, that grew alongside a Roman fort. It was a deliberately planned new city, a purpose-built port and commercial centre which was planned and developed immediately after the invasion of AD 43, to exploit the new colony.

The bridge was the key to the city. When the Romans fought their way across the Thames in AD 43 to conquer the Colchester capital of the dominant Catevellauni tribe they almost certainly used the lowest of fords across the

Thames, at Westminster. They planned their new port on virgin land, at the first point on the Thames to be free from flooding, with enough deep water for wharfs and quays.

The road from the bridge ran directly north to the site of the great forum, on the line of what is now Fish Hill St. And at eight acres, that forum was almost four times the size of Trafalgar Square. Its great basilica was the Roman Empire's largest building north of the Alps.

The bridge was almost certainly part of the rebuilding of London after Boadicea's revolt in AD 60, but may, just conceivably have been built in the decade before her revolt, which saw the start of the construction of the great riverfront wharf system.

The bridge pier has been found on a site being redeveloped by English Property Corporation and the National Provident Institution, and Mr Hobbey paid tribute yesterday to their generosity in giving the archaeologists time for their researches, and a grant of £50,000.

Opposite the bridge pier site, and a few yards downstream, is the Billingsgate fish market car park. This is to be the next major dig for the London team. They expect to find the site of the Saxon waterfront market, in the yard of St Botolph's, a church that was destroyed in the Great Fire of London

London's Roman riddle solved

by Lynda Murdin

A GROUP of archaeologists believe they have solved the last great mystery of Roman London.

It seems that around AD60 the occupying forces of the Roman Empire built a bridge across the River Thames, not far from today's London Bridge.

The precise site of the Roman bridge has been a subject of debate among archaeologists and scholars for years.

But today Mr Brian Hobbey, director of the Department of Urban Archaeology at the Museum of London, said he was more than 90 per cent certain the mystery had at last been solved.

The reason is the discovery this week of a log-cabin like structure, about 15 feet long made of interlocking oak beams.

It was found under Upper Thames Street in the City by a team investigating the Roman waterfront. Mr Hobbey said: "On the face of it, we have a huge box-pier foundation. You would be very hard pressed to find another explanation of it."

"This is the pivotal point of the origins of London. From here the plan of the city and the whole province spread out." The Roman Bridge would have had many similar foundations - the surviving one was encased in Victorian cement - and allowed Londoners almost 2000 years ago to cross the river between where the church of St Magnus the Martyr and Hay's Wharf on the south bank can now be found.

Right! That's it! You can all go home now, we've found the bridge, we've answered "the last great mystery of Roman London", and from now on we'll be halting all excavations upon reaching the Roman/Saxon interface.

If this is the standard of media output we are likely to expect from Billingsgate, then we can all pack our bags now (uh, come to think of it, I have) and follow the romanists home, as the site is bound to answer the last great mysteries of Saxon and medieval London.

"LONDONERS" by Richard Bourne:

"Have Londoners lost confidence in themselves? Are the values of urban living in the Capital no longer so attractive?" - Journalist, Bourne, interviews everyone from an eelmen down to Tony Elliott to find out!

"THE A TO Z OF GEORGIAN LONDON":

Ralph Hyde's useful adaptation of the "dessinateur de jardins", Rocque's survey of mid-eighteenth century London.

"LEN DEIGHTON'S LONDON DOSSIER":

"Mods don't drink much. To become jolly and gregarious, and to fall around in their best clothes, is not their idea of a good time." - this and other insights into London 1967.....

"TRADITIONS OF INDEPENDENCE: British Cinema in Thirties" Don Macpherson (ed):

"In true social democratic fashion, the film alleges that it is not the economic system of capitalism that causes unemployment, but the careless evil of the capitalists: in this case, Mr Smith becomes unemployed when he is knocked over and injured by a fast car driven by a rich youth." Silver Screen marxism et al.

"THOSE RADIO TIMES" by Susan Briggs:

"...from the days of the crystal set, to the sophistication of the Radiogram..."

"RUINS, THEIR PRESERVATION AND DISPLAY" by M.W. Thompson:

The Ancient Monuments service reveals all: "Preservation, Display, Retrieval, Restoration, Representation, Access, Interpretation."

"A BROKEN WAVE: THE REBUILDING OF ENGLAND, 1940-1980" by Lionel Esher:

"All sensible and sensitive people know that modern architecture is bad and horrible." - Is it true?

"LIVING WITH DESIGN" by David Hicks:

Can we live with the green and purple restaurants Mr Hicks has designed for us in the Barbican Arts Centre?

"SHOES IN VOGUE SINCE 1910" by Christina Probert:

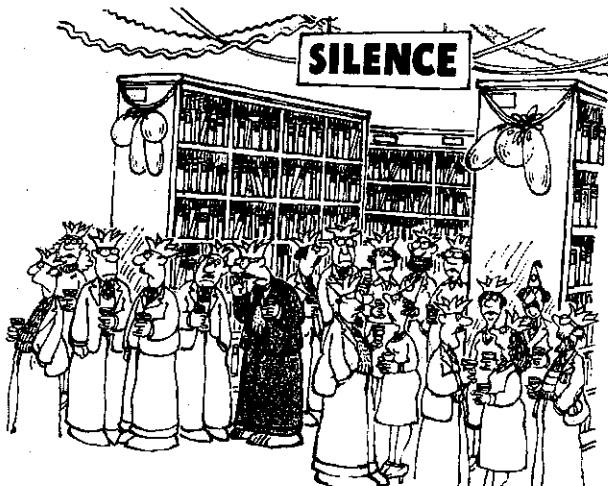
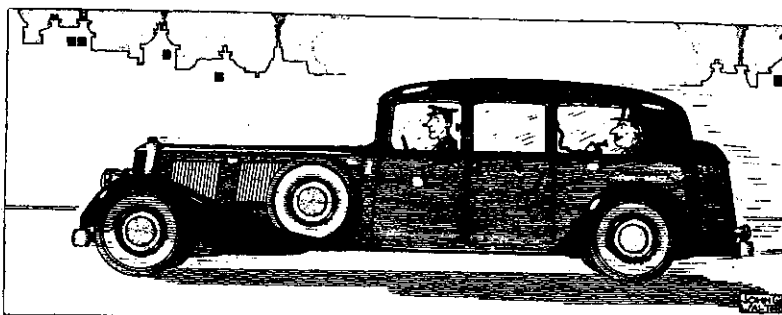
A magnificent survey of seven decades of fashionable feet.

"THE LONDON QUIZ BOOK" by Stuart Rossiter:

If the Radio Carbon Christmas Quiz isn't enough for you...70 more pages to test your knowledge of London can be found in the Library.

L. F.

OUR LIBRARY IS SO DULL - WE DONT EVEN ATTRACT VANDALS



"Psst! I wish the library would hold its Christmas party somewhere else."



GADGEE: "THE HOUSE HAS NEVER BEEN THE SAME SINCE WE GOT MOSCOW ON THE WIRELESS."

As you may have noticed the south-east corner of the new library has been taken over by Computer Equipment. You may have noticed the studious silence of the library (?) disrupted by the noise of the computers fans and the occasional restrained clatter of the line printer. And you may have wondered what on earth are they up to!

Ofcourse if you read Radio Carbon last issue you would have at least some idea of what was going in on. But read on...

The main impetus behind the purchase has come from the DUA, who following work by yours truly, decided that a computer would be advantageous to its work and that the size and importance of the forthcoming Billingsgate project made this an ideal project to use a computer. Concurrently the museum was interested in the use of computers for the museum records and to ease the burden of administration. The two groups came together in a computing committee chaired by John Schofield and using Ian Graham as the expert consultant.

Eventually the committee raised a head of steam and managed to get the museum to purchase the computer. Unfortunately the computer therefore arrived somewhat later than we hoped and we have a race against time to get the computer system set up in time for the Billingsgate site. This unfortunately means that we have to be more cautious than I would have liked in offering computer services to staff and in training. However the computer operating system (the 'programme' that runs the computer) seems so good that we may be able to offer some staff services before the Billingsgate site starts. A memo has been prepared on this and once approved will be

distributed to staff.

The computer has the ability to do many of the routine information handling procedures required by staff. For instance it can easily sort information alphabetically or numerically into a different order from that read into the computer. Thus indexes and catalogues are fairly easily prepared. This document was prepared using the editor and documentation preparation programmes and although it falls short of a complete word processing service, it is still very useful.

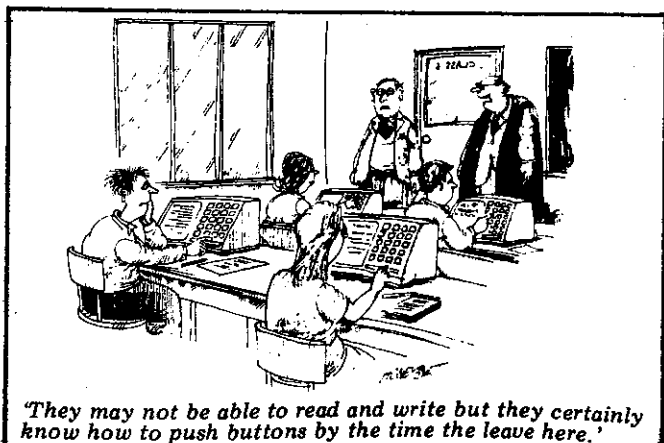
Our plans for the future are to initiate a staff training scheme falling in 2 parts. One, training for those staff who will use the computer during the course of their work. Two, for other staff not immediately or directly involved with the computer. This will take the form of an 'evening class' (c 5:00pm) if permission is given.

As and when particular applications become possible we will circulate a memo to staff to inform them of the potential uses. By these means staff will eventually be well informed about the computing facility and a realistic assessment of projects can begin. I am of the opinion that the computer will be of use to many people in the museum and that we will be confronted with an almost insatiable demand. At the moment we have just two terminals to the computer (plus one micro computer which can be connected to the computer) and with 2 members of staff working on preparing the computer system some congestion is bound to result. So in the future with the system as it is at present we must either restrict access to the computer, strictly schedule computer usage or purchase further terminals. Probably we will use all three methods.

The computer facility would also benefit greatly from the purchase of computer graphics equipment (as explained in the last RC) more memory storage and a typesetting printer. Given these extra facilities I confidently predict that the computer will alter (for the better) many of the mundane tasks you are currently engaged upon.

An explanation of how the computer works will be given to any member of staff on Wednesday lunchtimes and at 5:00 Wednesday. At other times we would appreciate it if staff allowed us get on with our work!

K. P. F.



PHOTOGRAMMETRY

The DUA has rightly devoted much energy to developing innovative techniques of archaeological recording, and Trevor Hurst is currently doing just that in championing photogrammetric recording of standing masonry. The technique requires the use of very expensive stereoscopic cameras, made available by Trevors good relations with Norman Lindsay of the City University's dept. of Photogrammetry. It takes half a day (instead of weeks

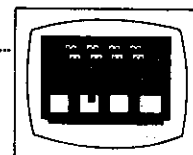
of drawing), provides a plot accurate to 2 or 3 millimetres and a set of stereoscopic plates which can be used to reconstruct a profile anywhere along the feature (wow! it's like the Monster from the Black Lagoon). So what is the bad news? The main problem is Norman Lindsay's inability to get in during a rail strike. But pilot schemes at Crosswall and St Peters have been successful and Lovat Lane is next in line...

D. G.

COMPUTER

GAMES

The Museum Computer (in the library) contains a number of games. I managed to restrain myself from using these until last Friday lunchtime. But have now done the Star Trek Quiz played hangman and hunted the wumpus. These games are easy to play once you have read the rules. And as they will be useful in overcoming people's fear (?) of computers I will be allowing staff to use the games during those lunch times (1-2pm) whenever someone familiar with the computer is around.



So if you have a free lunch time come up and play with us sometime?

PS. Other games available include chess checkers reversi and many others as yet unexplored.

K. P. F.

THE SHELL GUIDE TO THE HISTORY OF LONDON -W.R. DALZELL

(MICHAEL JOSEPH, LONDON, 1981 - £12.50)

During the last eight years 'The Shell Guide to England' has been an indispensable companion when visiting unfamiliar parts of the country - it is informative, concise and well-organised. Much was therefore expected of this latest addition to the series and bearing in mind the name of the author it was to be hoped that the book would be illuminating, or even brighter! Alas, the first chapter on Roman London was more in the nature of razzle-dazzle. The beginning is decidedly inauspicious: "The history of the city begins with the invasion of Britain AD 43 by Aulus Plautius who chose the site of London as the base from which to invade and conquer the rest of the country. By the time of the invasion of Boudicca (Boadicea) in AD 61 it had developed from a camp into a fortified town..." Ralph Merrifield's The Roman City of London was used as the source for this chapter, but where Merrifield is circumspect Dalzell is assertive and the result is misleading. Also, Dalzell simply gets things wrong: "...the site of the Roman garrison fort at Cripplegate" is described as having "... rounded bastions and a walkway from which patrolling legionaries could have kept vigil, or, if necessary, brought the catapult-like ballistae into action....." Unfortunately, such errors are not infrequent and clearly indicate that this chapter at least was not checked by someone qualified to do so.

The book is nearly 500 pages long and the first chapter - 'Roman London: The First Four Hundred Years'



JOHN MALONEY

consists of 10 pages, of which the last 1½ pages are entirely devoted to the history of London from the 5th - 11th centuries and only one historical personage - Edward the Confessor - is mentioned! The trouble is that the title of the book is clearly inaccurate: 'The Shell Guide to the Architectural History of London' would have been more appropriate. Indeed, from the sleeve-notes it is no surprise to learn that Mr. Dalzell has written a number of books on art and architecture. Although containing a great amount of information, the rest of the book is a fairly pedestrian guide to buildings in London and their historical associations up to the present day. It could be useful as a work of reference but it is hardly a handy guide and the numerous black and white illustrations are generally of poor quality.

The author ends with a generous tribute to the Museum of London but unfortunately it is not possible to do the same for the book.

J. Maloney

A DAY TO REMEMBER

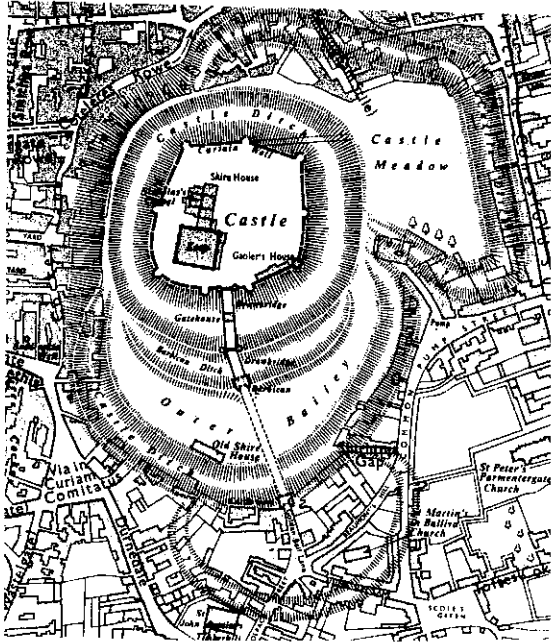
What a day it was. Watched on TV by hundreds of millions of people throughout the world, it was one of those rare occasions when national pride swelled the breast, economic stringency was forgotten, there was waving of Union Jacks, dancing in streets, paddling in fountains; it was like VE day all over again, and weren't they just wonderful. Of course the commemorative souvenir manufacturers cashed in with showcases full of nick nacks, coffee mugs, tee-shirts etc. etc. Yes England's World Cup victory at Wembley in 1966 was a day to remember, sadly there is not a single item of World Cup Willie memorabilia in the museum's collection, to aid future generations perception of the event. Not so last years Royal Wedding which is represented by several hundred Charles and Di items, but then a World Cup final is just not in the same class.



D. G.

"Probably pre-menstrual tension"

The Radio Carbon Roadshow No.1, which visited Norwich, and its roman precursor at Caistor, on Sunday 8th November, was a huge success (he says humbly). For a mere £3 we visited the earthworks at Caistor and Arminghall (the site of the major neolithic monument in the area), were shown around the major riverfront site at Whitefriars bridge by the Supervisor, Brian Ayres, were given a guided tour of the ancient streets by Dick Malt (The Malt Street Kids!!), and/or visited the Castle Museum,



and generally had a very nice time thank-you very much.

As much drink as you could swallow in a 3 hour Coach ride was provided on the way back, and not one person got lost (not even the Coach driver).

Due to the success of our first Roadshow, I am open to offers for future trips. Duncan (Finds dept.) has already suggested the major medieval town of Lewes with its nearby hillfort at Caburn, and the Shore fort at Pevensey. If there is enough interest I will be organising our second Roadshow to visit Lewes in the Spring.

If anybody else has a suggestion, I am looking for somewhere where we can acquire a sense of the continuity of the area, by visiting the historical centres. Any suggestions should be forwarded to either Kev or myself, or placed in the Radio Carbon tray.

All departments were represented on the trip to Norwich even though we were visiting an archaeological site, and I think that everybody enjoyed themselves. So ask somebody who came, and hopefully you will not be put off, but will join us on the next trip; you never know, you might learn something - like never to come again...

P.S. I am also thinking of organising a Coach/Ferry trip to Boulogne before May. The whole thing would cost less than a tenner, and we would travel on the french ferries, meaning that the food would be great, and the duty frees on the way back would be even greater (c. half the price of the english ferries). There seems to be a lot of interest in the idea so I'll have a bash if I can get around to it.

F. H.

Anybody in the Museum who would be interested in finding out exactly what Barbara and Philip get up to at the Natural History Museum, should ring Barbara on 589 6323 x 252, so that she can arrange tours...

The Barbican redevelopment has risen like a phoenix from out of the ashes of wartime destruction.

It represents an unparalleled initiative by the City of London to regenerate over 60 acres - one tenth of the historic square mile. And after 25 years of planning and construction the final part of this ambitious project nears completion - The Barbican Centre for Arts and Conferences.

In an area long associated with commerce and finance the Centre will provide comprehensive facilities for conferences, business meetings and trade exhibitions.

As a centre for the arts it will not only provide a home for two internationally acclaimed companies, the London Symphony Orchestra and Royal Shakespeare Company but will also provide London with superb new facilities for the arts - a concert hall, theatre, art gallery and cinemas - in one integrated unit.

Music at the Barbican will be one of the central features of the artistic programme. The 2000 seat Barbican Hall has been specifically designed to provide a combination of excellent acoustic, intimacy and audience comfort.



MUSIC & MUSICIANS

COMPLAINTS continue to flood in about the disastrous Barbican concert hall (Henry Wrong, prop.).

Musicians are beginning to discover all kinds of things that are at fault - in addition to the appalling acoustics.

There is, for example, no separate entrance for the artists and there are no parking facilities. Players must be prepared to have their cars towed away or pay heavy fines.

There are no ladies' loos backstage. Female musicians have to use the public loos at the front of the hall.

'Lunchtime O'Boulez'

(From our City SDP Correspondant)

Traditionally, at this time of the year one looks back at the major events of the calendar. And we of the Social Drinkers Party are no exception. In this broadcast I want to concentrate on the vitally important issues, to a party such as us, that have taken place in the last two months. Yes, I cannot deny that we in the inner (drinks) cabinet are becoming increasingly concerned at the (soda) stream of members defecting from the SDP to our rival A.A. party. No, we are not complacent, we are trying hard to bottle up this problem. If only our members continue to abide by the spirit of our party, we will march to an intoxicating victory.

Social drinking was in decline until November of this year. But the annual 'Last Bonfire at Trig' brought it back with a bang. Although we did not wean everybody away from the outdated two party system we did manage to break many an outdated loyalty to orangeade.

The events of that day were staggering, it all begin with sirens wailing while Simon lit the bonfire with a flare and the St Peters/Trig/St Clements Crew sent the model aeroplane crashing into the facade of St Paul (so marvelously executed by Fredericke). A truly multimedia event, collectively amazing and one of the best displays I've seen.

Much as I enjoyed the display I cannot help but feel that the splendour of the occasion distracted our members from their primary duty Social Drinking. And the selfless performance of the Steel Band also gave me concern. After all if you can hardly stand up straight you will find dancing is not conducive to the retention of liquid in your plastic cup.

This Flying Start was continued with drinks at the Press Show, and the Official Opening Party of that marvelous Museum exhibition. Some were intoxicated by the event itself. But one or two members excelled themselves in their selfless devotion. The Radio Carbon Reporters rather enjoyed their first free Museum Wine and our Paul was quite splendidly pickled by the end of it all. And was seen to be examining the structural qualities of the Museum flooring at one stage.

This is more than could be said for those who helped at the Press Show. All that drink going free and what do our Sue Fenny Fay Kathy Davina Anne And Any Others I May Have Forgotten do? Worked bloody hard and stayed as sober as Judges. Disgraceful.

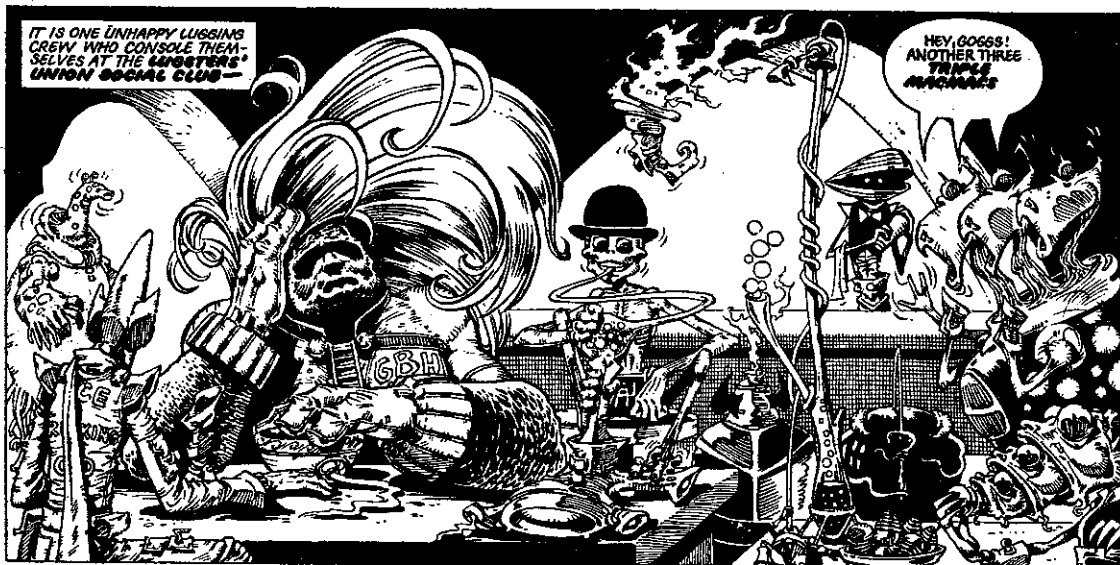
However everyone redeemed themselves by helping at the opening party and maintained party credibility at the same time by steady tipping throughout the evening.

The dregs of the party meet for the annual knobly knee competition which was a close run thing between Chris Ellmers and Paul Roycroft. Phyll wanted to enter but had trouble finding her legs to enter her knees. The artistic merit of the SDP was unexpectedly shown by the Bard of Lewis-ham, Alan Clarke who regaled the gathering with limericks and doggerels. But has not been able to reproduce this form without the aid of inebriation.

Drinking continued on the following day by invitation of the Lord Mayor. The crowds seemed to appreciate the 'friendly' Museum Edwardians. But did they realise that is was the Sherry at 10 and the Brandy and Ginger Ale that really got the Mols going? Wine with the director finished the drinking session and was followed by a pleasant amble around the Museum, followed by a Conga in the Modern Dept and a knees up in the Tudor and Stuarts.

Which bring me, finally to the series of private enterprise do's in the run up to Christmas. Chris Ellmers, Christine Johnson, Dave Bentley, Jill Craddock and Lindsey have shown the party spirit in a variety of ways. Now we in the SDP are in favour of Social Drinking in all its forms, whether private or public enterprise. But really every night for three weeks is a bit much. And the red noses and shaking hands were well in evidence at the Museum Do. But the food was amazing. So perhaps I'll become the gang of one and form the GOP (Gourmet's Own Party) and give up drink for the New Year.

K. P. F.



FIVE YEARS OLD

The Museum of London, which prides itself in being 'a museum for the people of London' is celebrating five years of existence with a series of lectures from the

museum's senior staff who will talk about the collating and the recording of London past and present. The lectures will be held at 1.10pm on January 19 to 22, January 26 to 29 and February 2 and 3. Exhibitions to look forward to at the museum during 1982

include 'London Silver 1680-1780' which will include a reconstruction of an 18th century silversmith's workshop. This is scheduled to open on April 19 and run for six months.

The construction of the new building on the Crosswall site having been completed, the Roman wall and bastion (tower) foundation - preserved as a feature of the redevelopment - were recently freed of their protective coverings. The elevation of the wall (10ft high x 27ft long) was prepared for a photogrammetric record to be made courtesy of the City University, and the bastion foundation was prepared for conservation. The latter work involved the examination of some monumental stones on top of the foundation - thanks are due to Kate Starling and Libby Peacock of the Conservation Department for their prompt assistance - which turned out to be the remains of a Roman tombstone with an inscription. It had been set up to a young girl, Marciana, who had died aged ten, by a (?) relation who bore the name Aurelius. There seems to be a secondary inscription to an unknown person, another (?) relative, which from its style would appear to have been done at the same time as the first. The tombstone was probably set up after c. AD 212 when the Constitutio Antoniniana extended citizenship to all - many people were then called Marcus Aurelius in honour of the Emperor Caracalla. The form of the dedication, MEMORIAE (PERPETUITATI) 'To the everlasting memory of ...', is unusual and not another example is known from Britain. I am grateful to Jenny Hall and Christine Jones of the Prehistoric and Roman Department for the above information.

The top of the tombstone is virtually complete, and in a semicircular niche there is a stylized bust of a female figure (presumably Marciana) wearing a gathered robe and with her hair drawn back.



Fortuitously, an inscribed fragment of stone found displaced during the excavations in 1980 is evidently from the same monument. All the fragments are presently being conserved and restored, and the architects are keen that the reassembled tombstone be displayed near to the wall and bastion.

An inscription on a marble slab found in the bed of the Walbrook in Moorgate Street in 1911, has interesting similarities to that from Crosswall. The dedication was 'To Marcus Aurelius Eucarpus, my most devoted son; aged 15 years 6 months; set up by his mother, Aurelia Eucarpia'. In this case it was a young man who had died and his mother was called Aurelia. Jenny Hall suggests that because Aurelia's son had apparently been given his mother's name, he may have been illegitimate.

Marciana and Aurelius are now added to the list of some 70 Roman names known from London. The names have come from a variety of sources: as inscriptions on tombstones, sarcophagi, plaques and religious dedications; as graffiti on pottery, tiles and a wall of the public baths; from fragmentary letters on wooden writing tablets, curses on sheets of lead, and even an advert on an oculists stamp which included remedies for sore eyes. All manner of people are represented, from the historical figure of Gaius Julius Alpinus Classicianus (known from Tacitus' 'Annals'), procurator of Britain, to Austalis whose name was immortalised on a clay tile while still wet by a workmate who complained that he 'has been going off by himself every day these last thirteen days'. Many of the names are accompanied by details providing fascinating insights into daily life. A writing tablet addressed to 'Londinio' contains an instruction about a slave-girl: 'Rufus, son of Callisunus: greetings to Epillicus and all his fellows. You know me to be very well I believe. If you have the list please send. Carefully look after everything. See that you turn that girl into cash' A scrap of lead perhaps reveals a mind agitated by the threat of blackmail: 'I curse Tretia Maria and her life and mind and memory and liver and lungs, mixed up together, and her words, thoughts and memory; thus may she be unable to speak what things are concealed, nor be able ... nor' An aspect of the character of certain personalities clearly emerge, for instance: Titus Licinius Ascanius who made his own tombstone during his lifetime, and Gaius who was possessive of his flagon and so scratched on it 'Gai sum peculiaris' (I belong to Gaius). Finally, some names are simply memorable: Lucius Aelius Festus, Titus Egnatius Tyrannus (inevitably, cursed on a piece of lead), and the unforgettable Titulus the toolmaker.

John Maloney

HOW DARE THEY!!!



P. H.

While the talented Marsh and Ware tread the "(Penthouse and) Pavement" with Heaven 17, and their politically conscious form of Brit-funk, their pretty former protégés step straight into the middle of the road, and significantly the charts and hearts of the youth.

The new Human League produce songs for the teen-zines, a sparsely structured commercial package of escapist fantasy, pubescent love stories for the silent majority, "love (without the) action", "the sound (for)... the crowd".

"The things that dreams are made of" opens and encompasses the rest of the L.F., with its statement of intent; that which follows simply accentuates those many facets of teenage fantasy. It is, however, as emaciated and disposable as anything on the L.F., with the possible exception of "Do or Die" and "Darkness".

As we enter 1982, the record industry gives the impression that Britain is a lost cause in contemporary popular music. As Germany leads the field with the stark magnificence of D.A.F. and der Krupps, Britain is happy to sheepily follow the latest tasteless trend, with consumer-mania staggering somewhere between the middle of the road and the gutter.

The Human League are firmly riding the white line as a product of this depression; the sooner they are both run down the better.

BALLOON

The DUA seminars have (temporarily I hope) come to an end. Their success points to the need for a similar forum for the museum as a whole. Does anyone out there want to organise them?

I would like to suggest that we begin with a balloon debate. For those unfamiliar with this type of debate the idea is that the speakers (each representing a particular point of view on the subject to be debated) are metaphorically in a leaky balloon miles above land. The balloon will only support the weight of one person. The audience choose who is to be the lucky survivor on the strength of the cases for survival made by those held in the balloon. A couple of years ago we had such a balloon debate on the subject of 'philosophies of archaeology' which I think went well (despite the appallingly behaviour of the audience

DEBATE

who had the cheek to throw me first out of the balloon - and I was the organiser!). We could perhaps begin in the museum with a lighthearted balloon debate based on the following proposition :-

"Due to the stringent financial situation the authorities have decided to cut the museum down to one department. The department I represent must be that department."

It would be nice to have Hugh Chapman John Clarke Rosemary Weinstein Colin Sorensen and Brian Hobley representing their departments with the director in the chair. If we cannot get this illustrious lot together we try and find willing substitutes. It should be fun (as long as noone takes it too seriously!)

A museum for all seasons

K. P. F.

ARE you interested in vintage films, vintage aeroplanes, vintage fashions? Or just in being able to visualise and imagine what the City of London was like centuries ago?

The Museum of London, one of the metropolis' newest show places, caters for all these tastes not only with its many interesting and amusingly and intelligently displayed artifacts but with lectures, films and other events.

And although the Museum hours are the same as most other Mu-

seums and galleries in London, there are also early evening film shows, as part of the Second Season of "Made in London", at which 25 films from the National Film Archive will be shown twice weekly from now until the end of the year.

A modest sum of £1 is charged for these shows, to cover projection and other expenses. The programme for this Autumn / Winter season includes thirties' classics "Sanders of the River", "Jew Suss", "Madonna of the Seven Moons", "The Private Life of Henry VIII" and "The Scarlet Pimpernel".

Many comedies are also included in the programme, such as the classic "Rookery Nook" and "White Parents Sleep".

Lunchtime activities play a prominent part in the museums' programmes, appropriate to the fact that the City's population is greatly diminished at night, whereas at mid-day, lunchtime breaks give enormous numbers of people the opportunity to visit the

museum and take part in what is has to offer.

This Autumn these include a series of talks on the early days of aviation, to tie in with the big exhibition opening in November.

This major event, "London's Flying Start" is a tribute to the young men who pioneered Britain's aircraft industry in Edwardian London and will include original aero engines, early flying models, features on C. S. Rolls, Tommy Sopwith, Louis Bleriot and the other famous pioneers.

There will also be reconstructions of the Olympia Aero Show of 1910 and Hendon Aerodrome in 1912.

The topics of the lunchtime talks on this theme will include a film "Powered Flight" (Wednesday, October 28) Aviation Pioneers in London, The Short Brothers, Howard Wright and Hendon Aerodrome.

These talks, which are free, will take place every Wednesday at 1.10 p.m.

On Thursday lunchtimes (1.10 p.m.) the

museum workshop presents informal talks which give opportunities to meet the museum staff and see objects from the collection at close quarters.

Subjects here include Preserving the Roman Wall, Penman Printer and Engraver, London maps of the 18th and 17th centuries, Death and Mourning in Victorian London, Making Glass in the City, and Prehistoric Pottery.

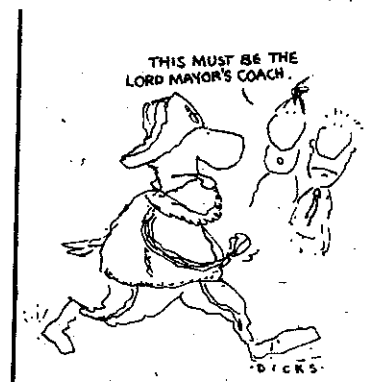
"London in 1881" is the subject for the Friday lunchtimes lectures, these include Fashions of the Day (on Friday, October 23), Music in London,

Buildings of the Year, The Opening of the Natural History Museum, Electricity in London and Patience in the Strand.

The special exhibition "Such stuff as dreams are made on" remembering Denham Studios 1935 to 1951, is being extended until the end of October.

An induction loop system has recently been installed in the museums' lecture theatre to enable hard of hearing people who wear a behind-the-ear aid with a "T" switch to hear without interference.

The museum is at the junction of London Wall and St. Martins le Grand.



FILL IN THE MISSING WORD :

SEEING GARY'S CHIN FOR THE FIRST

TIME IS LIKE SEEING SOMEBODIES

There is increasing dissatisfaction in the DUA about the grading structure and the rates of pay for staff. Over the years the running of the DUA has increasingly become a team effort and the distinction between the work done by different grades has often completely vanished. However the department maintains a relatively rigid quota of 'responsible jobs' which reward the lucky successful applicants and leave capable staff doing essentially the same job on a far lower pay scale (in most cases a differential of around \$2000 is the sum involved). The absurdity of the situation is clear to virtually everyone in the DUA. Currently the Union are trying to improve the situation by promoting a comprehensive review of the grading structure of the DUA. A reflection of the team work in the DUA is the general feeling that an equal pay structure would be the most appropriate. Recently there has been heated debate within the DUA about the best method of achieving these ends. After 3 meetings the section decided to reject the most radical proposal and to continue the present negotiations for regrading. The closeness of the vote suggests that dissatisfaction within the DUA is growing as the present unfair system persists and that unless some real progress is seen to be made a more militant approach will ensue.

STAFF REVIEW

According to Brian Hobbey (January Monthly Meeting) a review of the DUA will be forthcoming as soon as possible. Preliminary indications suggest that as soon as possible will be at least 1983. Considering the length of time that IPFCS has been calling for such a review, and the time the museum takes to implement them, this time scale is unacceptable. We have heard suggestions that the review body will be set up by the DOE. Opinions in the DUA (and the IPFCS Branch Committee) are totally against this suggestion as one cannot expect an impartial review from the effective paymasters of the DUA. Opinions seem to favour a review by the GLC.

In some ways the review is unnecessary for staff below Established Officer level. When the present grading structure was set up job descriptions for each grade were given. If these job descriptions were compared to the job actually carried out by staff many of the present problems would disappear, and the reality of an equal pay structure would be that much closer.

Short-term Staff.

The Board of Governors are at present insisting on a one month break for short-term staff who have been employed concurrently for 11 months. John Maloney contacted our IPFCS Officer (Chris Johnson) to ask about the legal basis of this decision. His opinion was as follows:- To be liable for redundancy payments, an employee has to have been in continuous employment for more than 2 years. Therefore if the object (of a break in service) is to avoid this legal commitment, a month break of service after 23 months/2 years is all that is necessary.

Ofcourse many people will be against even this because the museum is in effect attempting to circumvent the spirit of the legislation (which is intended to protect the interests of working people.) As we have said on many an occasion before it is a very petty response to what would be a relative inexpensive risk of incurring costs in the form of redundancy payments and unfair dismissal claims. Both are anyway avoidably given good management.

Short-term staff also resent the present practice of interviews for all short-term staff irrespective of the number in post (with contracts close to expiry.) They argue that it should be unnecessary for someone employed satisfactorily by the museum to have to undertake further selection every 6 months or so. The effect of this is to employ more and more archaeologists in London, increase periods of unemployment for short-term

staff and create unnecessary work by the interviewing procedure.

The DUA section IPFCS policy on vacancies may be a contributory factor in this as we have always pressurised management to advertise externally to fill posts. However our current policy states only that jobs lasting over one year have to be advertised externally. This was designed explicitly to allow management the flexibility to fill short-term posts quickly if circumstances so dictate.

I am sure that not all members of the DUA will agree with me when I suggest that a far more practical suggestion would be to have a panel of short-term staff who have satisfactorily carried out 6 months or more of work for the DUA, from which management make their initial selection for any short-term contract work available. Therefore the work of the interviewing panel would be reduced to the initial interview. In this way I think we would get the optimum blend of new blood and experience. If we continue as we are I think we will produce problems in the future and are in danger of producing a system similar to that governing the hiring and firing of football managers!

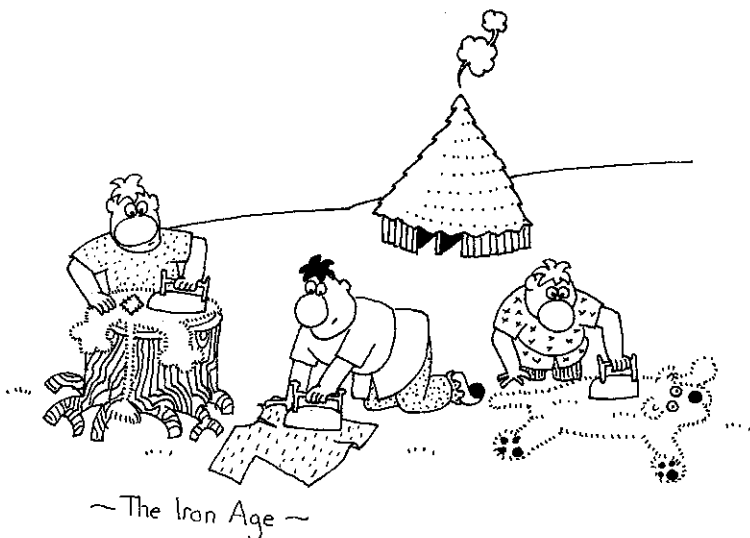
I hope to get this subject included in the next union meeting.

I seem to remember saying a lot of these things before. This is due mainly to the fact that it takes months for anything to get done. There seems to be no sign of the Board of Governors acting any quicker or any more favourably to staff. It seems time to me for the Union reps to have a thorough review of the procedures governing our negotiations and to tighten them up by putting pressure on management to change. Delays have up to now always acted against staff and must be kept to a minimum in future.

KPF

PRESSURE

We expect that many City Limits readers are as disgusted as we are at the outrageous decision by the Law Lords outlawing London Transport's fares reductions. We think it's about time public transport users made their views heard and mounted a campaign to fight for low fares and better services. If you agree then help us organise a pressure group, contact us. Derek Clarke, Lesley Rawson, 22 Valetta Grove, E13 0JR.

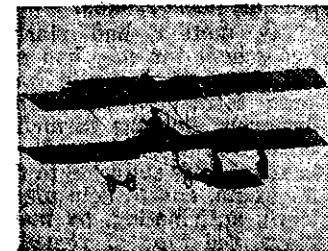


~The Iron Age~

Radio Carbon is pleased to have been given the exclusive opportunity of announcing some forthcoming events starring some members of the museum's staff. Firstly we would like to draw your attention to the following Evening Classes which will be taking place in the forthcoming academic term :

ONE OF the most fascinating aspects of "London's Flying Start," the Museum of London's major winter exhibition which opens next month, is the determination and courage of the few women pioneer aviators of pre-World War I days. Hilda Hewlett, pictured here in a Bristol Boxkite, was one.

Flying "having got hold of her" at an aviation meeting in Blackpool in the summer of 1909, she returned determined to acquire an aeroplane and



become an airwoman. Her family would not take her seriously so she went to learn in France, and from then on not only took to the air but co-directed a flying school at Brooklands and set up a successful aircraft manufacturing company at Clapham Junction.

Her clothes reflected her pioneering drive: calottes and ribbed sweaters. Her son was one of the rare men in those times who, when asked who had taught him to fly, would reply "My mother."

**VIOLET
JOHNSTONE**

- ELEMENTARY TYPING by K. Flude
- FASHION IN THE 80's by J. A. Schofield
- MODERN INTER-PERSONAL RELATIONSHIPS by M. Rhodes
- GENEALOGY by P. Marsden
- INCREASE YOUR WORD POWER WITH 'SPEED SPEECH' by D. Ferring
- MODERN CONCEPTS OF SELF-IMAGE by D. Bentley
- ADDING UP by R. Baldwin
- An extremely short course on THE DUA by C. Sorrensen
- POWER (or was it Para-) PSYCHOLOGY by S. Roskams
- HOW TO LOSE FRIENDS AND ALIENATE PEOPLE Tutor Unconfirmed
- CREATIVE MISMANAGEMENT Tutor Unconfirmed

In-house publications forthcoming in the new year include :

- POLITICS FOR BEGINNERS by D. Ferring
- POLISH COOKERY by Joanna Clarke
- 101 THINGS TO DO WITH AN ACTION MAN by D. Brown
- 101 THINGS I HAVE DONE WITH AN ACTION MAN by A. Davies
- 101 THINGS I WOULD LIKE TO DO WITH AN ACTION MAN by A. Simic
- THE HOLY TRINITY by C. Harding, J. Maloney, D. Ferring
- HOW TO SUCCEED AT INTERVIEWS by F. Herbert
- MEDIA WITH A CAPITAL ME by J. A. Schofield

THE ALDgate MYSTERY

"Your mission, should you choose to accept it!.....is impossible.
I remembered those words with a grim curse, why do I always have to say yes? I fingered the butt of my automatic, snug at my left breast, took another shot of Rye and rubbed my reddened eyes. Hell! I must have looked rough, I hadn't seen a mirror for days, or was it hours? Actually it seemed weeks, but maybe it wasn't, I know it was a long time, at least I think it was. Anyway. All I had seen was the screen of this damn' computer, and the vast unshrinking pile of the Aldgate finds catalogue. Numbers, initials, commas, four-letter codes (anyone know a good four-letter code for Faecal Remains?).
There was something bugging me, a door in my mind that wouldn't open, a piece of the jigsaw that wouldn't fit. The old cliches slid off my memory like notes from a trombone.
"Hey, Kevin," my cracked voice a tired drawl.
"Get you butt over here, and I mean fast!"

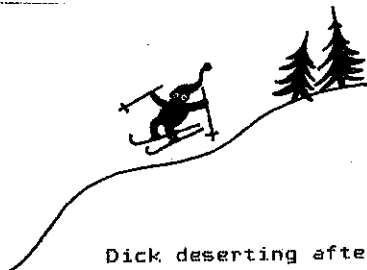
He came, threading his way through the streets with care, I watched him from my window on the corner of 24th and 17, lit by the street-lamps' rain-riddled glow. We worked into the tiny times of the day, he mis-typing, I misunderstanding, but we done the job.
But you want facts right? Let me give it to you straight.
Our mission: to computerise the Aldgate Finds Catalogue.
I typed (did I type), I made mistakes (did he make mistakes - Kev), I still don't understand how, but I put it all in there.
But I'm back, bathed, shaved, and sober (showeshing wrong here - Ed.) and ready for another mission - anytime, anywhere.
This tape will self-destruct in ten seconds.

D. E.

COPTHALL AVENUE - THE WALBROOK FLOWS AGAIN

The site seemed suddenly deserted after Christmas but the adult education classes continued (stimulated no doubt by the atmosphere of the school). Although four of the skolars have gone (Dick, Jim, Trevor and Gina) the curriculum is still varied, ranging from such a mundane subject as perceptions in archaeology to deeply philosophical discussions on the nature of the universe and the size of plastic sandwich/ryvita boxes. William, a gentlemanly headmaster from a bygone era has looked after his pupils well - not to say lavishly - as those who attended his Xmas party will know.

Jim has gone on to continue his uncanny habit of sniffing out bones at Mansell St., and now when Trevor's wiring diagrams short-circuit, it will be Annie who'll be confused. Dick these days computes to the Museum and seems to have become rather shy - apparently, most of his time is spent under the desk with a soldering iron.



Dick deserting after Christmas

Meanwhile, since we'd found the source of the Walbrook, it was all hands to the pumps and so we set off for the four corners of Trig Lane. On the return journey Rupert and Elias looked like not so erotic snake charmers with long green hoses curled around them. Needless to say, the one carried by Elias uncoiled and venomously attacked passers by. Beguiled by assurances of pumping out hundreds of gallons per minute up 35ft, the reality was different: a trickle at 18 feet. So its back to good old buckets and knee-deep stinking slime. Pete and Rupert wallowed so much they became quite muddled up; John, hanging over the abyss, demonstrated the ups and downs of barrow hoisting for the Safety Officer (but he does make a strong cup of tea without a safety net). Brian enjoyed the Christmas party and is said to be recovering slowly whilst Vanessa's archaeological career has taken a nose-dive and she now works on a different 'plane. In the furthest and most obscure corner of the site office lies an enormous pile of jumpers within which, rumour has it, there is a Finds Assistant.

For more of the same, or worse, hurry to OPT 81 before it's all over.

COPTHALL COLLECTIVE

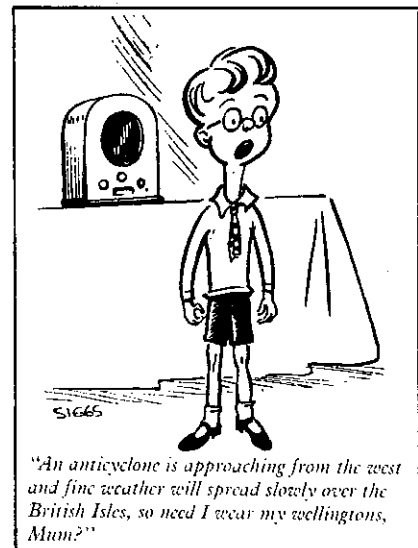
CLOTHING

The Clothing Allowance finally arrived on the 6th of Jan when a van from Essex Industrial Clothing arrived at gate 8 stuffed full of duffel coats, waterproof clothing and boots. I think the day went very well - at least staff seemed pleased with the quality of their goods and the procedure seemed to work quite smoothly. The only problem was that Essex Industrial did not bring all the items that I ordered. But there was enough variety to satisfy most requests.

From now on there will be no preliminary ordering system. Staff will instead choose clothes directly from Essex Ind. The next van load should be arriving on Wednesday or Wednesday week. A notice will be distributed when the date has been settled and staff who are eligible for a clothing allowance should come to museum at the time specified. We have negotiated with EIC permission for other members of staff to buy these wholesale goods for cash. Anyone who is interested please see Dave Stephens. (the date of arrival is uncertain as Dave has been away from work recent with leg trouble - but he is gallantly arranging the next visit from his sick bed (?)).

Where are the jeans vouchers you may well ask. So do I. The arrangements for the Jean Vouchers were finalised in November. Dickie Dirts insisted on payment for the first order in advance before issuing vouchers (no one trusts anyone these days!se days!) and as you may have guessed the order (and cheque for the jeans) has got delayed somewhere in the vast corporation machine. So they will be arriving soon

ALLOWANCE



The clothing allowance should then settle down and we look forward to a few years of uninterrupted operation with the annual allowance coming in October to prepare you for the cold winter.....

FPS Clothing Allowance is now being used by the Greater London Unit and beginning to apply to the Modern Dept.

FPS My thanks go to Dave Stephens, Hester White, Phyl Mulcahy, Charlotte Harding and Ray Collins for help getting the Clothes on the Road.

DUA - 4 INSTITUTE OF ARCHAEOLOGY - 7

Hey you guys, where were you all? I turned up at the Globe dead on time and they told me it was all over and you had all gone home! And then, wow! All these Institute guys turned up and crowded the place out. We waited but no more DUA-ers came along. Somebody said you'd all been at some boring lecture.

There were so few of us we all played twice. We even borrowed these guys from the Institute, and hey, do you know what - they even won us a game! We were nearly winning at one time, but after the food break we really blew it. Hey, what did happen to all those sandwiches?

You'd better all turn up next time, and not leave it all to us Finds people. O.K., I promise - no group photos!

After that vote of confidence, here's the future action!

A return match against the Institute is provisionally arranged for the beginning of February.

Posters have been sent round for people to sign if they are interested in playing in the Annual knock-out tournament. The first round draw will be made on Friday 8th January (it was - ed). As in last year's competition, there will be a small entry fee (25p) for prizes for the winner, runner-up and the best first round loser. There has been a proposal for a ladder, and details of this can be worked out if there is sufficient interest.

P.S. The current champ is Pete James, with Peter Cardiff as runner-up. Side bets negotiable.

P.A.

Here is the draw for the first two rounds of the darts league.

1st Round	2nd Round	3rd Round
Steve } 2	John Schofield } 1	Steve
Alan } 1	Steve } 2	
Louise }	Mark }	
Penny }		
Vanessa }	Peter Cardiff }	
Andy Pye }		
Derek }	Dave Stevens }	
Hester }		
Brian Pye }	Chris Malkin }	
Julie }		
	Jenny }	
	Ian }	
	Faolo }	
	John Maloney }	
	Fortia }	
	Chris Guy }	
	Paul More }	
	Annie }	
	Bob }	
	Andy Flint }	
	Barbara }	
	Jon-Jon }	
	Ron }	
	Patrick }	
	Kevin }	
	TIM }	
	Trevor }	
	Paul Rycroft }	
	Peter James }	
	Dick Bluer }	
	Friederike } 0	
	Alan Clarke } 2	

Essex Chronicle

Treasure hunters find help

IT'S gratifying to know that the stories and features we print in the Chronicle are sometimes of great help to our readers who otherwise would be left in the dark.

Tony Cummins, of Beeches Road, Chelmsford, read our last week's Talking Point feature on Mrs Margaret Fuke of Wood Street, Chelmsford who with television personality Valerie Singleton is co-author of a book on treasure hunting with metal detectors.

Tony has been helping his brother John restore an old cottage in Suffolk where there has been a habitation since 1430 and has found a number of objects.

"We have already found some interesting pieces of metal, including a punch and an adze, which we have taken to the Museum of London," said Tony. "We found those without really trying, but what we want to do is to use a metal detector to go over the ground really thoroughly before we turn it into a garden."

We were able to put Tony and his brother in touch with Margaret who has been involved in using metal detectors for finding relics for years. She was able to give the brothers some addresses of enthusiasts in the Ipswich area and some useful tips on where to get equipment and how to use it.

Happy hunting chaps.

Footnote: If you hope to find a crock of gold one day legend has it that there is a hoard in Great Baddow somewhere.

1st and 2nd rounds to be played by Jan. 22nd

Please send results to Patrick in the Museum Library

The Copthall Avenue crew were head over heels with delight when they discovered a skull showing signs of decapitation. The sword cut on the mandible (jaw bone) is interesting because so far all the so-called Boudiccan Skulls have produced no evidence of decapitation (apart from the lack of articulated bodies!) However there is no evidence to link the skull with the Boudiccan Insurrection.

Two things the unfortunate Copthall person could have done with in his life are the new DUA Safety Consultant and the metal detector that the DUA will be purchasing to help salvage the goodies from the Swan Lane Watching brief. The Safety Consultants from St John Holt and Associates seem to be earning their money from the reports we have been receiving. Perhaps the museum will also use their services for advising the Modern Dept. on their trips to salvage artifacts from the Docklands and elsewhere.

After the publicity given to the finds salvaged by Metal Detectors at the Bull Wharf Site, the DUA want to prevent a similar occurrence at the Swan Lane Site. On this important industrial and commercial site Geoff Egan expects to find a lot of important metal work. As there is no more resources available to excavate the rest of the site a watching brief will be held aided by a metal detector to retrieve the rest of the material dump where the spoil will be discarded (apparently convoys of 'treasure hunters' followed the lorries out of the Bull Wharf site to recover material from the dumps).

The DUA intends to run a Manpower Services scheme on the Billingsgate Site. The scheme is better than the previous scheme the DUA ran because the staff to be recruited will include diggers, administrators computer programmer, photographer and supervisors. The agreement of IPCS is required. This will only be given if assurances are given that the manpower scheme will not be used to reduce the number of full and short-term staff employed at the museum. We must avoid the former ridiculous situation whereby permanent staff were reduced in number during the period of the MSC scheme. Discussion of this matter will continue.

DID YOU KNOW?

● **ARCHAEOLOGISTS** have discovered that one million cubic feet of stone was transported by river from quarries at Maidstone in Kent to build the Roman wall round London.

● **REMAINS** of neolithic settlers who were burnt to death in 3,000 BC when the timber defences round their settlement caught fire have been found on Hambledon Hill, near Shaftsbury, Dorset.

Campaign Against Faulty Photocopiers



Sorry about the blank pages. But the photocopier makes it impossible to double-side. Please can't we have the old reliable one back. I got quite attached to it really. Can't say the same thing about the new one though. I loathe it!

CRUSHED TO DEATH

A site worker was crushed to death when a reinforced concrete beam collapsed on him on a demolition site in Clements Lane, EC4. The site is being cleared by London Demolition. City firemen worked for two hours to free him using 15-ton jacks, but he was already dead by then.

CARON CLASSIFIED

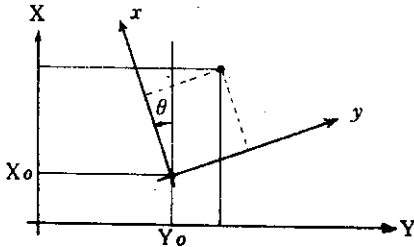
ROOM TO LET (for a change):

Room available in furnished flat in West Hampstead, share Kitchen and Bathroom. £70 per month. Contact Alison Balfour-Lynn on 328 3095, after 6pm.

SOME POSSIBLE NEW WAYS OF PLANNING ON SITE

On a pocket computer like a Sharp PC 1211, calculations based on both co-ordinates and triangles are possible. The following ideas suggest themselves:

(1) A roving grid: it is possible to convert local co-ordinates into original co-ordinates, thus:



$$X = X_0 + x \cos \theta - y \sin \theta$$

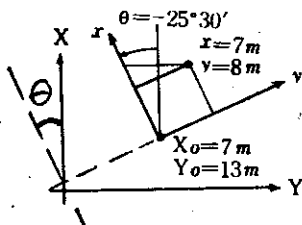
$$Y = Y_0 + x \sin \theta + y \cos \theta$$

$$x = (X - X_0) \cos \theta + (Y - Y_0) \sin \theta$$

$$y = (Y - Y_0) \cos \theta - (X - X_0) \sin \theta$$

θ should be negative if counterclockwise.

Here two points - say X_0 and Y_0 are the bottom left hand corner of the planning frame, and the point X/Y is the diagonally opposite corner - are plotted locally, is measured, and the computer gives the corrected co-ordinates for X/Y (you work out point X_0/Y_0 yourself by offsets). Thus when you are down a pit at right angles to the grid, or find the grid irksome for any reason, you can have a local grid. can be measured near the SW gridpoint, as shown below:

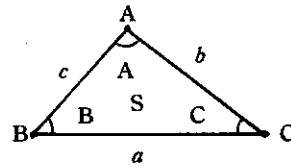


One problem with a roving grid is the plan you draw will remain at an odd angle to the original grid, with only the two corner points to tie it in. It would be an improvement to have a roving grid which was parallel to the original grid.

(2) Roving and parallel grid: it is possible to calculate dimensions and angles of triangles from incomplete data, using the sine rule:

Given two angles and the included side.

Find the other one angle and two side lengths.

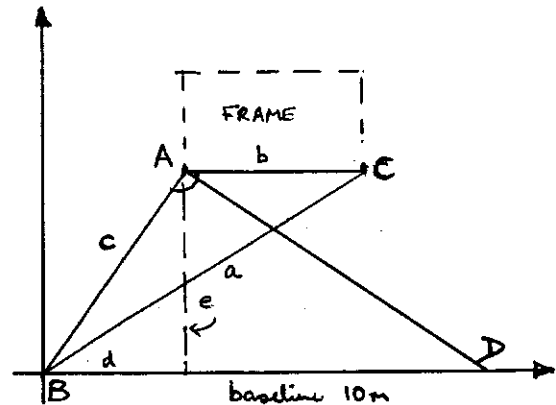


$$A = 180 - (B + C)$$

$$b = \frac{a}{\sin A} \sin B$$

$$c = \frac{a}{\sin A} \sin C$$

We can use this calculation thus:



The object is to make the 2m side of the planning frame parallel to the easting of the grid.

(a) Place your planning frame roughly over the chosen feature; anchor the SW corner (point A) either with a nail or a surveyor's arrow.

(b) measure the distance c with a tape; (c) measure the angle at B with a theodolite;

(d) the angle BAD is calculated by the computer; then angle BAC = BAD + ADB; and ADB = CAD, assuming the frame and the grid are parallel.

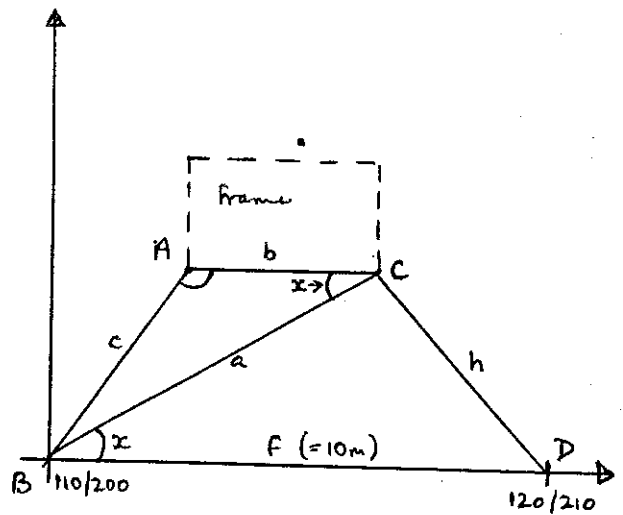
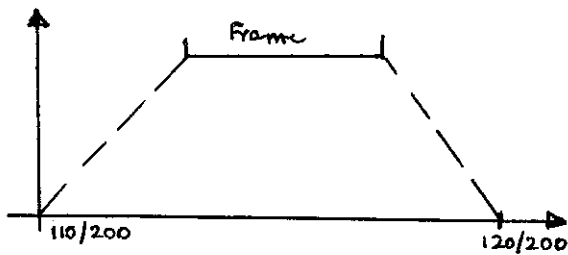
(e) the computer will calculate distance a from lengths c and b (=2m) and the angle at A (BAC);

(f) measure out to point C along line a with a tape and anchor the other corner of the frame.

This sounds complicated, but in fact is simple; you only need one theodolite constantly over the SW corner point at B, aligned on the proper grid (marked only by the baselines).

but how to find the true co-ordinates of the planning frame corners? In fact now the planning frame is aligned, you only need find the SW co-ordinate, point A. This can be produced by the computer, because distance d (easting) and the distance e (northing) can be calculated by the same rule: given two angles and the included side (c), calculate the other two sides. (In this case the angles are ABD and (90-ABD)).

(3) The danger with the previous figure is the 'human' act of measuring with tapes, especially when the frame is a long distance from the SW corner of the site. It would be better if the frame were tied in to two points 10m apart:



- By combining parts of the above we can
- (i) go through steps 2(a) to (e), to calculate a ;
 - (ii) from $b=2m$, c and the angle BAC calculate angle x at C;
 - (iii) from the fact that b and f are presumed parallel, angle x will be also found in the position shown at B;
 - (iv) calculate distance h from a , f and angle x ;
 - (v) measured out distance h from gridpoint

D to the SE corner of the planning frame at C.

Thus we have a planning system which not only does not require grid-points in the excavation, it only requires one baseline; none of this has involved the need for a baseline along the northing.

To summarise: with a baseline divided into 10m lengths along one side of the site, a theodolite permanently at one end, and using two tapes and a pocket computer, we can drop a planning frame anywhere, align it to the theoretical grid, and establish its co-ordinates. The only disadvantage is that the plans will not be drawn within standardised 5m squares.

- If we string the programs together. the sequence of actions will be:
- (a) put down the planning frame, measure distance c ;
 - (b) measure angle $\angle ABD$ with the theodolite;
 - (c) press Program 1 for the co-ordinates of the frame's SW corner;
 - (d) press Program 2 for distance h .

J. A. S.

BROKEN

POTTERY

DEPT.

Well Readers, its been another exciting month down here on Level One. We have four new Supervisors who have kindly given me a few details about their previous activities.

Nick Griffiths.

Rumoured to be one of the older members of the new intake, Nick spent his formative years in Winchester working for the Great Biddle. After an arguement about the merits of stipple versus line Nick left for Oxford (Martin still to this day walks with a slight limp and can't lift his right arm above his shoulder). At Oxford Nick worked for the Ashmolean Museum part-time and supplemented his meagre salary through part-time wrestling (you may have see him, 'Goliath Griffiths'). It should be easy enough to gegognise Nick, he's the one everyone calls 'Sir'.

Paul Tyers. (as of last Friday Dr. P. Tyers)

Born out of his time in the late '50s Paul is one of the Neo-Hippies and is easily regognised by his Afgan coat and long hair.

His interest in Roman Pottery goes back to his childhood, when he and Geoff Marsh, fed up with dipping girls pig-tails into inkwells decided to revolutionise the study of Roman pottery with their mammoth work on the Southwark pottery. As Paul says 'it wasn't easy to find time to do it, what with the 11-plus and fittings for long trousers' but as we know, they persevered and the rest is history...

Paul's appointment is another sucess for the Cardiff Mafia (they brought you Duncan Brown, Simon o'Connor Thompson, Dick Malt and last but not least the delectable Vanessa Straker).

Francis Grew.

A man of mystery, Francis was at first mistaken for the telephone repair man and it wasn't until he had servized the xerox machine and three microscopes that his true identity was revealed. Being a Romanist it was only natural that he would be given the Aldgate post-medieval small Finds to work on, starting (because of his interest in metals) with the Clay Pipes.

Francis is quickly winning a reputation as the Beau Brummel of the Finds Section and if you see anyone here wearing a tie it's either Francis or someone coming back from an interview for another job.

Beth Richardson.

Finally, Beth has been temporarily upgraded to write up the New Fresh Wharf pottery in place of Chris Green.

Duncan Brown was working for us temporarily and has written a piece on his work. Meanwhile, from everyone here, Have a Happy Christmas and don't forget to come back in the New Year.

A. V.

Father and I both decided a motoring holiday in Scotland would be an enjoyable breakaway from routine.

I travelled by coach to Bath and he drove from Exeter, we met at the Coach Station, driving from Bath to Wilderhope Manor in Shropshire. Wilderhope is a 16th Century building of the National Trust used as a youth hostel. Although he's not exactly a youth we stayed overnight. Next day we crossed the border and drove to the Youth Hostel in the tiny village of Wanlockhead. It is surrounded by some of the wildest moors in Scotland. After staying overnight we drove northwards alongside the headwaters of the Clyde. After a while we took the road to Stirling where the Youth Hostel is a house built by the the Earl of Argyll. It is located in the famous Castle Wynd which is a street leading up to the Castle. It was once inhabited (no I mean inhabited) by the Kings of Scotland.

Next morning we drove past Loch Verinichar through Callender, Crianlarich and the pass of Glencoe. This spectacular glaciated valley is overlooked by lofty mountains, some of which still had snow near the summits despite it being June.

The road emerges near the coast and soon we were driving towards Fort William where we visited 13th Century Inverlochy Castle. I don't know who it was inhabited by, or when, nor do I really care. I find these old semi-derelict castles much more interesting as they preserve the original features, which are not spoilt by uninteresting Post-medieval alterations.

After a quick look around the small town of Fort William we drove a few miles to Glen Nevis Youth Hostel built alongside the little mountain stream called the Water of Nevis. We stayed overnight in the Hostel, overlooked by the 9300 metre peak. Next morning we drove to Glenelg via a road that leads to the Kyle of Lochalsh winding over miles and miles of heather, moors and peat-bogs passing several small Lochs and a Hydro-Electric plant fed by the mountain streams that rush down from the lofty mountains.

The OPEC Countries had recently decided to help fuel the fires of inflation and (yet again) it was Yumani or your life and an oil and petrol crisis had developed (not helped by the fact the Shah of Iran had to go).

We stopped at a lonely filling station. Father asked for 4 gallons but it only took two and a half. The attendant told us that yesterday a driver had said "Fill her up!" and the tank overflowed after only 15p worth of fuel.

Suitably refreshed we drove to Glenelg. About a mile beyond the village are two of the best examples of Scotlands 400 or so Broch towers, Dun Telve and Dun Troddnan. Brochs were a common form of fortification in the period from 1st Century BC to 2nd Century A.D. Some of that nauseating red stuff called Samian was found in a broch in Sutherland - an export outside the

Imperial Boundaries. The Brochs are about 40 or 50ft in diameter and part of the walls are about 35ft (nearly the full original height) in both examples. They both display the chief feature of brochs; the ingenious double walls containing an annular intra-mural gallery. The outer and inner walls are held together by stone slabs placed horizontally. The cavity so formed is about 3 ft. wide. Although this may have been used as emergency sleeping accommodation the main living quarters were in the small courtyard. In the 30's Childe excavated and found an annular setting of post-holes about 8ft from the interior face of the wall; where a small scarcement ledge would have provided support for rafters. This wooden internal range might have been more than one storey but it cannot be proved conclusively.

In each, the entrance is low and narrow.

North of the Village is the ferry leading to the Isle of Skye which is only a few hundred yards from the mainland. The fact that in 1745 Prince Charles Stuart was disguised in women's clothes is probably why historians refer to him as "the Young Pretender".

We decided not to emulate him and drove back along the same road as far as Invergarry where we stayed overnight in the youth hostel. After a comfortable overnight stay we drove a few miles into Fort Williams and then to the small fishing town of Oban where we had a quick look around, and then drove south to the Crinan Isthmus. This area seems to have been subject to a joint CIA/DOE plot as one can hardly swing a cat round without hitting an "Ancient Monument". As it was getting late we had to miss several Cairns and Bronze Age tombs. We did visit 16th Century Carnnasserie Castle and the 7th Century Dalriadic Fortress at Dunadd. A solid rock 50m high rises out of the surrounding marsh and this almost impregnable defensive position was improved by dry-stone walling. Unfortunately little of this walling remains today. As it was almost certainly the chief Royal centre of Dalriada a stone bowl was carved in the highest rock, presumably for oil to anoint the incumbent. Also carved in the rock is a footprint. Royal Foot-Fetishism was rampant in those days. Charlemagne claimed that being into purple coronation slippers was something he picked up from the Emperor of Byzantium, but the phrase 'ritual purposes' only means 'try to think of another explanation that's not quite so looney'.

We were both most relieved to find Inverrary Youth Hostel had vacancies, as a night in the car wasn't a prospect we relished, and paying for B and B was even less enchanting. Next morning we drove south through some of Argyll's most spectacular Glens, completing our ongoing situation as far as Bath, pleased we had not been forced to abort due to Equipment Failure.

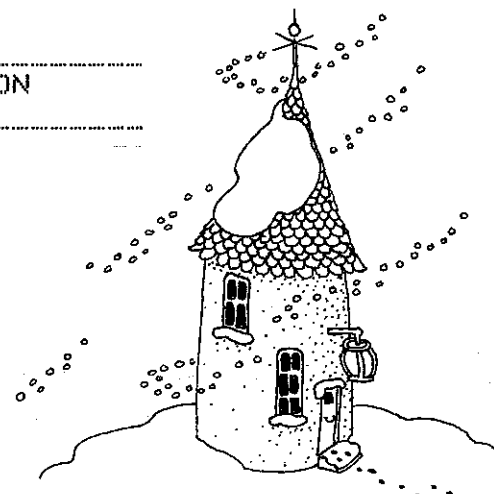
Augustus Lane Fox

RADIO

CARBON

RECALIBRATION

Unfortunately for our authors the Radio Carbon Team have discovered a contaminating factor in the C14 count. This means that many of the dates are not calibrated correctly and so occasionally when an article says "This year" it really means "last year". Similarly "next year" often (but not always) means "this year". This appears to have confused some of our writers who on occasion, discuss Christmas as if it were imminent rather than past. This, of course, has nothing to do with the delay in publication!



Digging into modern times

Sir, — Your article (December 12) on the work of the Museum of London, while not necessarily the most accurate account of the evidence or the way it is recorded, nevertheless shows what can be done to illumine a remote period of London's past when the resources are available. The essential element is the availability of Government grants for rescue archaeology, allocated through the Department of the Environment, which enable the museum to undertake this work in accordance with the timetable determined by the pace of redevelopment.

But to record the successes of archaeology is to underline the difficulties which regional historical museums face in other more recent periods of research and collecting, where there is no less pressure from redevelopment. To illustrate the point from our own experience, the changes which have already taken place in the docks of London are such as to render the work being done by our own team of four almost too little too late. Changes in other less publicised areas of London life and work are taking place, which will lead to the obliteration of evidence of how London is now

as completely as new office blocks destroy the remains of the Roman period.

At the moment, the only official provision to record the changing face of England is the recording of architecture and monuments, through the Royal Commission and the Historic Buildings Division of the Greater London Council; in grants for selected museum acquisitions, through the Science Museum and National Heritage Funds; and in the work museums do themselves.

This is the state that rescue archaeology was in 15 years ago; it recorded the Roman walls on a building site, and rewarded the

workmen for handing in the better antiquities. Perhaps the new body for the heritage envisaged in the DOE's recent consultation paper, will be able not only to maintain the improvements made in rescue archaeology for the earlier periods, but also support improvements in recording the present and recent past.

Perhaps then the Museum of London will have as many people employed in recording modern London as there are for earlier periods. — Yours faithfully,

Max Hebditch,
The Museum of London,
London EC 2.

PERSONAL COLUMN

CONGRATULATIONS to Brian Pye, who on the occasion of the Christmas party at Copthall announced his engagement to:

- Vanessa
- Simon
- Portia
- Gina
- Jim
- Trevor
- Cath
- William (twice)
- a passing policeman



CITY LIMITS

Get off the tube at Moorgate, follow the signs to the MUSEUM OF LONDON, and you'll find yourself on a wind-battered 'highwalk' alongside elevated banks and glassy office blocks. Look down on history: chunks of London Wall, nicely preserved and sterile clean. Look around at the Barbican Centre and other minimal architectural evidence of multi-millions. It's the heart of the City... This newest of London's major museums is itself like nothing so much as an international bank, with its smoked glass and subdued lighting. Currently it celebrates its first five years (see Talks)... Despite its comfortless surroundings, it's worth getting to know—less a place for the single visit than for repeated explorations. Its permanent exhibition spans all of London's social history—from a 200,000 year-old flint handaxe found at Piccadilly Circus, to the Welfare State. Objects and furniture, tableaux and reconstructions, glass cases crammed with artefacts. The treatment of history is, by necessity, tantalisingly cursory. The real pleasure is in objects and scenarios that stimulate curiosity and make you want to investigate the hidden vaults of the museum's special departments: Prints, Drawings and Paintings, Costumes and Textiles and a research library—all by appointment only... Things that struck me: the graffitied wooden wall of a debtors' prison; England's own KKK, the Kibbo Kift Kindred, a sinister folksy brotherhood founded in 1920; the 'Modern Plague of London', a Temperance Society map mottled with red dots representing London's dens of iniquity in 1885; and a barbaric 17th century 'sold's' bridle for 'temate trouble-makers, gossips and shrews'... but note that the back-room collector holds some dazzling Suffragette banners. (Liz Heron)

ARCHAEOLOGY

Roman temple found in City

By KEITH NURSE

THE MASSIVE foundations of a Roman temple, built on a riverside terrace on the north bank of the Thames, have been uncovered on a redevelopment site off Queen Victoria Street, in the City.

The large limestone blocks, which still bear the tool marks of the Roman masons, formed a four metre wide wall on the exposed north corner of the rectangular or square building.

On the southern, riverside end the foundations were eight metres wide. The building was constructed on a foundation of oak piles and rammed chalk.

The excavators, from the Museum of London's Department of Urban Archaeology, say it was a good quality classical structure, which had a concrete floor.

Pottery debris in the material dumped beneath the floor during construction gives a date between the late 2nd to early 3rd century A.D.

The superstructure of this evidently elaborate building appears to have been systematically demolished by the 4th century, giving the building a life-span of perhaps 150 years.

By the 4th century the site seems to have changed dramatically from one which contained large-scale public buildings to an area of modest domestic-style timber framed structures with beaten earth floors.

The marked shift in scope and scale, from the monumental to the makeshift, seems to sum up the fortunes of the

city of Londinium in the later Roman period.

The excavators have also uncovered part of the mid-to-late 4th century riverside wall. Significantly, it was in the foundations of the western part of this wall, at nearby Blackfriars, that the archaeologists discovered in 1975 a series of sculptured stones from earlier monuments in the city's Roman history—a monumental arch and a free-standing screen with a relief of divine statues.

Mr Tim Williams, the site supervisor, said: "We have only the corner of the building, but a temple seems to be the logical explanation for the material we have found. It seems possible it formed part of a religious complex."

It is a mark of the complexity of this type of excavation that the archaeologists, braving biting winds, icy conditions and uncomfortable waterlogged trenches 15ft below contemporary ground levels, have discovered a sequence of four walls on the riverside end, ranging from the 4th century Roman period up to the 19th century.

On the eastern side of the site lie the chalk and green-sand stones of the 12th century church of St Peter's, which was destroyed in the Great Fire.

These remains are now being subjected to a specialised photographic survey process called photogrammetry, undertaken by the City University's Department of Civil Engineering.

By this means the stones are swiftly identified and recorded, enabling the experts to build up a picture of what the windows and doorways of the building looked like.



TRIANGULAR TEETH TEAR TEENAGERS TO TATTERS

The New Year 1982 programs were produced and directed by Stanley Baldwin, aided and abetted by FH & KPF. Additional material was supplied by LF, AV, DG, DE, JM, CTM, EG, JAS, SS, COPTHALL COLLECTIVE, PA, EW & AEL. News print and other rubbish was torn from the pages of Guardian, News of the World, 2000AD, Daily Telegraph, Private Eye, Barbican Centre publicity brochure, The Face, City Limits, Standard, Those Radio Times by S. Briggs, Personal Computer World, Essex Chronicle, Sunday Telegraph, Girl About Town and Matrix Printer 8820 User Handbook.

Radio Carbon welcomes the return of our Artistic director, C.U., who supplied the front cover from an idea by C.U. & P.H. Some measure of uniformity and legibility was achieved by the PF11/23 computer, and thanks to the typability of CJ, JM, CTM, AV & DE.

Once again the blank pages were supplied by our old friend the Not So G.K. Copier.

Is this the last line I will ever print as Radio Carbon Editor...