

VSM Estates Ltd

MoDEL RAF West Ruislip

Historical Building Survey



Plate 1: Interior view of Shed 1 – Warehouse

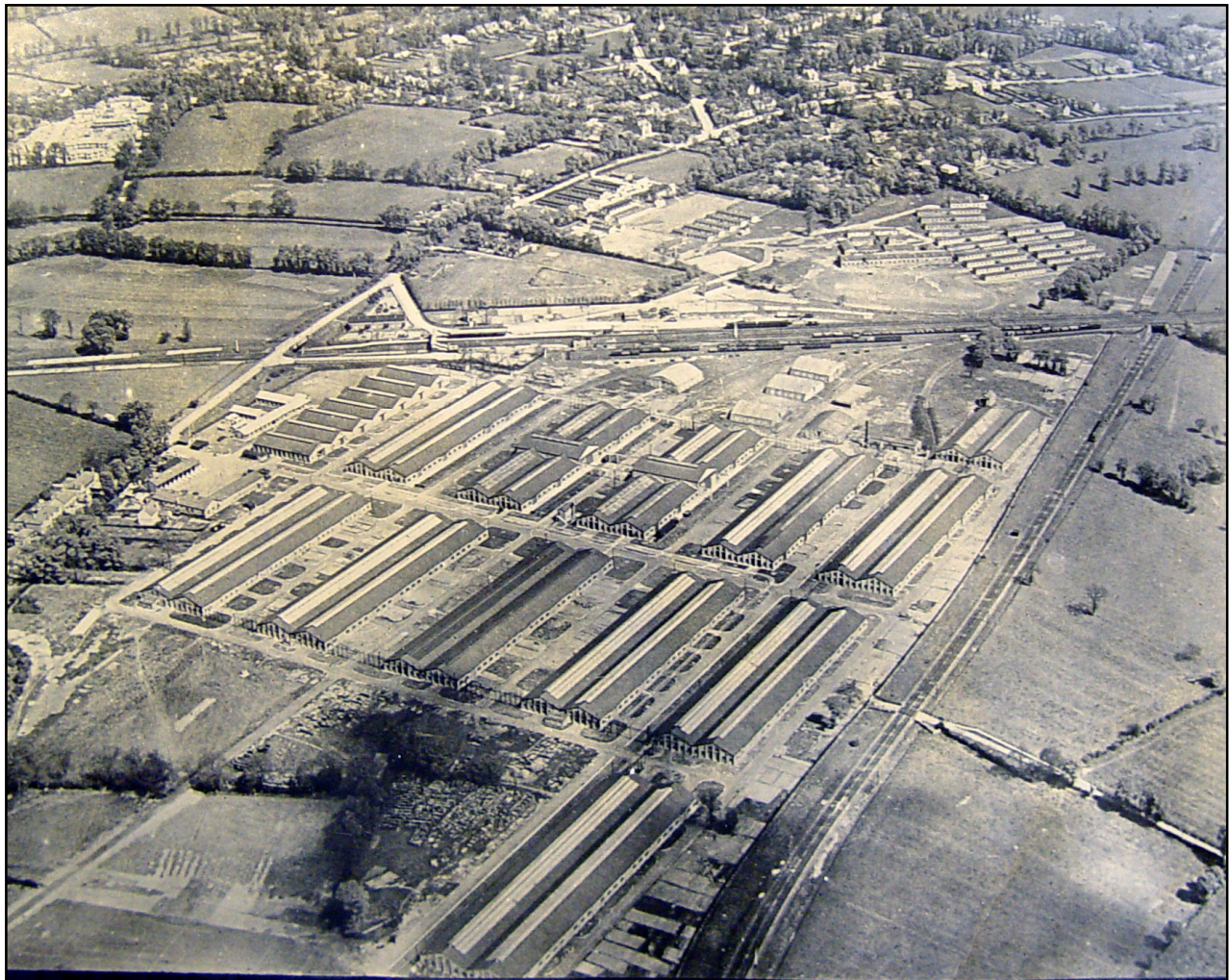


Plate 2: Aerial view of No.4 Stores Depot c.1921. Source: AIR 29/960

Contents

Chapter 1: Executive Summary & Notes on Sources

1.1:	Introduction	1
1.2:	Limitation of Survey	2
1.3:	Notes on Sources	3
1.4:	Acknowledgements	4

Chapter 2: History

2.1:	Background to No.4 Stores Depot	5
2.2:	Costs	6
2.3:	Construction	7
2.4:	Water Supply	10
2.5:	Land Purchase	10
2.6:	Closing of Footpaths	12
2.7:	Packing, Stores and Workshops – 1918-1920	12
2.8:	Homice Scheme	13
2.9:	1921 to 1938	13
2.10:	RAF Maintenance Command	14
2.11:	No.4 Maintenance Unit – 1939-1940	16
2.12:	No.4 Maintenance Unit – 1941	19
2.13:	No.64 Maintenance Unit – Ammunition Storage	20
2.14:	No.4 Maintenance Unit – Overhaul and Repair Centre	21
2.15:	No.4 Maintenance Unit – Radio Section	23
2.16:	Post WWII – Vehicle Repair	25
2.17:	Other Repair, overhaul and Conversion Projects	25
2.18:	Post-WWII Radio Section	26
2.19:	Shed Allocation for October 1949	27
2.20:	Rundown and Closure	27

Chapter 3: The RAF Record Office & Medical Survey Office

3.1:	RAF Record Office	29
3.2:	Medical Survey Office	31

Chapter 4: Gazetteer of Surviving Buildings & Structures

4.1:	Shed 1 (1)	33
4.2:	Housing Welcome Centre Annexe (2)	40
4.3:	AM Works Services Building (3)	41
4.4:	Thrift Shop (4)	43
4.5:	Depot Offices (5)	44
4.6:	Depot Offices Annexe (6)	46
4.7:	Depot Offices Annexe (7)	47

4.8:	Depot Offices Toilet Annexe (8)	48
4.9:	Depot Offices Air-Raid Shelter (9)	49
4.10:	Guardhouse (10)	51
4.11:	MT Sheds (11,12 & 13)	53
4.12:	Gas Station (14)	59
4.13:	Fairlight House (15)	60
4.14:	Children's Welfare & Family Services (168)	63
4.15:	Security Office (17)	66
4.16:	Chapel (18)	67
4.17:	Gymnasium (19)	71
4.18:	Squash Racquets Court (20)	73
4.19:	Poligon Picnic Shelter (21 and 21a)	74
4.20:	Dugouts (22)	75
4.21:	Transformer Building (23)	76
4.22:	Baseball Diamond and Field House (24)	77
4.23:	Boundary Marker Stones	78

Appendices

Appendix 1:	Parts Stored at No.4 Stores Depot Ruislip, 1920 - 1930	81
Appendix 2:	Workload Data, 1920-1930	83
Appendix 3:	Headquarter Officers of No.4 Stores Depot, 1919 -1930	84
Appendix 4:	Small Arms Ammunition Stock, 31-04-41 to 30-12-41	87
Appendix 5:	Transportation Tonnage, 1941 and January to March 1944	91
Appendix 6:	Demolition, 27-11-07	92
Appendix 7:	Sources	97
Map 1:	RAF West Ruislip Survey Area, 28-10-07	3
Map 2:	RAF West Ruislip Construction Phases	4
Map 3:	Ruislip No.4 Stores Depot	9
Map 4:	No.4 MU & Record Office, 1922 -1938	15
Map 5:	Universal Equipment Depots & Supply Areas, 03-09-39	16
Plan 1:	Shed 1, Bays 'A' to 'D'	99
Plan 2:	Shed 1, Bays 'E' to 'G'	100
Plan 3:	MT Vehicle Shed (135)	101

Appendix 7 Plates

Plate 1: Interior view of Shed 1 – Warehouse	i
Plate 2: Aerial view of No.4 Stores Depot c.1921. Source: AIR 29/960	ii
Plate 3: Shed No.1	14
Plate 4: Shed No.1, Bay 'B'	19
Plate 5: Regimental Site – 86-Man Barrack Hut	32
Plate 6: Regimental Site – Guardhouse.....	32
Plate 7: Interior View of Shed 1, Bay 'B'	36
Plate 7: Shed 1, Bay 'A'.....	36
Plate 8: Shed 1, Bay 'A' – interior view of trusses and wind bracing struts.....	37
Plate 9: Shed 1, Bay 'A' – interior view	37
Plate 10: Shed 1, Bay 'D' – interior view	38
Plate 11: Shed 1, Bay 'E' – interior view	38
Plate 12: Surviving railway platform of Shed 2.....	39
Plate 13: Welcome Housing Centre Annexe (127)	40
Plate 14: Welcome Housing Centre Annexe (127)	40
Plate 15: AM Works & Bricks Offices (127)	41
Plate 16: AM Works & Bricks Offices (127)	42
Plate 17: AM Works & Bricks Offices (127)	42
Plate 18: Thrift Shop – view looking north	43
Plate 19 Depot Offices	44
Plate 20: Depot Offices 2007.....	45
Plate 21: Depot Offices c.1995.....	45
Plate 22: Depot Offices Annexe (115)	46
Plate 23: Depot Offices & Annexe (115).....	46
Plate 24: Depot Offices Annexe (240)	47
Plate 25: Depot Offices Annexe (240)	47
Plate 26: Depot Office Ablutions Annexe (241) – south-east view looking	48
Plate 27: Depot Offices Ablutions Annexe (241) – view looking south	48
Plate 28: Depot Offices Air-Raid Shelter – view looking north-east.....	49
Plate 29: Interior view of Air-Raid Shelter	49
Plate 30: Entrance to Air-Raid Shelter	50
Plate 31: Guardhouse (17) – view looking north-east	51
Plate 32: Guardhouse (17) and Gas Station – view looking south-east	52
Plate 33: Guardhouse with extension – view looking north-west	52
Plate 34: MT Vehicle Shed (135) – view looking north-west	54
Plate 35: MT Vehicle Shed (135) – view looking north-west	54
Plate 36: MT Vehicle Shed (135) – interior view	55
Plate 37: MT Vehicle Shed (135).....	55
Plate 38: MT Vehicle Shed (139) – view looking south	56

Plate 39: MT Vehicle Shed (139) – interior view	56
Plate 40: MT Vehicle Shed (135) – interior view	57
Plate 41: MT Vehicle Shed (135) Interior view	57
Plate 43: MT Shed (139) – cinema interior, looking towards screen	58
Plate 44: MT Shed (139) – cinema interior, looking towards projection room	58
Plate 45: Gas Station – view looking east.....	59
Plate 46: Fairlight House – rear view	61
Plate 47: Fairlight House – front view	61
Plate 48: Fairlight House – front elevation	62
Plate 49: Fairlight House – view of landing	62
Plate 50: Children's Welfare Centre – interior view	63
Plate 51: Families Services Centre – view looking north	64
Plate 52: Children's Welfare Centre – view looking east.....	64
Plate 53: Children's Welfare Centre – interior view	65
Plate 54: Children's Welfare Centre – view looking north-east.....	65
Plate 55: Security Office – view looking north.....	66
Plate 56: Security Office with MT Shed (139) behind – looking north-west	66
Plate 57: Chapel – front elevation – view looking south-west	68
Plate 58: Chapel – view looking north	68
Plate 59: Chapel – view looking north	69
Plate 60: The chapel complex – view looking south-west	69
Plate 61: Interior of the Chapel – looking south-west.....	70
Plate 62: Interior of chapel looking north-east.....	70
Plate 63: Gymnasium – view looking north.....	71
Plate 64: Gymnasium – south-east elevation.....	71
Plate 65: Interior view of Gymnasium	72
Plate 66: Squash Racquets Court	73
Plate 67 Picnic Shelter (1)	74
Plate 68 Picnic Shelter (2)	74
Plate 69: Dugout	75
Plate 70: Transformer House & Snack Bar	76
Plate 71: Transformer House & Snack Bar	76
Plate 72: Baseball Diamond	77
Plate 73: Field House	77
Plate 74: Boundary Marker Stone No.8	78
Plate 75: Boundary Marker Stone No.10 located in the canal feeder	79
Plate 76: Boundary Marker Stone No.5	79
Plate 77: Boundary Marker Stone No.11	80
Plate 78: Shed 1, Bay 'A'	92
Plate 79: Shed 1, Bay 'A'	92

Plate 80: Shed 1, Bay 'A'	93
Plate 81: Shed 1, Bay 'A' – Truss end	93
Plate 82: Shed 1, Bay 'A'	94
Plate 83: Shed 1, Bay 'A'	94
Plate 84: Chapel.....	95
Plate 85: The Chapel Site	95
Plate 86: Chapel.....	96
Plate 87: Chapel.....	96

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Chapter 1: Preface, Notes on Sources and Acknowledgements

1.1 Introduction

(a) This report has been commissioned for VSM Estates and has been undertaken as part of a wider programme of assessment and evaluation of the site of the former RAF West Ruislip in advance of re-development. It was compiled by Paul Francis during November 2007. The fieldwork was carried out by Paul Francis and Graham Crisp between 20 and 26 October 2007.

(b) The report is a historical record, and characterisation of the surviving part of RAF West Ruislip, formally known as No.4 Stores Depot and subsequently as No.4 Maintenance Unit. Today the depot site is fraction of its original size with two main areas redeveloped for housing, one of these was built c.1983 with 74 houses as a family housing site for the US Navy.

(c) The site is 15 miles north-west of central London in the London Borough of Hillingdon and is reached from the High Road, Ickenham which connects Ickenham and Uxbridge with Ruislip. The site is now bounded by public roads to the north-west (High Road, Ickenham) and south-west (Austins Lane). These roads are mainly residential with some commercial property along the High Road.

(d) West Ruislip Station is at the northern corner of the site and connects West Ruislip with central London. Privately owned housing adjoins the eastern boundary. Access to all areas including the American Elementary School and family housing is via Aylsham Drive and Heacham Avenue which divide the base area into three parts.

(e) The site falls gradually from north to south with a bank following the line of the Canal Feeder where its course is parallel with the High Road (from the tennis courts to the chapel building). The site is generally open in character, but the northern third of the site is dominated by Building 101 and hard surfacing mainly covers this area. This contrasts with the open grassed sports field that forms most of the southern third of the site. The chapel site is located between the sports field and the northern area with the chapel forming the centrepiece of a terraced site; between here and the northern area is a tarmac car parking area and tennis court.

(f) As originally built in 1918, the depot was split into two main sites separated by the Great Western Railway. The Regimental Site was located to the north of the railway and south of it is the depot. This report is mainly concerned with the depot site, however Chapter 3 is an overview of the history of the northern site, including the RAF Record Office, which was the main unit occupying this area post-WWI.

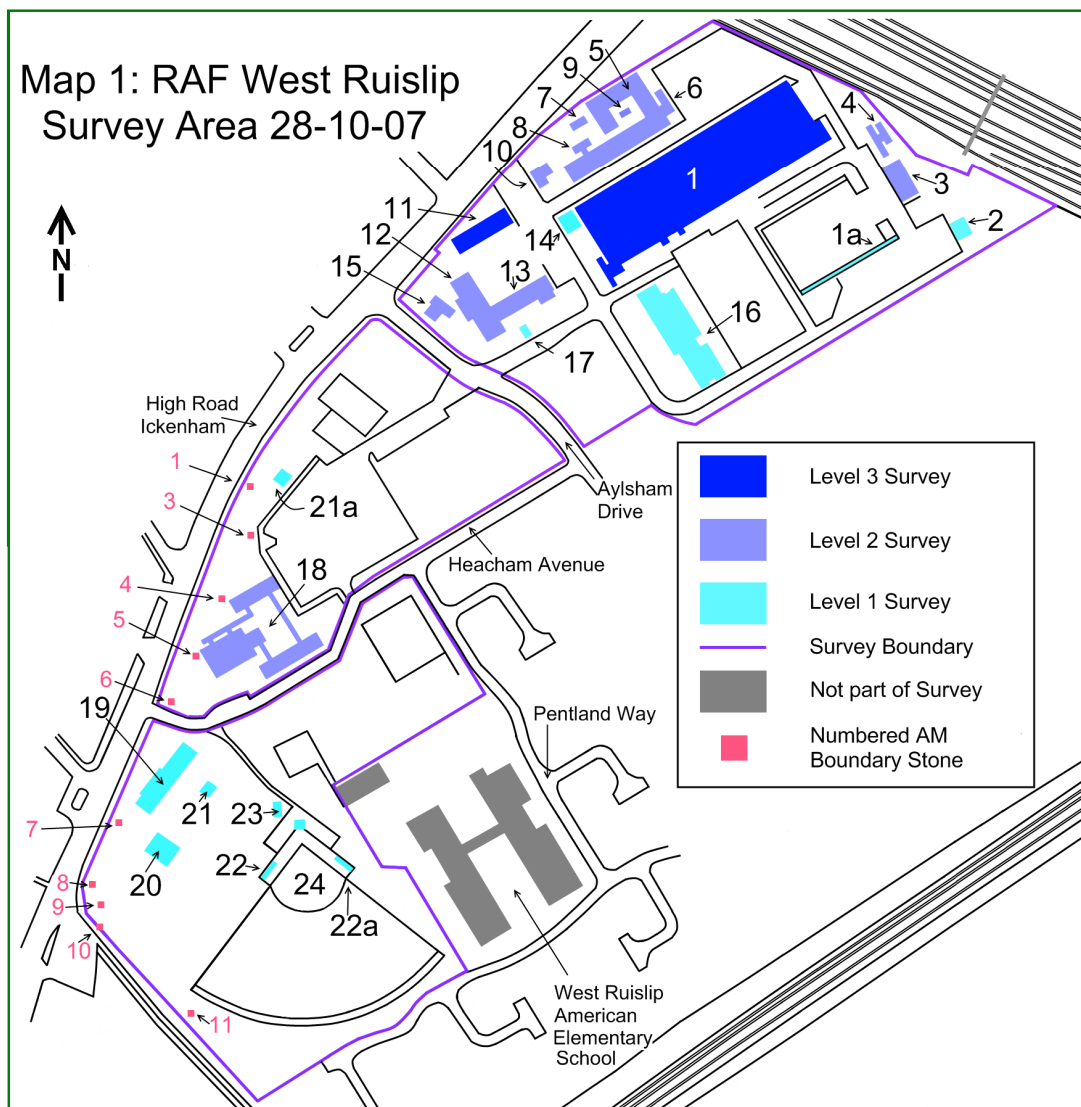
1.2 Limitations of Survey

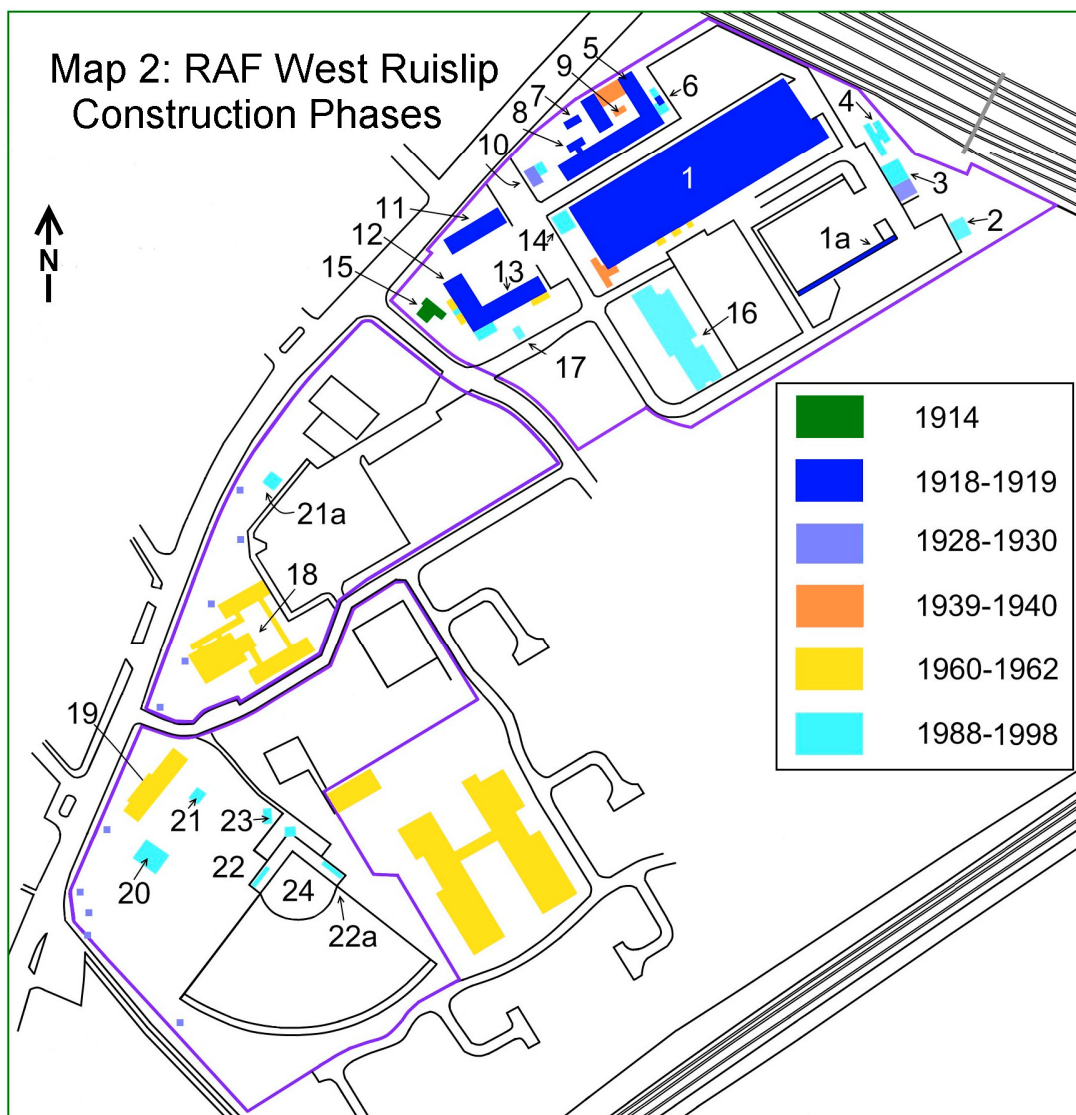
- (a) The report contains a gazetteer of all extant buildings within the three main parts as they survive today and in advance of redevelopment. The survey area therefore is limited to the three parts making up the base area as shown in Map 1.
- (b) It does not examine the surviving buildings on the former Regimental Site or the American Elementary School and the family housing attached to the site. It therefore focuses on the three main areas of the site defined by the boundaries of the perimeter fencing.

1.3 Notes on Sources

(a) Primary sources relating to the No.4 Stores Depot and 4 Maintenance Unit (MU) are preserved in fairly large numbers within The National Archives, and are part of a much larger collection of documents relating to RAF Maintenance Command. These are mainly found under the Lettercode AIR. The Official History of RAF Maintenance Command (AP3397), published by the Ministry of Defence in March 1966, is another good source of information. There is very little in the way of surviving records in National Archives relating to the period when the stores depot site had been taken over by the Third Air Force, and subsequently by the US Navy. Consequently very little is known about the history of the site post-1957.

(b) Large scale Air Ministry Directorate of Buildings and Works building type-drawings and record site plans are another key source although these are restricted to just four drawings. Copies of these are preserved at the RAF Museum, Hendon.





1.4 Acknowledgements

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Chapter 2: History

2.1 Background to No.4 Stores Depot

(a) Prior to WWI all aeronautical stores were under the control of the Army Ordnance (Aircraft Supply) Department, and the storage of these was maintained at Farnborough.

(b) In 1915 the Ordnance Aircraft Stores Depot was formed at Farnborough and consisted of 'A', 'B', 'C', 'D' and 'E' Groups. In the latter half of 1915 the equipment held at Farnborough in these groups was dispersed as follows:

- Greenwich – 'B' and 'C' Groups (tools and MT spares)
- North Kensington – 'E' Group (engines and engine spares)
- Milton – 'A' and 'D' Groups (aeroplane spares)

(c) The North Kensington Depot accommodated at the Clement Talbot works was designated as No.2 Stores Depot.

(d) In 1916 the Clement Talbot Works was urgently required by the Ministry of Munitions in order to augment mechanical transport output, and consequently all the equipment held there was transferred in June 1917 to Regents Park, London. Buildings for the necessary accommodation had been specially erected to plans drawn up by Staff Captain T O Lyons of the Military Aeronautics Directorate at the War Office, and in conjunction with Sir Frank Baines of HM Office of Works.

(e) In the early part of 1916 the spares for training aeroplanes were transferred from Milton to the Agricultural Hall Islington, but during the latter half of that year it was found that the accommodation there was inadequate. The stores were then transferred to the Friswell's Motor Car Works at 1 Albany Street, which became known as No.4 Sub-Stores.

(f) The new facilities again proved insufficient, and were subsequently expanded with the use of a disused chapel in Fitzroy Square, Islington, the premises of Rackstraw, the drapers, as well as the Stanley Hall, Holloway. All of these were later amalgamated in the Druce repository in Baker Street.

(g) In 1917 No.4 Sub-Store at 1 Albany Street, including its own sub-store at Baker Street, was renamed No.4 Stores Depot.

(h) Wing Commander Lyons originally selected the new site at Ruislip in March 1915, with a view to incorporating the existing Ordnance Aircraft Stores Depot at Farnborough. It was later decided by the Deputy Director Military Aeronautics (Air Vice Marshall, Sir W S Brancker), and the Quarter Master General at the War Office that the acquisition of the land should not go ahead. Instead the Ordnance Aircraft Stores Depot should be sited adjacent to the large Army Ordnance Depot then being erected at Didcot.

(i) The matter thereafter laid dormant until February 1917, when it became evident that the new Milton Ordnance Aircraft Stores Depot had become stagnated in its working, owing to the demands of the larger Army Ordnance Department having priority over the Royal Flying Corps. Another large depot would therefore have to be built near London and the Inspector of Store Depots, Lieutenant-Colonel A Fletcher, estimated the area required to be 400,000 square feet. Site visits to several locations

were carried out on 3 July 1917 and it was agreed that the one at Ruislip was the best location and the site chosen was in fact the same one suggested in 1915. Its main advantage over the other sites being that it is at the junction of the Great Western and the Great Central Railway with the Metropolitan Railway running alongside the southern boundary. This would enable the depot to feed any part of the United Kingdom. Steps were then taken for the site to be requisitioned under the Defence of the Realm Act, or by agreement. A regimental camp was also to be built, partly on the depot site, and partly to the south-east of the Metropolitan Railway.

2.2 Costs

(a) The original estimate was £235,000, but after 1 February 1918 the Air Ministry had sanctioned a further £25,347, making a total of £260,347 to complete the work. By end of that year the expenditure had risen to £427,787 and another £30,000 was required to complete the work in hand. In actual fact the final costs were as follows:

▪ Original estimate	£235,000
▪ Extra costs due to rises in wages and materials	£88,000
▪ Additional work	£276,000
▪ Excess cost due to poor quality labour	£137,000
▪ Total	£736,000

(b) An early plan called for eight sheds with an area of 400,000 square feet, railway sidings, an office block, MT shed, and a small camp for 470 officers and men with day accommodation for 300 women. A sewage works was not indicated on the original plan. Subsequent to this layout, additional sheds were then asked so that now the extended storage area amounted to 630,000 square feet. The sidings were also to be extended, their approximate length being 2,700 yards as against 1,000 yards as first thought. A narrow gauge system was also to be laid through many of the sheds – but this may not have been built.

(c) Another factor for the increase in costs was the heating and ventilation scheme for the sheds and with it the provision for two boiler houses.

(d) Due to the increase in establishment required for the extended depot a larger regimental camp was now required, the establishment having been raised to about 1,400 including 600 women for which a women's hostel was to be constructed¹. The result was that the site for the 1917 camp had to be abandoned in favour of another one to the north of the GW railway. This site was on a slope requiring extra foundations which added further to the cost.

(e) The enlarged camp and its distance from the depot, also greatly increased the cost of lighting, water supply and drainage. In addition the increased establishment meant that a purpose-built sewage disposal works had to be built.

¹ It was built for 632 women, a canteen was provided for 96 but was capable to be expanded to site 350

2.3 Construction

(a) The original main contractor for the erection of the sheds is thought to have been a United States Army civil engineering company (or a firm called American Construction Company). At least while the war was in progress, but as soon as the Armistice had been signed, the company had left to return to the USA. Another contractor was Willett – a carpentry firm.

(b) The architect of both the site layout and the buildings was Lieutenant JGN Clifts, Royal Engineers who also designed the Officers' Mess at Uxbridge and the mess in its original form at Northolt. The layout of the site and the locations of the sheds could only be planned once the railway siding requirements were known², including the necessary 400ft radiuses of the lines serving them. The railway station sidings in July 1917 had a daily traffic of 30 wagons in and 35 wagons out as well as ten unloaded arriving and five issued out. Materials for building the depot were to arrive by rail which was estimated to be 60,000 tons and the maximum number of wagon loads was thought to be 100 per day. Therefore a temporary sidings had to be laid, where the permanent was due to be built which meant that the contractor's sidings would have to be lifted before the War Office/Air Ministry one could be laid. An added complication was that there was quite a gradient leading from the railway to the sheds and the difference would have to be made up with new clay this did not matter for the contractor's sidings but certainly would for the permanent one.

(c) The building work was then commenced but the Armistice was signed before all the sheds had been completed.

(d) On 13 December 1918 the following works had been completed or were underway:

- Stores Sheds – 1, 2, 5, 6, 7, 8, 9 and 11 were all complete. Sheds 3 and 4 were delayed owing to their construction in reinforced concrete? Another problem was the installation of a 60 feet wide travelling crane which was originally going to be at the western end, but then the RAF wanted the crane fitted in the centre of both sheds. Work was accordingly diverted to other sheds to complete them to allow time for a new drawing to be completed with the cranes fitted in the new position. Gantry work was proceeding in Shed 10 (finished in another three weeks) and Shed 12 (finished by the middle of February 1919).
- MT Sheds – This work had been held up for want of carpenters. Arrangements had been made to get the carpenters working on Shed No.10 to move to the MT Sheds once they had finished.
- Electrical Supply – The cable had been laid from the Transformer House at Ruislip to the Transformer House on the camp where the installation was complete and the switchboard would be ready once the wiring had been completed. The erection of poles within the camp was underway and the external wiring was expected to be completed in six weeks, Internal wiring would take some three weeks after this.
- Work on the heating of the sheds was slow, owing to the difficulty in getting the necessary boilers. The first boilers were due to arrive in January.

² The final scheme was worked out with GWR on 1 July 1918 but then came disagreement between the two railway companies about how wide the GWR bridge over the Metropolitan Railway should be. It was not until September that everyone was in agreement and the sidings could finally be built. Then came the shortage of bricks!

- Officers' Mess – The building was finished, although a few of the internal fittings had yet to be installed, and to make up the approach paths. It was occupied a few days later.
- Officers' Sleeping Quarters – These were all complete except for fitting of lavatory basins in the cubicles.
- Navy and Army Canteen Board (NACB) and Institute – Built for 396 men, but the establishment was later increased to 544 and this was achieved with sectional-timber hutting.

(e) The depot at Wormwood Scrubbs was going to be converted into a MT Repair Depot and the Propeller Repair Section there was due in May 1918 to be moved to Ruislip. At this time, the railway sidings feeding Sheds 6 and 11 had yet to be started as the final layout had yet to be agreed with the railway company, which finally took place on 1 July 1918. Furthermore the stores held at White City were being prepared to be moved to Ruislip. By 23 July 1918, the depot was still not finished and the new sidings had still yet to be built as the contractor erecting the store sheds was still using his temporary sidings. The White City stores had by now arrived and was now being stored inside the completed sheds. It was however, difficult to supply anything from these stores to RAF units because of the lack of sidings. The Baker Street stores of Avro spares were also by now being diverted to Ruislip plus its stocks of propellers. In October 1918, the shortages of labour, bricks for widening the railway bridge, and the making up of the levels in clay of the siding, led to a delay in laying the railway track to the completed sheds.

(f) There was also a delay in completing the regimental camp, due to the fact that during the early stages of the work, the layout of the camp was changed yet again. The resident engineer supplied the original layout plan for the new site on the 15 February 1918 and the final revised layout was not received until the 18 May. Since that date, the work had proceeded without delay. The changes in the layout of the camp was due to the increase (again) in the size of the depot and the increase in establishment by another 20%. This mainly affected the planning of the Women's Hostel, the plan-form of which was changed considerably from the original layout.

(g) As the Women's' Hostel would not be completed before January 1919, it was proposed to hire Kings Head Farmhouse as a temporary hostel to accommodate thirty women. The women were experienced technical storewomen and clerks. Rates of pay for civilian subordinates who were required to replace airmen on demobilisation in 1919 were as follows:

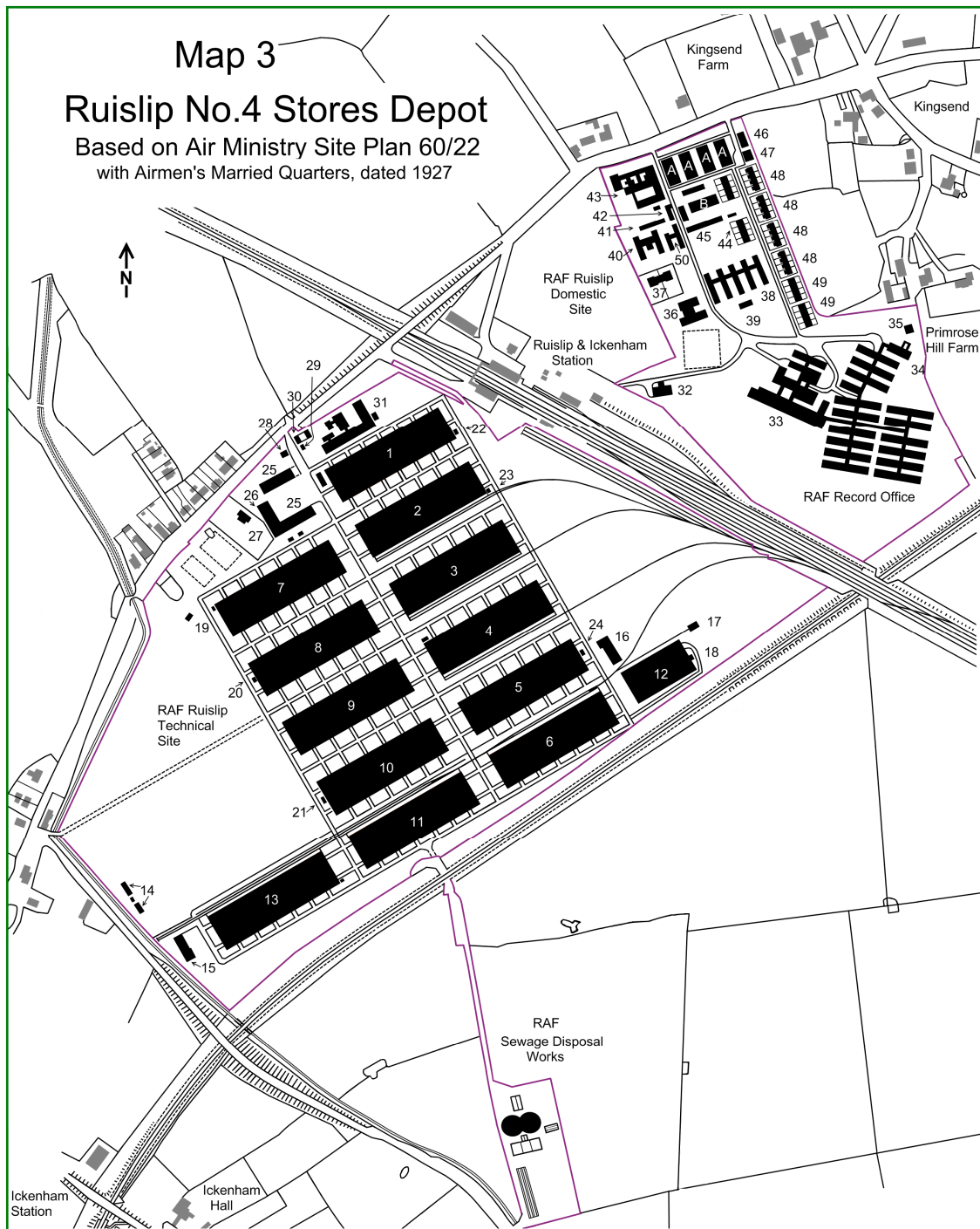
Head Clerk – 66/6d Supervisors – 61/6d Ordinary Clerks – 56/6d

(h) All the above had an overtime rate of one half of the weekly rate up to a maximum of 12 hours a week

Female Clerks – 36/6d Shorthand typists – 41/6d

(i) Working hours were 45 per week exclusive of the midday meal interval for male clerks and 42 hours exclusive of the midday meal break for female clerks.

(j) The buildings at the regimental camp were nearly complete by February 1919, with the exception of the Women's Hostel. Heating and electrical services to the main depot was still in hand as was the building of the Sewage Disposal Site. Toilets were to be based on a permanent establishment of about 1,000 women.



Building Schedule

1	Shed 1	8	Shed 8	18-24	Latrine Blocks	34	CO's Married Quarters	44	Airmen's MQs Type 'B' (2 blocks)
2	Shed 2	9	Shed 9	25	MT Shed	35	Water Tower	45	Quartermaster's Offices
3	Shed 3	10	Shed 10	26	Repair Shed & Stores	36	Officers' Mess	46	Guardhouse
4	Shed 4	11	Shed 11	27	Married Officer's Quarters	37	WO's Married Quarters	47	Coal Yard
5	Shed 5	12	Shed 12	28	Petrol Tank	38	Officers' Quarters	48	Airmen's MQs Type 'B'
6	Shed 6	13	Shed 13	29	Timekeeper's Office	39	Latrines	49	Airmen's MQs Type 'B'
7	Shed 7			30	Guardhouse	40	Canteen	50	Sergeants' Mess
14	Civilian Officers' Quarters			31	Depot Offices	41	School & Education Office	A	Barrack Block
15-16	Boiler House			32	Sick Quarters	42	Quartermaster Stores	B	Barrack Block
17	Locomotive Shed			33	RAF Record Office Extension	43	Institute		

2.4 Water Supply

(a) At the time of construction in January 1918, the Cole Valley Water Company had stated that their leading main from the company's pumping station was 14in in diameter with the station at 202 feet above Ordnance Datum (OD). This leading main was tapped at Potters Street, Pinner by means of a 6in main and was carried at that diameter to High Grove, Eastcote (a distance of 2,932 yards). Here the main was reduced to 4in as far as Ruislip village³ (a distance of 1580 yards). It was then reduced still further to 3in in diameter from the village to just beyond Kings End Avenue (a distance of 697 yards). The main then continued on to the Ruislip and Ickenham Railway Bridge at this diameter. The company's main was therefore totally insufficient to meet the stores site's fire protection requirements. To get round this problem the company proposed laying a dedicated 6in main direct to the stores site for a distance of 3,677 yards⁴.

(b) The first equipment received at Ruislip was that of the Propeller Making Section, which had transferred from Wormwood Scrubbs, this site had previously been a Royal Naval Air Service Unit. Subsequently the equipment from the former Sub-Store at Baker Street was moved to Ruislip and later too was the stores from 1 Albany Street.

(c) In May 1919, owing to the public grounds occupied at Regents Park being required, arrangements were made for the removal of stores from No.2 Stores Depot to Ruislip and this unit was disbanded as soon as the task had been completed in February 1921.

2.5 Land Purchase

(a) On 3 September 1919 the Air Ministry (AM) Deputy Chief Valuer & Compensation Officer wrote to the surveyors commissioned by Edward Hilliard, saying that the depot was now required for permanent use by the RAF and that they wished to purchase the land. The area in question was 36,686 acres, owned by him, and the Air Ministry offered the sum of £5,900 for it – provided the land was free of land tax, tithe and corn rents etc. The AM required also to be entitled to any grazing rights which Hilliard had on land owned by the Grand Junction Canal Company (plot Nos. 42, 43 and 70). The purchase had to be completed by 25 December 1919 and the offer had to be accepted by 29 September. Hilliard did not accept this offer straight away, and the AM subsequently increased it on 13 January 1920 to £6,350 (it had to be accepted by 17 January and completed by 25 March 1920). He accepted within the time period, but on the condition that he had a right of access to his land which was now going to be cut off by the Sewage Disposal Works. The sale was fixed for completion on 24 June 1920.

(b) One of Hilliard's tenants was Mrs Saitch whose tenancy of Home Farm was terminated by notice at Michaelmas (29 September) 1919. For some reason she never actually acknowledged this⁵, as she was still paying rent, and occupied the land up to 29 September 1920. Mrs Saitch had paid up her rent to Hilliard on that date (her rent was £34 per annum). She was also paid compensation by the local military authorities for the period 29 September to 25 March 1921, which the

³ The estimated population of Ruislip in March 1917 was 2,300 and if you multiply this by 28 gallons (the average supply per head of population for the area), it gave a daily consumption of 64,400 gallons.

⁴ AIR 2/62

⁵ not fully explained in the records)

controller of lands felt she was not entitled to and took steps to recover this money. Her tenancy agreement was then terminated⁶.

(c) The other tenant was Mr Ewer of Primrose Hill, Ruislip, who paid Hilliard £39 per annum. His tenancy was terminated on 30 January 1921, to which Ewer had acknowledged the receipt of giving notice to vacate the tenancy of Fields 46 and 47 at Ickenham, and of Field 759 at Ruislip.

(d) There were also problems regarding the boundary between Hilliard's land and that belonging to the Grand Junction Canal Company.

(e) The Crown was also immune from the Housing, Town Planning Act, 1909 (under which the Ruislip Northwood Town Planning Scheme, 1914 was made). Therefore if the Crown sold any part of the site, the purchaser would be bound by this scheme.

(f) Mr Ewer owned the land north of the railway, on which was built the WWI Regimental Site. This was purchased from him at a cost of £9,000 plus £58 surveyors fees, and in addition Ewer also had a claim of 1/- rent per annum in respect of an existing water supply pipe running through his other property. The sale was completed on 25 March 1920 and the area mounted to 43,321 acres⁷.

(g) Once the AM owned the land, they installed numbered boundary stones around the perimeter of all three sites (stores, depot and sewage works). These were sited wherever there was a change in direction of the boundary, and at all entrances to the sites.

(h) At the end of December 1923, the AM also purchased, at a cost of £1,050, a house called 'The Rosary', from Arthur Sims for use as married quarters. This was located on land that was formally part of Kings End Farm⁸.

(i) In April 1928, a house called 'Ashbourne' (formerly named 'Durano') on the Ickenham Road (plot No. 85 on the Kingsend Estate) was purchased by the Air Ministry at a cost of £1,250 for use as married quarters. The vendors were Conrad Chawner Burdge and Mary Chawner Gower (nee Burdge), the wife of Wilfred Ernest Gower of Little Mead, Sharp's Lane, Ruislip.

⁶ AIR 2/23

⁷ AIR 2/23

⁸ AIR 2/261

2.6 Closing of Footpaths

In 1922 the Air Ministry was successful in applying for an order to permanently close a public footpath, without the provision of an alternative one, but agreed to make a contribution of £750 towards the cost of maintaining Green Lane. The original route of the footpath began at Long Lane (adjacent to the house known as 'Fairlight') in a southerly direction, following the northern edge of Field No.45, then veering across the south end of Field No.48 and over the Metropolitan Railway, across the field there to join up with Green Lane. The final Order was dated 15 October 1924 and this rescinded the previous two, (dated 20 July 1922 and 19 July 1923) which had stated that an alternative route for a footpath should be found⁹.

2.7 Packing, Stores and Workshops - 1918-1920

(a) Only two sheds had been completed by July 1918, whilst in September and October the following sheds were in use on a temporary basis (October shown in brackets):

- No.1 Shed Not finished (seaplane components)
- No.2 Shed Packing & Carpenters Shop (with siding not built)
- No.3 Shed Receiving Shed (with siding not built) (carpenters & packing)
- No.4 Shed Issuing Shed (issuing shed)
- No.5 Shed Not finished (wood and metal fabric)
- No.6 Shed Salvage Shed (with siding not built) (plane repair)
- No.7 Shed Propeller Repair (seaplane fabric)
- No.8 Shed Not finished (seaplane fabric)
- No.9 Shed Not finished (not yet allocated)
- No.10 Shed Not finished (Avro fabric)
- No.11 Shed Propeller Repair (propeller repair)
- No.12 Shed Dope Shop (salvage)
- No.13 Shed Not built – available in December 1918 for propeller storage

(b) The Establishment for September 1918 was:

- Women 832
- Airmen 311
- NCOs 36
- Officers 58

(d) Courses of instruction were started at Ruislip for training stores officers and storekeepers as well as officers of the newly-formed Accountant Branch.

(e) The Balloon Stores Depot at Kingsnorth, and the airship station at Howden closed down in 1920, and with it came the transfer to Ruislip of stocks of kite balloons, spares, winches, and hydrogen plant. This task was completed the following year.

⁹ AIR 2/20

2.8 Homice Scheme

- (a) In 1921, there existed a 'Homice Scheme' whereby RAF Stations were to be defended against attack due to civil disturbance. The most important place at Ruislip to defend against such an attack would be the depot. It was assumed that personnel from the RAF Record Office would be drafted in to help defend the depot.
- (b) As part of the defence scheme to prevent rioters from entering the depot from the railway lines, the existing fences which were the property of the railway companies were removed and replaced with non-climbable fencing at a cost of £7,700 and was completed in 1921.
- (c) The strength of the RAF guard on 13 December 1920 consisted of one sergeant, one corporal, one acting corporal and 23 airmen.
- (d) From 1 April 1920 and throughout the 1920s, the depot was patrolled by a police guard provided by the Commissioner of Metropolitan Police. It consisted of eight single constables accommodated in the sick bay, and three married constables who had arranged for their own accommodation. Married Police officers were accommodated at 8,9 and 10 Park Road, Uxbridge.

2.9 1921 to 1938

- (a) The Commanding Officer, Wing Commander T O Lyons, OBE died suddenly in his quarters at 7.50 am on Monday 1 February 1926. Three days later he was buried with full Air Force Honours in Ickenham Churchyard. The entire depot officers and personnel, 50 airmen from the RAF Record Office and the RAF Central Band attended. Wing Commander F H Kirby, VC, CBE and DCM replaced him until 8 December 1926 when he retired. Squadron Leader B W M Williams (the Chief Stores Officer) replaced him on a temporary basis until he too retired on 28 March 1927.
- (b) The General Strike from 3 May to the 12 May 1926 passed off without incident – no depot staff joined the strikers.
- (c) Between 1919 and the outbreak of WWII, the depot stored complete aero-engines and spares, plus aircraft spares. In 1937 the main sheds held the following aero-engine spares and equipment:
- No.1 Shed 'A' Group holding complete aero-engines
 - No.2 Shed Salvage Section and Mobilisation Section
 - No.3 Shed Carpenters Shop and Mobilisation Section
 - No.4 Shed Transportation Shed
 - No.5 Shed 'A' Group – complete aero-engines
 - No.6 Shed 'C' Group– radial engines, spares and aero-engine starters.
 - No.7 Shed Metal Workshop and Station Stores.
 - No.8 Shed 'D' Group – held lubricating oils and greases and part of the Mobilisation Section.
 - No.9 Shed 'A' Group – complete aero-engines
 - No.10 Shed 'A' Group – complete aero-engines
 - No.11 Shed 'B' Group held stocks of 'in-line' engines and spares, including spark plugs, magnetos and ball-bearings
 - No.12 Shed 'A' Group – complete aero-engines and stores
 - No.13 Shed 'A' Group – complete aero-engines

On 1 January 1937 the total number of complete engines held was 2,092 and at the end of the month there were 2,954 aero-engines in store. Most of these engines and spares were obsolete, and orders were given to dispose of them as scrap, although some were sent to the training schools as instructional engines.

2.10 RAF Maintenance Command

(a) In September 1937 it was decided by the Air Council to set up a new organisation called RAF Maintenance Command to control and to co-ordinate the various maintenance services. and to acquire the present control organisation from the Air Ministry. Four groups were formed in 1939:

- 40 Group (Equipment) – for the custody and distribution of all equipment to home and overseas units.
- 41 Group (Aircraft) – the maintenance of all aircraft reserves; their allotment and delivery to home units and shipment overseas.
- 42 Group (Ammunition and Fuel) – Supply of bombs, ammunition, oxygen, aviation and MT fuel to all home units and shipment overseas.
- 43 Group (Repair) – The repair of all types of equipment and the salvage of aircraft beyond the capacity of the units to repair.

(b) On the outbreak of WWII, No.40 Group was commanded by Air Commodore R W Thomas and the group consisted of the following equipment depots:

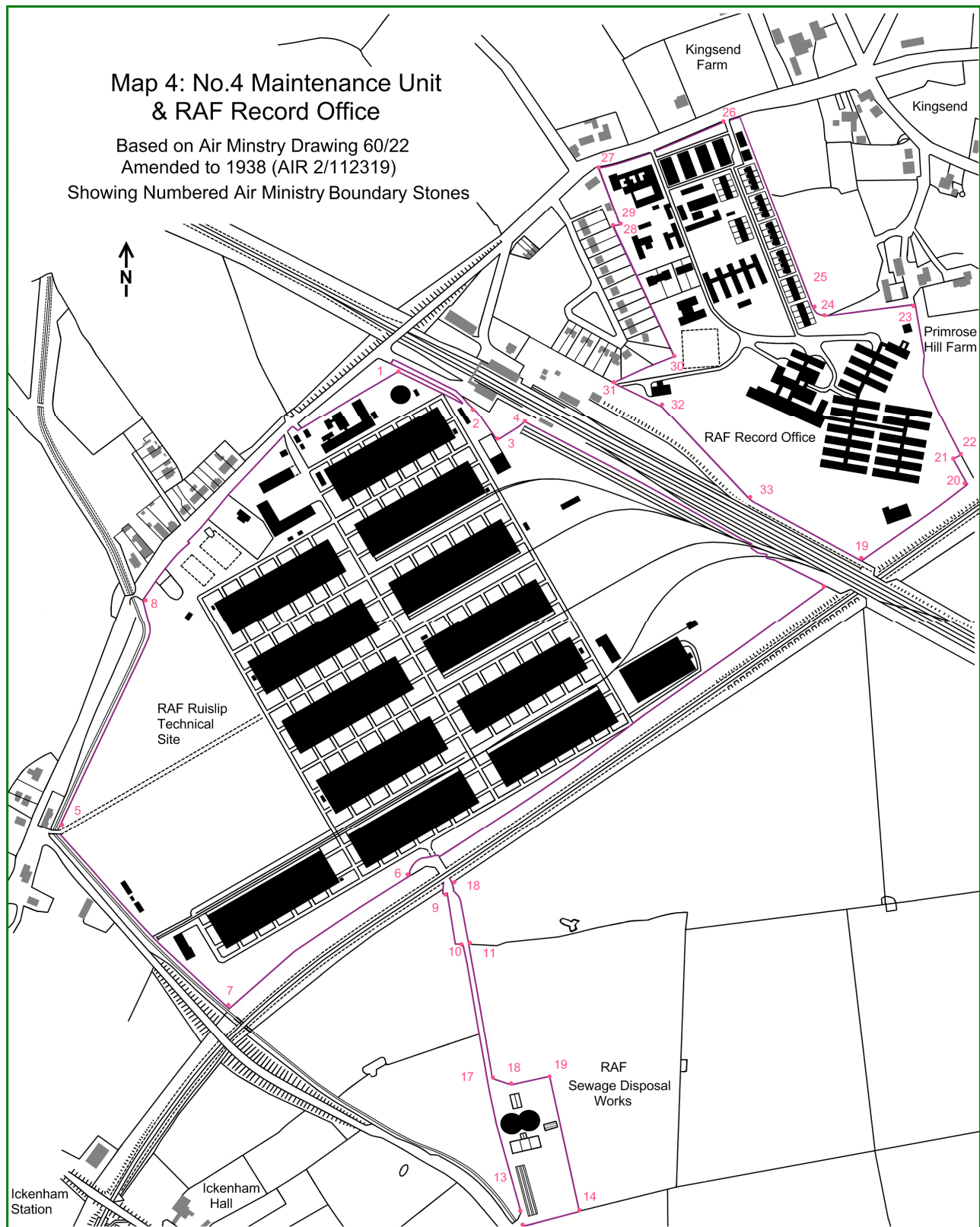
No.1 MU	Kidbrooke	No.14 MU	Carlisle
No.3 MU	Milton	No.25 MU	Hartlebury
No.4 MU	Ruislip	No.35 MU	Heywood
No.7 MU	Quedgeley		

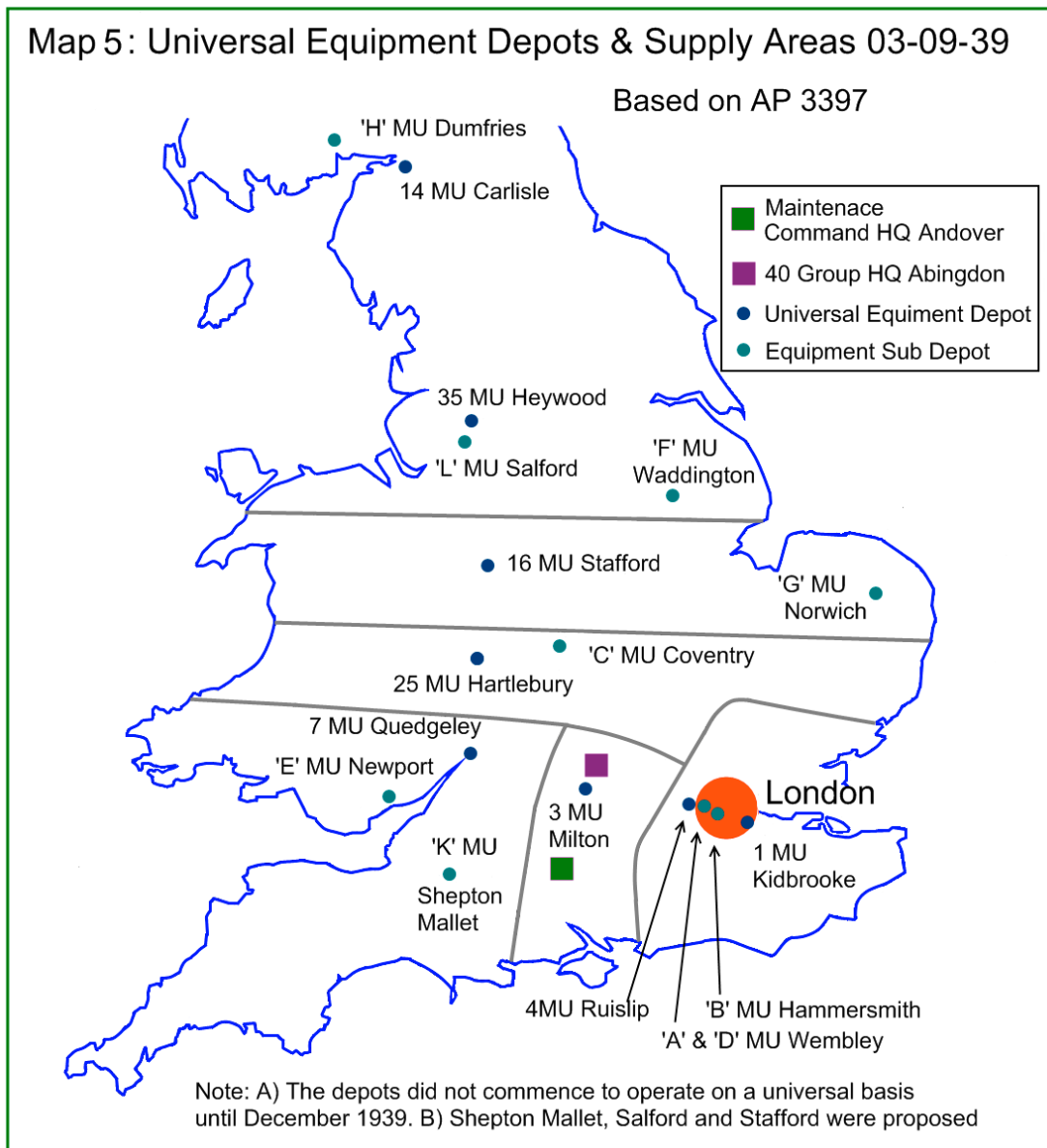
(c) In addition to these main depots there were eight sub-depots, used for storing various items of equipment:

'A' MU	Wembley	'E' MU	Newport
'B' MU	Hammersmith	'F' MU	Waddington
'C' MU	Coventry	'G' MU	Norwich
'D' MU	Wembley	'H' MU	Dumfries



Plate 3: Shed No.1





2.11 No.4 Maintenance Unit – 1939-1940

(a) It had already been noted before WWII that Kidbrooke was situated in a vulnerable position, and for this reason the majority of its stores had been transferred elsewhere. On 3 September 1939 the other six major Maintenance Units (MUs) were in the process of being re-organised as Universal Equipment Depots (UEDs). During the four weeks that followed, Quedgeley, Carlisle and Hartlebury were primarily engaged in packing and despatching equipment and MT vehicles for the units of the Advanced Striking Force (AASF) for service on the Continent.

(b) These depots also equipped and despatched the following:

- Nos.1, 2, 4, 5 and 6 Air Stores Parks
- Nos.1 and 2 Supply and Transport Sections (S&T) – to distribute petrol and oil
- Part of No.21 Aircraft Depot for the maintenance of the force.

(c) The 'Western Plan' for a war in Europe provided for the AASF to proceed to France in two echelons. The first echelon was to be No.1 Bomber Group with ten squadrons organised into five wings. The second echelon, to follow some 18 days later after the first, was to be No.2 Bomber Group with a similar number of squadrons and organisation. The AASF moved to France on 2 September 1939.

(d) At Ruislip up to 30 April 1939, nearly 100% of the requirement for engines, engine spares, oils and grease were packed (but not stored) for the following Continental Contingent Units:

- HQ No.2 Base Area
- HQ No.1 (Bomber) Group
- 71 (Bomber) Wing (two squadrons)
- 72 (Bomber) Wing (two squadrons)
- 74 (Bomber) Wing (two squadrons)
- 75 (Bomber) Wing (two squadrons)
- 76 (Bomber) Wing (two squadrons)
- No.1 Air Stores Park
 - HQ Section
 - No.1 Equipment Section
 - No.2 Equipment Section
 - No.3 Equipment Section
- No.4 Air Stores Park
 - No.1 Equipment Section
 - No.2 Equipment Section
 - No.3 Equipment Section
 - No.1 S&T Section
 - No.1 Medical Receiving Station
- 5 Air Stores Park
 - HQ Section
 - No.1 Equipment Section
 - No.2 Equipment Section
 - No.3 Equipment Section
 - No.2 S&T Section
- 21 Aircraft Depot (mainly Lysander spares)
- e) The base also undertook packing for the following units:
 - 1 Port Detachment (oils and grease only)
 - 2 Port Detachment
 - HQ RAF Component Field Force
 - Communication Squadron (HQ and one flight)

- HQ No.50 (Army Co-operation) Wing (oils and grease only)
- 2 (Army Co-operation) Wing
- 2 (Army Co-operation) Squadron (Lysander engine spares)
- 4 (Army Co-operation) Squadron (engine spares plus oil & grease)
- 13 (Army Co-operation) Squadron (Lysander engine spares)
- 16 (Army Co-operation) Squadron (engine spares plus oils & grease)
- 26 (Army Co-operation) Squadron (engine spares plus oils & grease)
- 53 (Army Co-operation) Squadron (engine spares plus oils & grease)
- 59 (Army Co-operation) Squadron (engine spares plus oils & grease)

- HQ No.70 (Bomber) Wing
- 18 (Bomber) Squadron (Blenheim)
- 29 (Fighter) Squadron (Blenheim)
- 57 (Bomber) Squadron (engine spares, plus oils and grease)

(d) Whilst Ruislip carried out all of the packing for the above units, once packed, the cases were sent to either Hartlebury or Quedgeley for dispersal, rather than centralised storage at Ruislip. All packed engine spares and equipment as listed above were despatched by 24 July 1939.

(e) For the next few months, the unit was engaged in the issuing of Small Arms Ammunition (SAA), mainly of belted .303 Mk.I, Mk.IV and Mk.VII ammunition to the various Air Stores Parks destined for the Continent. Other work included Mobilisation Packs for No.21 Air Stores Park.

(f) On 10 September a number of Merlin Mk.III engines and spares were received from Hartlebury for despatch abroad in tin-lined cases. On receiving these engines, the following work was carried out:

- 32 engines – hand-turned and sprayed with inhibitor, the obliteration of RAF numbers, and removal of maker's name and data plates
- 22 engines – vacuum pumps and constant speed air-screw control units fitted
- 64 magnetos – inspected
- 10 magnetos – contact breakers fitted
- 10 engines – modified by Rolls Royce mechanics

(g) The engines were re-loaded into their cases for despatch to Liverpool docks by road on 12 September 1939.

(h) On 9 February 1940 No.43 Group assumed technical control of the workshops at 1 MU Kidbrooke and 4 MU Ruislip. These two MUs remained under the administrative control of 40 Group such that the repair group was only responsible for the input and output to and from the workshops. To separate the two group functions at Ruislip and Kidbrooke, it was decided to form 'M' MU at Kidbrooke and 'P' MU at Ruislip to take over the 40 Group functions, which previously had been the responsibility of 1 MU and 4 MU. From January the operations record book for 'P' MU was compiled separately from that of 4 MU. The temporary MUs only lasted until

August 1941, when they ceased to exist as independent units and the responsibility for their administration was transferred to 'A' MU at Wembley.

(i) This increase in repair capacity and the allocation of considerable quantities of ancillary equipment for overhaul by the Civilian Repair Organisation resulted in the stimulation of the activities at the repair depots during February 1940. The manufacture of engine packing cases, of which 28,000 were required, was transferred from Ruislip to the St Athan depot as 4 MU were only able to have an output of just 50 per week!¹⁰



Plate 4: Shed No.1, Bay 'B'

2.12 No.4 Maintenance Unit – 1941

(a) The Ruislip depot took over No.71 MU at Slough in January 1941 and 400 more civilian staff were recruited putting a strain on the canteen which was struggling to cope with the increased establishment including the additional work involved in feeding one hundred airmen and 30 defence troops. The food shortage and rationing situation didn't help either. Lunch-time ENSA concerts were given to civilian and military personnel, and music concerts and dances were held in the evenings. The canteen block was extended in May 1941. A NAAFI canteen was erected at one end of the dining room and cookhouse (on the old Regimental Site) which opened for sales on 6 May 1941.

(b) The strength of the civilian establishment in February 1941 was 76 clerical and 990 industrial personnel, which in May had increased to 81 and 1,047. A nominal 30 airmen and one NCO were engaged in manning the gun sites; there were also two RAF cooks, an RAF guard party of 72 airmen armed with rifles, 20 officers belonging to the MU, and three WAAF's.

¹⁰ Maintenance

(c) There were seven machine gun posts placed around the depot and one observation post, each post could be manned by three gunners for a 24 hour period of duty, while OPs were manned by one Corporal for two-hour periods over 24 hours. Air-raid shelters were erected inside and outside the main sheds; these were built in April 1941. The perimeter was also constantly patrolled during the night by the local Home Guard unit. No.114 Air Training Cadets was also attached to the unit and occupied one of the buildings.

(d) On 20 June, the Repairable Equipment Division was renamed No.7 Repairable Equipment Unit (REU) and became a lodger unit at 4 MU. There were nine of these units in the UK; three (1, 2 and 3) were administered by the Civilian Repair Organisation, and the other six were administered by 43 Group. Each REU specialised in a particular range of equipment. At Ruislip No.7 consisted of 'A' and 'B' Groups, handling repairable engine spares and accessories, propellers, and marine spares. The idea was that the equipment could be surveyed, classified and issued to repair units or contractors.

2.13 No.64 Maintenance Unit – Ammunition Storage

(a) Storage of ammunition and oxygen cylinders continued throughout 1941 and at the end of November of that year, a new dedicated ammo-oxygen maintenance unit was formed within 42 Group at Ruislip, known as 64 MU. This unit took over responsibility for storing ammunition from 4 MU; headquarters was to be retained at Ruislip with a sub-site at Woodside Place, Hatfield and a further one opened at Oaklands Park, Newdigate on 23 March 1942.

(b) The Ammunition Supply Chain was:

- Ruislip – supplied Northolt, Hawkinge, Manston and West Malling
- Hatfield – supplied Hatfield, Hunsdon, Sawbridgeworth, Luton and North Weald
- Newdigate – supplied Tangmere, Westhampnett, Ford, Shoreham, Redhill, Kenley, Biggin Hill, Croydon and Gatwick (this site was eventually handed over to Gatwick for parenting)

(c) On 16 June 1942 a new sub-site was open at Warley Barracks, Brentwood which was responsible for supplying issues to the RAF stations at Hornchurch, Southend and Bradwell Bay.

(d) Typically issues of ammunition shipped from HQ to sub-site and from sub-site to sub-site whenever stocks got low. The inter-unit tonnage issues for 64 MU, Ruislip for 27 June 1942 was as follows:

- | | |
|-------------------------|----------|
| ▪ Ruislip to Hatfield | 314 tons |
| ▪ Ruislip to Newdigate | 170 tons |
| ▪ Ruislip to Brentwood | 12 tons |
| ▪ Hatfield to Newdigate | 170 tons |
| ▪ Hatfield to Brentwood | 96 tons |
| ▪ Railway trucks in | 95 |
| ▪ Railway trucks out | 7 |

- MT vehicles in 97
- MT vehicles out 12

- Oxygen cylinders – received 115 tons, issued 121 tons.
- Cylinder lorries – in 52 and 54 out.

(e) Just before the headquarters of 64 MU was transferred from Ruislip to Hunsdon another sub-site was opened on 22 July 1942 at Black Park to supply ammunition and oxygen stocks to Northolt and Heston. The transfer of parenting to Hunsdon on 14 August 1942 terminated Ruislip's association with ammunition storage and supply¹¹.

2.14 No.4 Maintenance Unit – Overhaul and Repair Centre

(a) After 1941, the depot mainly functioned as a repair and overhaul centre within 43 Group for a wide range of RAF equipment such as aero-engine accessories, propellers, oxygen cylinders, aircraft instruments, and cranes etc. Each of the sheds used as workshops had dedicated sections, staffed mainly by civilian male and female personnel, both skilled and unskilled tradesmen. Staff turnover within the civilian male population changed from one week to the next due to men being called up to the forces. There were always labour problems as there was a shortage of skilled tradesmen specialising in aircraft engine, radio and other skills. The training of female employees for skilled and semi-skilled grades was carried regularly to replace the men who had been called up for the services.

(b) Set out below is a list of the workshop sheds and their functions c.1944. It is presumed that the missing ones were used as stores or rail issuing.

- ❑ No.3 Shed Fabric Section (from February 1943)
- ❑ No.6 Shed Radio Recovery Section and Radar Section
- ❑ No.7 Shed Accessories Section
 - Magneto salvage, repair and testing, harness ignition looms, engine starters overhaul and the recovery of precious metals from old spark plugs. Also housed the technical stores. In January 1944, a new test house for testing American auxiliary power units was built adjacent to this shed and was commissioned in March.
- ❑ No.8 Shed Engine Shop (later Marine Engine Section)
 - The Perkins Section was closed down in January 1944. Seven Napier engines were issued each week in January 1944. A new Napier and Thorneycroft test bench was being built between February and July 1944. The target output for D-Day was 40 engines repaired and tested per month but this was not achieved until August. This was due to the poor spares situation and the need to cannibalise engines to achieve some form of output for the months leading up to and beyond D-Day.

¹¹ AIR 29/1020

- ❑ No.9 Shed Oxygen, Ground Equipment and Crane Sections
 - Breakdown and repair of Ransome Rapier Cranes and 'W' Group vehicles. Instrument Section and Oxygen Bottle Section
 - ❑ No.10 Shed Variable Pitch Propellers & No.7 REU
 - The servicing and repair of Rotol and de Havilland propellers output in April 1943 was 30 units per week
 - ❑ No.13 Shed & No.11 Shed 'W' Group
 - From 1941, 'W' Group assembled and tested an average of 20 Mobile Radar Units per month
 - ❑ No.14 Shed Moorings Section
 - Repair of chains with welding, annealing and tensile testing plant installed within the shed
- (c) Civilian strength at the depot in January 1944 was 1,862 personnel, broken down into the following categories:
- Clerical Male 39
 - Clerical Female 52
 - Industrial Male 812
 - Industrial Female 959
- ❑ RAF and WAAF Personnel Strength in January 1944:
 - Cooks 2
 - Warrant Officers 3
 - Flight Sergeants 9
 - Sergeants 13
 - Corporals 44
 - Airmen 291
 - ❑ WAAF Strength:
 - Corporals 1
 - Airwomen 10
- (d) The employment of part-time female labour also ceased during March 1946.

2.15 No.4 Maintenance Unit – Radio Section

(a) Radio and RDF (radar) formed an important part of the 4 MU repair and manufacture organisation, and this included the preparations for D-Day and radio countermeasures¹². In this connection, like that associated with the Air Component of the British Expeditionary Force in 1939 carried out at Ruislip, it deserved pride of place.

(b) Initially there were just two flights ('A' and 'B') but a third, 'C' Flight, was formed on 28 January 1943. The unit was at first handicapped by lack of storage space at the depot, so a site was found for parking 200 vehicles around 1.5 miles away from the unit. The main storage site was a 'C' type hangar at Abbotsinch near Glasgow, and the testing area for the RDF convoy crews was at Longcross.

(c) Radio commitments varied considerably and included the repair of airborne and ground W/T and airborne radar, plus the breakdown of obsolete W/T and radar equipment. In 1944, a lot of important work was done regarding the preparation and installation of mobile and transportable ground radar installations to meet the requirements of the Director of Radar. This included vehicles and trailers being fitted out with type 15 Mk.II sets, and during operation 'Meerschaum' of February 1944 working parties were sent out to eleven Type 6 stations to modify their equipment. The unit also completed the first Radio Vehicle 461 required urgently for a Type 21 Chain Home Interception Station and another seven were produced in March 1944.

(d) During the early part of 1944 the 2nd Tactical Air Force and the USAAF were supplied with up to date radar convoys (Type 9 and Type 432), complete with waterproofing kits for all vehicles. The radio section at Ruislip carried out the research and development of these kits, which enabled the vehicles to wade under power, through 4ft 6in of sea water.

(e) A prototype Type 6 Mk.VI vehicle was also completed in March and a crew from the radio section tested this at Sledge Green. A Master Operations Vehicle was another prototype that was developed and built at Ruislip (the first seven production models were then supplied in April).

(f) In May, the prototype Type 21 Convoy was completed and full production commenced of Ultra High Frequency (UHF) equipment (Type 13 and 21). The first Type 22 equipment followed this and to cope with the demand, the production of Type 11 sets (CHL/GCI)¹³ was transferred from 'A' Flight to 'C' Flight in order that 'A' Flight could commence on UHF equipment.

(g) Waterproofing kits were also developed for Type 7000 (GEE) and Type 9000 (OBOE) vehicles and a RV462 (OBOE) was successfully waded in a prototype bag, which enclosed the whole vehicle.

(h) Wading trials were then completed of radio vehicles Type 461 and 462 at COXE. The water proofing was achieved by enclosing them in specially designed waterproof canvas bags. They were waded in 4ft 6in of water with the 'seas' breaking over the bonnets for a full six minutes and the engines and chassis were found to be perfectly dry after landing.

(i) Not everything was successful however, as the preliminary tests carried out on the prototype Air Transportable GCI Mk.I equipment, at Farnborough were a

¹² The Radio Section may have originally been known as 'W' Section

¹³ A 50 cm decimetric radar working in the 500 - 600 Mhz band

failure. This led to the much improved Mk.II prototype, using a different aerial system, and production started in August.

(j) Work on the prototype RV475¹⁴ Operations Vehicle started in June and production began in September; development of the RV467 began in August, the type gaining its approval for production on 1 November.

(k) Work had begun in September on fully tropicalised Air Transportable GCI Stations for the Far East were produced, capable of being carried in three Dakota aircraft. These were designed, completed and shipped within five weeks to fulfil an urgent operational requirement shortly after 'D'-Day. Also the fabrication of parts for the Far East Air Ministry Experimental Station (AMES) Type 27 was commenced in October 1944.

(l) While all of this development work was taking place throughout the year at Ruislip, the radio section was also producing all of the mobile convoys of vehicles and trailers and pack-up kit requirements for each of the services. To this end, at the close of 1944, 320 self-contained mobile, and 720 transportable ground radar installations (pack-ups) had been prepared and shipped to the three fighting services and the Allied nations. This task involved a turnover of 1,323 vehicles and 8,300 tons of radar equipment, including 21 different types of specialist vehicles and a very large variety of technical equipment.

Table 1: Production of Mobile Vehicle Convoys & Pack-ups for 1944						
Month	Mobile Convoys	Pack-ups		Month	Mobile Convoys	Pack-ups
January	41	109		July	32	42
February	33	131		August	23	37
March	21	161		September	7	5
April	37	66		October	21	18
May	32	78		November	15	12
June	39	43		December	19	18

¹⁴ The numbered RV designations of OBOE equipment was obtained from classical musical scores

2.16 Post WWII – Vehicle Repair

(a) In March 1946 the repair of Napier Sea Lion Marine engines ceased and the space that this section occupied was taken over for the repair of MT engines and 10,000-mile vehicle inspections.

(b) Vehicle repair was a major part of the post-war overhaul and repair organisation at Ruislip, which involved:

- Shed 8 Overhaul and 10,000-mile inspections of Ford vehicles and Bedford tankers, together with 10,000-mile inspections of other types of vehicles. In addition this shed also carried out the overhaul of engines and gearboxes for Hillman vehicles from Shed 9 (overhaul time was around 80 hours per engine). Typically work included the repair of Bedford 1,000 gallon petrol tankers and Bedford troop carriers.
- Shed 9 Overhaul and inspection of 10,000-mile Hillman vehicles (less engine and gearbox). Typically 19 vehicles (nine Minx saloons and ten utility vans) were serviced in September 1947. Hillman vehicles were supplied from the storage site at Grafton Underwood airfield.
- Shed 10 Ground Equipment Section – overhauls of Moto-Lorain Cranes (this section may also have used Shed 7).

2.17 Other Repair, Overhaul and Conversion Projects

(a) The conversion of WWII aircrew coaches to mobile recruiting coaches was commenced in July 1946 and completed in May 1948. The Model Making Section had began work during July 1946 on MT display models, having just completed an airfield flashing beacon for Fighter Command. Models were produced for exhibitions as well as for training purposes.

(b) Commencement was made on the repair and overhaul of Brockhouse Landmark Beacons, the first 13 arriving in July 1948. Output of overhauled beacons varied between one and three per month.

(c) An important manufacturing job in December 1948, was a prototype and subsequent production run of 50 units of a pannier for the Lincoln bomber. The first one was supplied to Marham during January 1949.

(d) In March 1949 a Wild balloon winch was under conversion and modification as a glider winch; it was handed over to White Waltham for ATC glider towing trials. A total of 110 winches were required by Reserve Command and these were produced after a series of modifications had been identified following the trials. The first 50 had to be ready by 31 March 1950 and the last batch of 60 by 30 June.

(e) In April 1949 Shed 5 was handed over to the Third Air Force as a PX storage facility. A start was also made on servicing USAF vehicles.

(f) WWII bomber trolleys were converted to aircraft washing plant chassis; this work was completed by November 1952. Rigid and spring-loaded towing and steering arms were manufactured for the Washington aircraft and Austin K6 lorries were converted to carry 16mm projection equipment. Other projects for 1952 were repairing Goblin jet engine stands, the manufacture of transportation stands for de

Havilland Vampire and Venom aircraft, manufacturing adjustable aircraft servicing ladders, and the repair of trailer fire pumps¹⁵.

(g) Mechanical transport fourth line servicing was carried out during 1952 on Leyland Hippos, Thorneycroft Tenders, Landmark Beacons, Austin Fire Tenders, Austin Tipper Trucks, and Austin Signal Tenders.

2.18 Post-WWII Radio Section

(a) AMES Type 21 Convoys were produced in between January and March 1947 for the French, Belgian and Norwegian Governments, and a Type 22 was being prepared for the Swedish Government.

(b) The radio section had been performing very effectively in the immediate post-war period, such that it had been turning over radar vehicles faster than the MT overhaul party could service them. Consequently in January 1948 there was a backlog of serviceable radar vehicles that were not yet roadworthy.

(c) In January 1948 no Type 466 Radar Vehicles had been processed due to the system being badly designed – fractures had been found in the mechanical parts such as the main hinges. Currans Ltd who had manufactured the radar array were in the process of developing a series of modifications, but in the meantime the unit at Ruislip had produced hinges of their own design and had fitted them. After trials had been conducted locally the vehicle was returned to the company so that final modifications could be incorporated.

(d) The first Diamond 'T' Ground Controlled Approach (GCA) system was proved during February 1948. Output of this GCA equipment was maintained at about one set per month throughout the year.

(e) Also from February production was commenced on AMES Types 27 and 28 with an issue rate of one per month following satisfactory air tests. Field trials of completed units were conducted in June 1948 at Henlow. The Type 27 programme was completed during March 1949 and production of Type 28 sets was slow due to a shortage of aerial equipment but was finally completed in June of that year.

(f) A Type RVT 461 radar set on an Austin chassis which would have been sent to RAF Sandwich, was diverted to Heathrow Airport for use there on 24 March 1948.

(g) Two Type 22 convoys, consisting of six vehicles were dispatched during June 1948 and a third convoy would also be cleared within the month. These include AMES 22402, 22403 and 22044. Another 23 vehicles were despatched the following month (AMES 22044 with five vehicles, and AMES 22401, 21067 21074 each with six). This production rate was more or less maintained throughout 1948 and 1949.

(h) Four complete radio vehicle convoys consisting of 22 vehicles with Currans Type 15 Mk.III (RVT466) equipment were despatched in June to British Air Force Overseas (BAFO). Production of this equipment was slow during 1948 due to a lack of spares.

¹⁵ AIR 29/2082

2.19 Shed Allocation for October 1949

(a) As a result of the winding down of the radar programme Sheds 6, 13, and part of 11 were vacated by the Radar Section. All engine overhauls moved to No.8 Shed. The repair of Landmark beacons was moved from Shed 4 to Shed 9. The proposed shed allocation programme was as follows:

Shed 1	Unknown
Shed 2	Equipment Section
Shed 3	Carpentry Section (packing case makers, wood machinists, and paint spraying)
Shed 4	Carpentry Section (upholsterers, fabric workers and polishers).
Shed 5	USAF
Shed 6	Assembly Shop (Wild Winch, Thorneycroft, Landmark Beacons & Diamond 'T')
Shed 7	Electrical Shop, General Engineering Section, Model Section, Platting Shop and Photographic Section
Shed 8	Engine Shop (overhauls, sheet metal workers and tinsmiths)
Shed 9	Vehicle Shop (10,000 mile inspections, repairs and USAF vehicle servicing)
Shed 10	Vehicle Shop (stripping of all vehicles in for overhaul and repair)
Shed 11	Radio and Radar Section (PA systems, daylight cinema projectors and signal equipment)
Shed 12	No.3 MU Sub-Site
Shed 13	Assembly Shop (Wild Winches and Thorneycroft)

2.20 Rundown and Closure

(a) On 1 December 1955 RAF West Ruislip was formally handed over to USAF Third Air Force for use in consolidating units located at Cranage, Sealand and at other sites within the UK. No.4 MU remained at Ruislip until 1957, but from October 1956 it received no new work and on 31 January 1957 it had an establishment of 254 civilians.

(b) It was not until 28 February 1957 that all 4 MU buildings had been handed over to the Third Air Force; the canteen had already been taken over as an Air Ministry Staff Restaurant on 18 February, and was then managed by an outside contractor. The No.3 MU sub-site (Shed 12) retained their buildings for a short while longer and had a staff of 53.

(c) On 1 October 1962 the 7500th Air Base Group moved from South Ruislip to West Ruislip which replaced the 7553rd Air Base Squadron. This was part of a plan to consolidate bases in the London Area which also meant that the 7501st Support

Squadron at South Ruislip, the 7531st Air Base Squadron at Bovington, the 7532 Materiel Squadron at Denham and the 7533rd Air Base Squadron at Bushy Park were all disbanded.

(d) In January 1972 the South Ruislip Air Force Base had decided to reduce the size of its Headquarters, Third Air Force and to move from there to Mildenhall. This meant that a number of Air Force Department civilians employed both at South and West Ruislip were to be made redundant as a result of this redeployment. The first phase of the rundown was completed by the end of July 1972 and on that date 57 non-industrial staff and 20 industrial staff at both site became redundant. At that time a small number of personnel were relocated to West Ruislip. The second phase was the complete closure of South Ruislip¹⁶.

(e) In December 1975 the United States Navy took possession of the base at RAF West Ruislip.

(f) Navy operations at RAF West Ruislip were reduced beginning June 30, 2006 with a scheduled turnover of affected facilities on 1 October 2006. Facilities affected by the reduction will be included in the process of return to the host nation. This action was expected to save \$1 million annually in facility costs with additional savings to be realised in 2009. It will affect seven US service members, 55 DoD civilian employees and 95 British employees.

¹⁶ AIR 2/18729

Chapter 3: The RAF Record Office & Medical Survey Office

3.1 RAF Record Office

(a) In 1920 due to RAF personnel being de-mobbed, depot staff were mainly civilians other than officers with the depot having an immediate post-war establishment of just 13 RAF officers and 470 civilians. In June of that year the regimental camp on the eastern side of the railway was closed as surplus to requirements. This site remained part of the unit but on a care and maintenance basis (apart from the officers' mess which was still used).

(b) The site was re-opened in 1921 when part of it became the RAF Record Office, which occupied the old Women's Hostel as a lodger unit to the depot. This unit had moved from Blandford and was established at West Ruislip as an independent unit acting under the officer commanding No.1 Group for all purposes except records which came under the direct control of the Air Ministry. The officer commanding No.4 Stores Depot was responsible for local defence of both sites and the Clerk of Works at the depot was also responsible for the buildings used by the RAF Record Office.

(c) Under the authority of Air Ministry Weekly Order 166 of 1924, a clear line of division was drawn between No.4 Stores Depot, Ickenham and the RAF Record Office, Ruislip to constitute independent RAF stations with effect from 1 April 1924. The majority of buildings and their contents (including the officers' mess) on the Regimental Site were therefore handed over to the RAF Record Office.

(d) Between 1920 and 1939, the old regimental camp was slowly re-developed with married quarters replacing wartime hutting. The first group of airmen's married quarters were built by 1927 (now Cordingley Road). These were arranged as eight terraced groups of four type 'B' houses, with two terraces being north aspect (1323/25, 1855/25) and six south aspect terraces (312/22 and 1202/24). These were designed and planned by the Air Ministry architect Gilpin who had replaced Lieutenant J G N Cliffs. An officers' married quarter was established in No.3 Priory Close (built 1913), Wayside, Ickenham Road which was purchased for £1,410, bought from H D Mounter in 1926¹⁷.

(e) On the outbreak of WWII, the establishment of the Record Office at Ruislip was 904 personnel, broken down as follows:

▪ RAF Officers	48
▪ Airmen	203
▪ Apprentice Clerks	373
▪ Civilians	280

(f) By January 1941, this had increased to 2,284:

▪ RAF officers	71
▪ WAAF Officers	7
▪ Airmen	1,364

¹⁷ Other houses under consideration where 'Woodthorpe in Sharpes Lane, Ruislip; 'Littlecote', The Avenue Ickenham and 'Redcote', Eastcote Road, Ruislip

- Airwomen 357
- Apprentice Clerks 223
- Civilian Clerks 262

(g) The increase in establishment came about because of the formation of new sections within the Record Office such as:

- C5 Section Maintaining Service documents of airmen in the Home Commands
- C6 Section Casualty for airmen in Home Commands
- C7 Section Casualties
- D5 Section Aircrew Training
- D6 Section Recruiting

(h) The Temporary Office Building (TOB) complex at Gloucester was built in 1940 to disperse and decentralise the Ruislip staff away from the London Area in case the facilities there were bombed. The main body of personnel from Ruislip arrived in Gloucester to form the Record Office there on 10 May 1941. The following divisions and sections were involved:

- 'D' Division
 - D1 Section, D3 Section, D7 Section
- 'M' Division
 - A2 Section, C7 Section, D2 Section, D5 Section
- 'X' Division
 - B1 (part), B2/3 Liaison, B4/5 Liaison, C1 Section, C2 Section (part), C4 Section (part), C5 Liaison & Cyphers (part)

(i) In addition to the above, A1 and D6 Sections moved to Reading for attachment to HQ Technical Training Command.

(j) The strength of the Record Office on 1 January 1942 was 2,025 (it is unclear whether this includes personnel at Gloucester and Reading). A year later the establishment had increased to 4,995 which presumably included all three sites.

(k) At its peak, on VE day a grand total of 5,865 personnel existed:

- Ruislip 1,237 Record Office personnel plus 308 SHQ staff
- Gloucester 3,534 Record Office personnel plus 704 SHQ staff
- Reading 44 Record Office personnel
- Elsewhere 38 Record Office personnel

(l) After WWII the Record Office at Ruislip was gradually wound down and by 1950 it was operating as a detachment to the main one at the TOB in Gloucester, the idea being to centralise all RAF records there. This form of wartime dispersal was not efficient or economic in peacetime so it was proposed to close Ruislip altogether.

(m) On 1 May 1951 the unit was transferred to the control of 61 Group and the RAF Record Office at Ruislip disbanded. The records functional service and civilian

personnel formed the No.2, 4 and 5 Divisions, RAF Record Office Detachment as a lodger unit at RAF Ruislip.

(n) The numbers of civilian staff employed at Ruislip in September 1951 stood at 175 permanent and 129 temporary staff. The total staff establishment at both sites amounted to 1,087 service personnel and 1,282 civilians. As the housing situation in Gloucester was not good, it was proposed to phase the closure of Ruislip beginning 1 February 1952. The last one to leave Ruislip, No.2 Division, completed its move to Gloucester on 16 May 1952. During April steps were then taken to disband the existing station and to open an Air Ministry Unit (AMU). It was also proposed to transfer RAF West Drayton to Ruislip.

(o) In December 1969 buildings 31, 86 and 88 Blenheim Crescent were taken over by RAF Northolt for parenting from the Ministry of Public Buildings & Works. Northolt then handed the buildings over to HQ Civil Engineering, Third Air Force.

(p) Today the only buildings extant in November 2007 is one of the Barrack Blocks (9/18 and 481/18), the Guardhouse (9/18 and 2870/18) which are used by the Sea Scouts, various terraced blocks of airmen's married quarters and the Warrant Officers' Quarters. The Blenheim Crescent buildings are also extant but these are not part of the depot or the RAF Record Office.

3.2 Medical Survey Office

(a) The Medical Survey Office was formed as a separately established unit in Home Command with effect from 1 August 1951. Its function was three-fold:

- To review all medical boards on airmen and airwomen to ensure that documentation was correct and that any medical evidence which might influence a patient's claim for pension was obtained and recorded.
- To ensure summaries of medical histories held by the RAF Record Office as and when they are required.
- To supervise medical documentation in respect of RAF personnel who were in Naval, Army or Civil hospitals. This involved the completing of the appropriate medical records and ensuring that the patient was boarded at the proper time and that all fees regarding boarding or health care are correct before being submitted to the Air Ministry.

(b) Its strength was:

Medical Officers	1	Medical Flight Sergeants	2
Non Medical WRAF Sergeants	1	Non-Medical Corporals	2
Non-Medical Airmen	22	Non-Medical WRAF	1
Civilian	1		

(c) The offices were initially located in some hutted buildings near the railway line, but moved to a building in the centre of the camp in November 1951, but only stayed there until 16 May 1952 when the unit moved to RAF Innsworth¹⁸.

¹⁸ AIR 29/2390



Plate 5: Regimental Site – 86-Man Barrack Hut



Plate 6: Regimental Site – Guardhouse

Chapter 4: Gazetteer of Surviving Buildings and Structures

4.1 Shed No.1 (Building 101)
Level 3 Survey – (Building 1 on Map 1)

4.1.1 Background

Shed No.1 is the sole surviving store shed at RAF West Ruislip and it was the only one of the original 13 to be built with seven individual 60ft span units aligned at right-angles to the longitudinal length of the shed. The sheds were built to the Air Ministry drawings 1138/18, 236/18 and 2950/18. The surviving shed like all of the others originally built at Ruislip is aligned NW-SE. The other sheds, except Shed 12, consisted of just two units (coupled shed) which were 420ft long and 60ft wide (120ft in total).

The advantage of this structural arrangement over the surviving shed, is that each unit has a clear length of 420ft as opposed to only 120ft of a typical unit in Shed 1. Therefore both sets of trusses shared a centrally aligned (longitudinal) brick pier arrangement. Shed 12 had a length of 210ft and a width of 120ft which, is similar to those erected at No.3 Stores Depot at Milton. In May 1968 it is known that Shed 5 had already been demolished and most of the others remained at least until the mid-1970s, 20 years after Shed 5 was demolished there were just two sheds left (1 and 2). All that remains of Shed 2 today is a drainage channel and what appears to be a raised railway platform.

Sheds 3 and 4 functioned as Transportation or Rail Issue Sheds, and these had a central 60ft wide section (120ft long) with a set of trusses arranged at right-angles to the length of the shed. They had lifting gantries within this area. Either side of this, were two units, with a similar structural arrangement as the other 13 sheds.

The floor area of Shed 1 is therefore the same as 11 of the other sheds and is 420ft long and 120ft wide. The trusses are supported by a series of piers aligned laterally so that each bay has 11 trusses spaced at 10ft centres.

Lieutenant J G N Clifts of the Royal Engineers, designed all the sheds in 1918. One of his drawings, preserved at the RAF Museum, is 236/18 and has the title '*Ruislip RFC Stores Depot - Store Sheds*'. Whilst this drawing is similar in structural arrangement to Shed 1, it is of the other sheds not the one in question.

Apart from the obvious differences in the use of two long units as opposed to seven shorter ones, another major difference is in the width of the bays, which is 15ft as against 10ft as used on Shed 1. A further difference is that the external east and west walls are clean and do not feature external piers, whilst in the other sheds, the perimeter wall is built in the centre of the piers such that they are exposed both on the outside and inside of the shed.

4.1.2 Shed No.1 – As it survives in October 2007

For ease of reference the building is divided into seven units ('A' to 'G') and into Bays (1 to 11). Unit 'A' is at the north west end.

While access was easy to all seven longitudinal units, only two were clear of clutter ('A' and 'B'), from which it was possible to view the trusses. These had been used by the US Navy for storage, and an enclosed area (bays 7 to 11) was used for secure storage.

The next unit ('C') also features exposed trusses, it was also used by the US Navy as a warehouse with a portion of two bays being used a plant room but since closure, the unit has been used for storing commercial TV studio sets.

The structural details of the remaining four units are completely hidden by modern internal cladding and false ceilings. In its more recent history Unit 'D' has been a Commissary for the US Navy, while the remaining units (post 1990) were all part of the Navy Exchange (NEX). Unit 'F' may have functioned as theatre c.1983. Bays 1 to 4 of 'D' to 'G' are subdivided and were used as a NEX offices, a staff mess room and 'Subway' food outlet. In more recent times the main part (room of mirrors) of the NEX housed the London Motor Museum.

4.1.3 Construction

The construction is of single-storey pitched roof form with seven similar pitched roof elements forming the building. There are a few small annexes all of which are attached to the main building below eaves level.

Each one of the seven longitudinal units consist of 12 equal bays (11 trusses) of ten feet wide with a brick pier at either end which supports a roof truss of 60ft span at ten feet centres. The piers are 18in by 27in and stand 12ft 6in high, topped with a concrete padstone. The padstone supports each pair of trusses and incorporates a pair of holding down bolts and hook over straps to restrain each truss.

The trusses are constructed of a basic triangular form of main members (purlins, rafters and tie-beam) with diagonal lattice spars in-fill (the spars are 4in wide by 1.5in thick). Construction of the main members is made up of a series of individual long lengths of timber nailed and bolted together to form composite units. The internal lattice arrangement of spars overlap (scissors-like) and are arranged in a similar way to a Belfast Truss with the spars aligned parallel in both directions (not as setting out lines in an early Belfast truss). The main timbers outside the lattice spars have noggins inserted to maintain a constant thickness fixed by cut nails. The main tie-beam is slightly arched and has a nominal clear height of 13ft and 25ft 8in to the apex. It is made up of two long lengths of timber, one either side of the spars; it is also clad with thin boards on the sides and underside. The ends of the truss rafters and tie-beam are joined by gusset boards. The tie-beam is secured by steel bolts and the lattice spars by coach bolts. Diagonal (4in by 3in) timbers between each truss brace the trusses transversely at third intervals along the span of the truss. There are also two rows of 4in by 3in timber longitudinal bracing in each unit.

Valley gutters are full width, with outlets and down pipes positioned at the first and last piers.

Not surprisingly large-span timber roofs of this age will need a certain amount of repair work carried out. Some tie-beams have been repaired or strengthened with

steel bars running full length while some pairs of trusses have steel diagonal bars instead of timber. Another repair carried out recently is a plywood gusset board fitted both sides at the apex of the truss.

The original roof cladding was slate with two-thirds of the north-west facing sides forming raised skylights clad with glazing bars. In the 1970s this was removed and replaced with felt-covered chipboard, and this in turn was replaced with 'Decra' panels and bitumen-impregnated strip 'slates' c.1984.

The perimeter walls are wire-mesh reinforced 4.5in brick (yellow stocks) and form the in-fill to the piers at the ends and to the gable ends along the sides. The east and west elevations originally had full-width sliding doors within the central bay, while other bays had a 5ft by 3ft 6in steel casement window, but these openings along with the sliding doors have now been in-filled in brick. Similarly, the north-east and south-west elevations were originally furnished with a pair of sliding doors and a similar sized window within each unit on both elevations.

Today only the north-west elevation is free from external annexes and retains its original frontage. Units 'E' to 'G' on the south-east elevation are particularly cluttered with small annexes. At the corner of Unit 'G' is what appears to be a WWII air-raid shelter or Small Arms Ammunition Store, built of 13.5in walls with a concrete slab roof. The wall along the south-west elevation has had widow openings inserted (they are not original) but these have now been filled in with brick. The remaining annexes that are attached to it are only 4.5in brick, and these form a yard with outbuildings at the corner of Unit 'G'.

Unit 'F' has an external porch (4.5in walls) which is the exit from the NEX checkouts, there is also a toilet suite and main entrance to the NEX which is shared with Unit 'E'. Unit 'E' also has an external lobby (4.5in walls) leading to the NEX office, plus a mess room and an external boiler house of unknown age.

Perhaps the oldest annexe is the one built on the northern end of Unit 'A' and this is presumed to date from 1919. It consists of a small toilet block and office accommodation. It is built of brick piers and 4.5in brick in-fill.

Unit 'A' has had a temporary brick wall with piers built under the truss dividing bays six and seven. It is built above a concrete foundation slab built onto the concrete floor. The other wall dividing the secure store from Bay 'B' is made of timber and is a cage-like structure.

NGR: TQ 08344 86715 (centre of west elevation)



Plate 7: Interior View of Shed 1, Bay 'B'



Plate 7: Shed 1, Bay 'A'



Plate 8: Shed 1, Bay 'A' – interior view of trusses and wind bracing struts

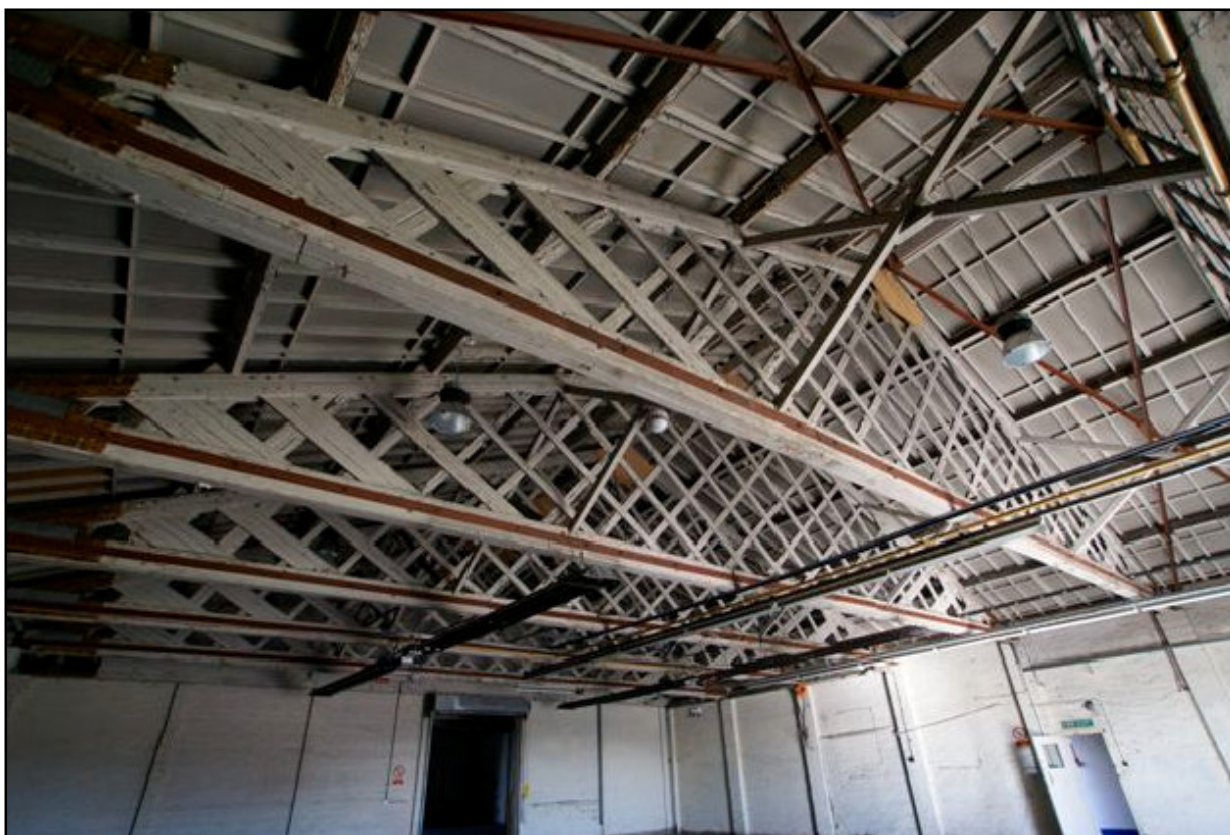


Plate 9: Shed 1, Bay 'A' – interior view

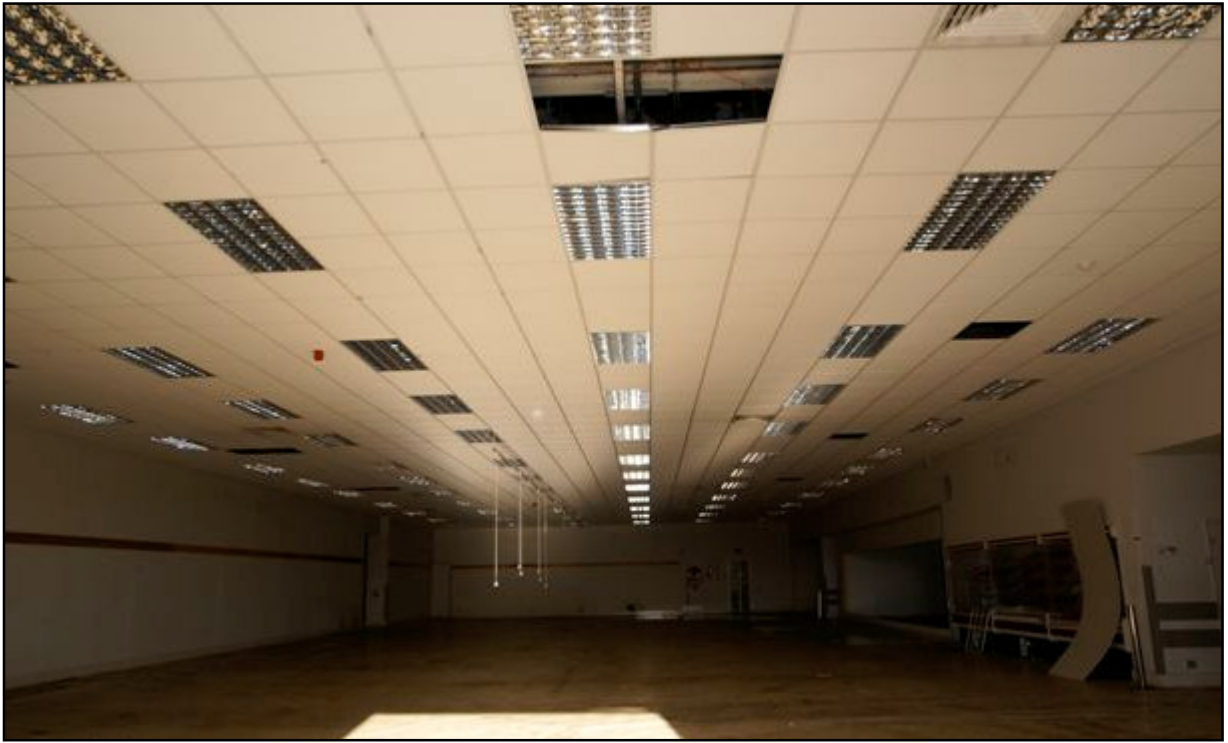


Plate 10: Shed 1, Bay 'D' – interior view



Plate 11: Shed 1, Bay 'E' – interior view



Plate 12: Surviving railway platform of Shed 2

4.2 Housing Welcome Centre Annexe Level 1 Survey – (Building 2 on Map 1)

Located within an area that was in recent times a yard belonging to the Works Area Office, is the Welcome Housing Centre Annexe. It is a modern garage-like prefabricated building built onto a concrete curb. It is steel-framed and clad on the outside with ribbed metal sheeting. It has a Rolflex door and a kitchen/toilet annexe.

NGR: TQ 08501 86679



Plate 13: Welcome Housing Centre Annexe (127)



Plate 14: Welcome Housing Centre Annexe (127)

4.3 Air Ministry Works and Bricks Offices (Building 14)

Level 2 Survey – (Building 3 on Map 1)

The AMWD Offices is a standard Air Ministry design dating to 1927 and is similar to one at Northolt, although the Ruislip example does not have a date stone. It consists of a bungalow-like building, originally having a square-shaped plan-form with a steel-framed 'M' Shaped roof ('U'-shaped in plan). It used to be associated with an adjacent walled yard used by contractors to store timber and other building materials, but this is now missing.

Construction is of 11in cavity brick with two ranges of steel trusses and a further truss bridging the gap between the two main sets of trusses over the front elevation. The roof cladding is slate fixed to timber boarding.

In its 1967 form, the building had a general office, superintendent's office, and accommodation for building & civil engineering clerks, as well as mechanical & electrical personnel.

In 1967 a full width flat-roofed annexe was added against the north west elevation in 11in brick to include an office for a typist, and a large store. In 1990 most of the internal partitions and the chimney stack in the original building were removed and the new partitions added. The building, up until the site closed, has mostly been used for works services of both the regimental site and the depot, but in more recent times it functioned as the Housing Welcome Centre.

NGR: TQ 09458 86696 (main entrance)



Plate 15: AM Works & Bricks Offices (127)



Plate 16: AM Works & Bricks Offices (127)



Plate 17: AM Works & Bricks Offices (127)

4.4 Thrift Shop –
Level 1 Survey – (Building 4 on Map 1)

Portakabin founder, Donald Shepherd developed his concept of modular transportable buildings and registered the 'Portakabin' trade-mark, beginning production of the first building in 1961.

The Thrift Shop consists of two Pullman steel-framed Portakabins placed side-by-side and connected together by a corridor.

NGR: TQ 08458 86696



Plate 18: Thrift Shop – view looking north

4.5 Depot Offices (Building 115) Level 2 Survey – (Building 5 on Map 1)

Located at the northern corner of the site are the Depot Offices. The building is single-storey, originally with two wings giving it an 'L'-shaped plan-form; these were built in 1918 to drawing 677/18, and included four link-detached annexes attached to it which were also built in WWI (three of these had separate building numbers and are dealt with below).

Since then an extension was added at the rear which connects it to one of the WWI annexes giving it a 'P'-shaped plan form. This extension is presumed to have been built during, or before, WWII. In more recent times, much modification and modernisation has taken place, including the total loss of its original windows in 1998.

The main WWI wing is nominally aligned north-east / south-west; it has a span of 28ft and is 14-bays long with external brick piers spaced at 10ft centres. At the northern end and built at right-angles (aligned north-west / south-east) is another 28ft span wing covering ten-bays which also dates to WWI.

In the centre of the main NE-SW wing on the northern side is a link-detached wing which is six-bays long. During WWII the open space between this one and the NW-SE wing was filled with a five-bay extension joining these two wings together.

Wall in-filling is cement-rendered 4.5in brick, windows were originally multi-pane steel casements, one fitted either side in each bay. The roof was originally corrugated asbestos sheeting but this was replaced in the 1990s.

NGR: TQ 08319 86711 (main entrance)



Plate 19 Depot Offices



Plate 20: Depot Offices 2007



Plate 21: Depot Offices c.1995

4.6 Depot Offices Annexe (Bank) (Building 16) Level 2 Survey – (Building 6 on Map 1)

Located at the northern end of the ten-bay north / south wing of the Depot Offices was a WWI two-bay link-detached building that in recent times functioned as the Community Bank, and this end was extended in 1996 to create a building double in floor area. The extension was built against the north gable end.

Construction of the original building is external brick piers at ten feet centres with a simple timber 15ft span collar beam roof. The new extension is 11in cavity brick with timber rafters. The old part functioned as a customer / teller area, and the new part was a safe room, office, and administration office. The entrance was from a lobby built against the connecting corridor with the ten-bay depot offices wing.

NGR: TQ 08351 86772



Plate 22: Depot Offices Annexe (115)



Plate 23: Depot Offices & Annexe (115)

4.7 Depot Offices Annexe (Building 240) Level 2 Survey – (Building 7 on Map 1)

Located on the north-east side of the main Depot Offices wing is a small link-detached annexe. It dates to WWI and has a span of 15ft; it is built of half brick walls with a roof consisting of timber rafters, clad originally with corrugated asbestos sheeting (now replaced with modern materials). There are two rooms of function unknown.



Plate 24: Depot Offices Annexe (240)



Plate 25: Depot Offices Annexe (240)

4.8 Depot Offices Toilet Annexe (Building 241) Level 2 Survey – (Building 8 on Map 1)

At the rear of the main depot offices E-W wing is a link-detached toilet annexe dating from WWI, it is also aligned E-W. It is joined to the main wing by a corridor. It has a span of 15ft, built of half-brick walls with a roof of rafters (collar-less), originally clad with corrugated asbestos sheeting but now with modern materials. Windows are modern replacements.



Plate 26: Depot Office Ablutions Annexe (241) – south-east view looking



Plate 27: Depot Offices Ablutions Annexe (241) – view looking south

4.9 Air-Raid Shelter

Level 2 Survey – (Building 9 on Map 1)

Located within a courtyard at the rear of the Depot Offices is what appears to an Air-raid Shelter, but in more recent times it has been used as the US Fleet Mail Sorting Office. The building has a 'T'-shaped plan-form, it is heavily built, without window openings. The exterior walls are vented 13.5in solid brick supporting a thick-section concrete slab roof. There is only one existing entrance, though a steel door and this gives access to a lobby or air lock (no rubber seals were found), and there was no second door at the opposite end to the 'air-lock'.

NGR: TQ 08324 86733 (entrance)



Plate 28: Depot Offices Air-Raid Shelter – view looking north-east



Plate 29: Interior view of Air-Raid Shelter



Plate 30: Entrance to Air-Raid Shelter

4.10 Guardhouse (Building 17) Level 2 Survey – (Building 10 on Map 1)

Located at the main entrance from Ickenham Road is the Guardhouse. It is single-storey and faces south-west. It was built in 1935 (date stone) and extended c.1989. The original building consists of three rooms of un-equal size, the middle one having a fireplace.

Before 1989 there was a flat-roofed annexe built of 4.5in brick walls at the rear which was used as a store and toilet, and another with a single-pitch roof was attached to the north-west elevation which was also a store. In 1989 both of these were demolished and replaced with an 11in brick structure to include showers and toilets. The building now has a 'L'-shaped plan-form and the new pitched roof cuts the old one at right angles.

Before the building became the barber's shop, soon after the Ickenham Road gate was shut to vehicular traffic, there were four rooms inside the original building; these were used as an inspector's office, admin room, sergeant's office and control room.

NGR: TQ 08271 86693 (entrance)



Plate 31: Guardhouse (17) – view looking north-east



Plate 32: Guardhouse (17) and Gas Station – view looking south-east



Plate 33: Guardhouse with extension – view looking north-west

4.11 MT Sheds (135 & 139) Level 3, Building 135 & Level 2 Building 139 (Buildings 11, 12 & 13 on Map1)

The MT Sheds are located close to the Ickenham High Road main gate opposite Shed 1, and consists of two 30ft span lorry shelters (north and south) separated by the MT yard and a 40ft span vulcanising, paint shop and stores shed positioned at right-angles to the southern shed. There was also a washing platform between the gable ends of the two lorry shelters and the access road from the main gate.

The layout of the site was first suggested by Major Lee (later Colonel), the officer commanding No.4 Stores Depot at 1 Albany Street on 13 December 1917, but the design went through many changes until the final one was chosen (1177/18). The lorry shelters are very similar to a RFC/RAF Training Depot Station (TDS) MT garage, being of similar size and having timber roof trusses. The main difference being that at a TDS the garages are always arranged as two lorry shelters, never three buildings as at Ruislip.

Building 139 therefore consists of one 30ft span lorry shelter joined at right-angles ('L'-shaped plan-form) to the 40ft span vulcanising and stores shed. Building 135 is located opposite the similar length lorry shelter 139, but is detached. Today only building 135 retains signs of its original function, and the other two elements have been heavily disguised with new walls, extensions and covered ways.

Building 139 (Building 13) (NGR TQ 08245 86648 – cinema entrance)

In its original form the lorry shelter was similar to Building 135, having ten-bays with brick piers supporting 30ft span timber trusses. (see below).

The conversion of the old vulcanising and stores part of Building 139 into a cinema was carried out c.1992 to the designs of the Maddison Smith Partnership. The building had been in use as the 'Flagship Inn', whilst in 1983 it was known as the Consolidated CPO and Enlisted Men's Club. The cinema was built within what had been the Enlisted Men's Lounge. The other parts being the Chief Petty Officers' Lounge and the Consolidated Dining Room which also occupied the old lorry shelter. The southern corner extension of the two main elements is the kitchen.

The auditorium utilised three of the old vulcanising and store bays, while another bay was used as the projection room.

Building 135 (NGR TQ 08257 86679)

Building 135 was used recently as the NAVEX Vehicle Repair, Sales and Shop. In its original form the building consisted of a ten-bay lorry shelter with internal 1ft 3in by 1ft 7in brick piers at 11ft centres which gives a clear width of 9ft 9in. The piers support 30ft span timber trusses which are of a similar type to that used on the main store sheds but these are only half the length. The main difference between the large span trusses on the store sheds and the MT shed trusses is that the smaller ones have a central King-post. The trusses are therefore constructed of a basic triangular form of main members (purlins, rafters and tie-beam) with diagonal lattice spars in-fill either side of the King-post. These are arranged at right-angles to the length of the shed. The tie-beam is at a height of 11ft 9in and the apex is 20ft 4in.

The side and rear walls are 4.5in brick and all of these were originally blind, without windows.

In the mid-1970s it was converted to the NAVEX Vehicle Repair and Sales Shop. Beginning at the southern end (bay one) a breeze-block wall has been added flush to the outside of the entrance pillars, with a double door, and a brick wall separating the bay from the next one. The next two bays also have a breeze walls built flush along the front elevation, but this time it was added along the inside of the pillars, bay 3 has double doors and a breeze block wall separating it from the next one. Bays four to seven remain as open bays and have roller shutter doors fitted along the front elevation. Bay four and six functioned as service bays, and five and seven have three-ton capacity four-post lifts installed. The next one functioned as a store and the last two were used as offices and accessory sales. Partition walls separated the stores from the sales area. The front elevation of bay eight had been bricked up and double doors installed, and the last two had large windows fitted.

Along the front elevation, protecting the pillars are concrete hurters that are thought to be original. The hurters outside bays one, two and three are triangular shaped in plan while the other three are coffin-shaped.



Plate 34: MT Vehicle Shed (135) – view looking north-west



Plate 35: MT Vehicle Shed (135) – view looking north-west



Plate 36: MT Vehicle Shed (135) – interior view

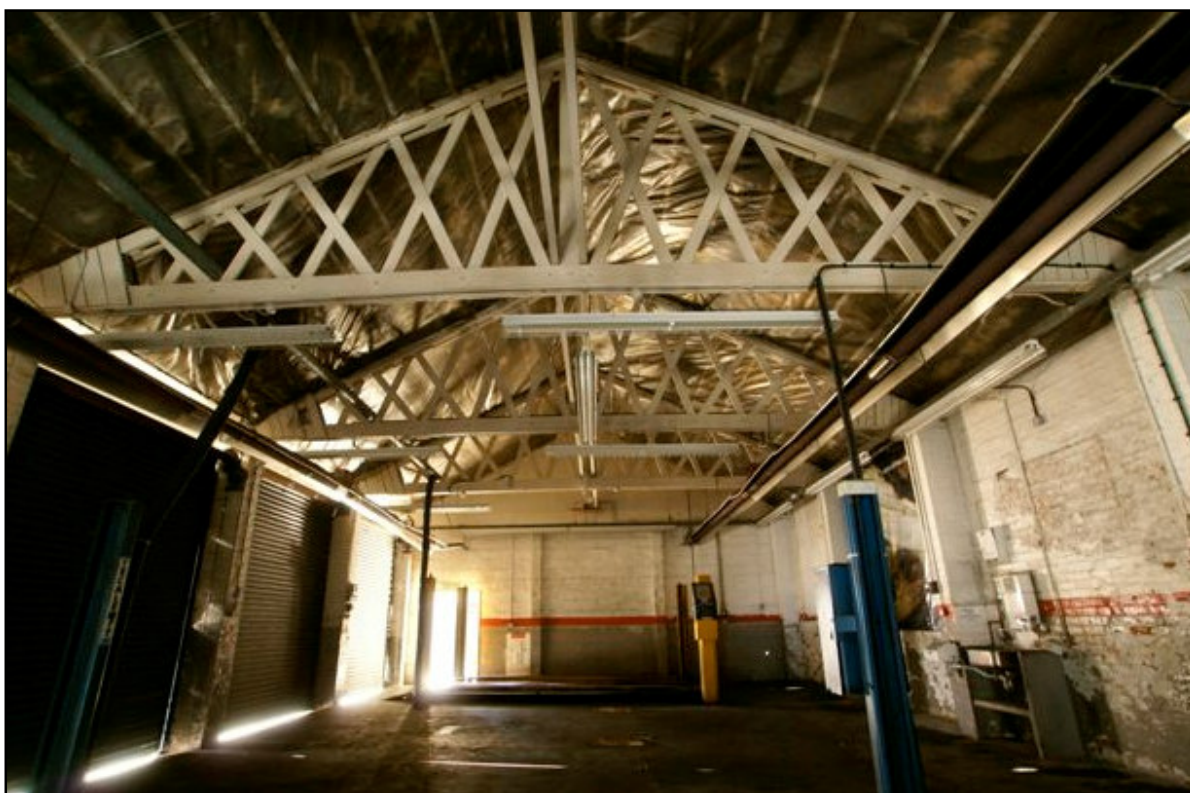


Plate 37: MT Vehicle Shed (135)



Plate 38: MT Vehicle Shed (139) – view looking south



Plate 39: MT Vehicle Shed (139) – interior view



Plate 40: MT Vehicle Shed (135) – interior view



Plate 41: MT Vehicle Shed (135) Interior view



Plate 43: MT Shed (139) – cinema interior,
looking towards screen



Plate 44: MT Shed (139) – cinema interior,
looking towards projection room

4.12 Gas Station
Level 1 Survey – (Building 14 on Map 1)

Utilising an end wall of Shed 1 is the Gas Station. It consists of a weather canopy over two petrol dispensers (missing).

NGR: TQ 08285 86674 (centre)



Plate 45: Gas Station – view looking east

4.13 Fairlight House (Building 40)

Level 2 Survey – (Building 15 on Map 1)

Fairlight House was built in 1914 (date stone); it faces north-west onto Ickenham Road. The exact date of acquisition by the Air Ministry is unknown but was between 1922 and 1932. In July 1932, there were plans to extend the north west gable end for its use as a married quarter for the officer commanding RAF Ruislip. The extension came to nothing and the exterior has remained more or less as-built.

It is detached and is arranged as two parts, consisting of the living quarters covering 2.5 storeys and a single-storey scullery annexe at the rear. It is built of 11in cavity walls up to first floor, then 9in brick, it has a pitched roof clad with clay tiles. The front elevation consists of a central entrance with canopy above supported by a timber post. To the right of this is a loggia and to the left is a bay window forming part of the dining room. The ground floor is red brick while the first floor windows and corners are decorated with quoins which gives the impression of a strongly-built house. Windows are timber casements, which in most cases appear to be original or good quality copies. All original chimney stacks are extant, plus another one built in 1950 at the exterior corner of the rear annexe.

The main entrance leads into a large hallway with stairs, the front room to the left is a dining room (with bay window), and a door to the right gives access to the drawing room and loggia. Behind the dining room is the original kitchen with range (missing) and to the right was originally a pantry with walk-in larder but this area is now a shower room and WC. To the left of the fireplace in the kitchen is a doorway which gives access to the rear annexe. There used to be a lobby (with back door), scullery coal store and WC. In more recent times some of the internal dividing walls within the annexe have been removed creating a large open-plan room. Beyond here is the original store, which still exists as a boiler room. There is a boiler exhaust outlet in one corner with a new chimney stack (built 1950) on the rear corner elevation.

The first floor contains the landing with stairs to the half-storey, four bedrooms, a WC, and a bathroom. The half-storey contains two further bedrooms and a box room.

NGR: TQ 08225 86630 (front door)



Plate 46: Fairlight House – rear view



Plate 47: Fairlight House – front view



Plate 48: Fairlight House – front elevation

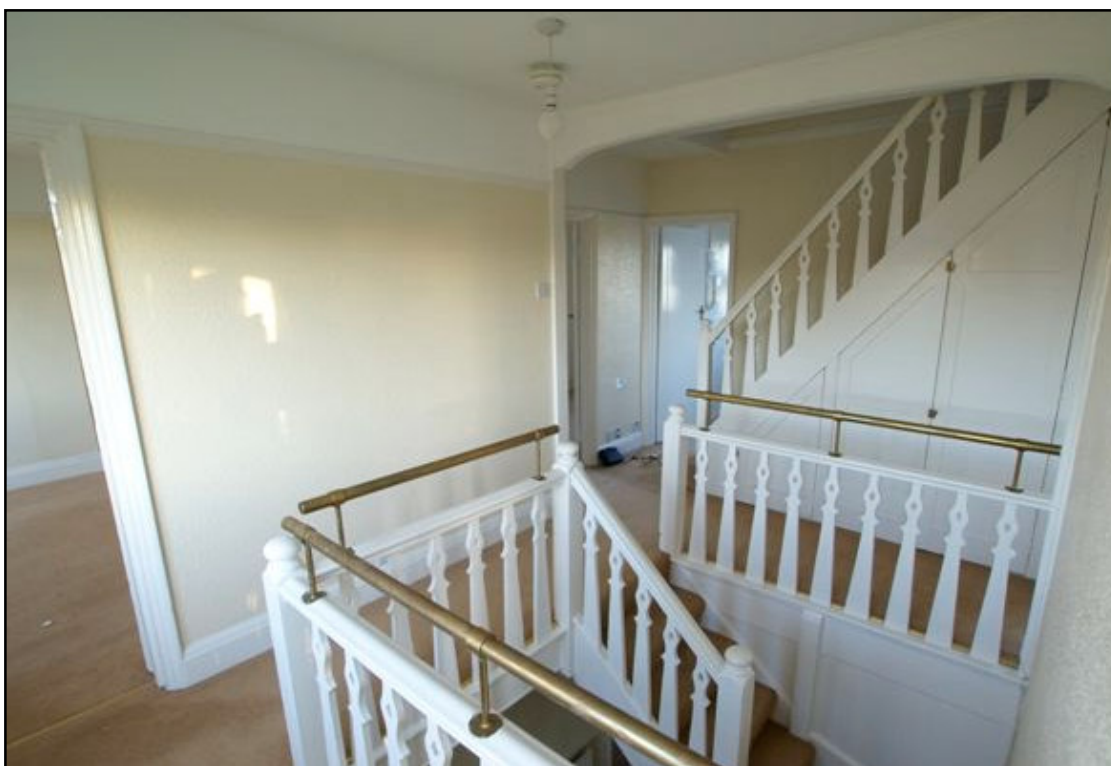


Plate 49: Fairlight House – view of landing

4.14 Children's Welfare Centre & Family Services Centre (Building 182) Level 1 Survey – (Building 16 on Map 1)

Built c.1988, the Children's Welfare and Family Services Centre was designed by Sebire Alldopp Architects and constructed by Kier Construction Ltd. The building has a rectangular-shaped plan-form and is arranged as two separate halves – one for children and the other for families by a lateral wall.

The main part is the Children's Welfare Centre and in cross-section contains two elements separated by an offset longitudinal corridor. The larger area is a series of five open plan classrooms with a ceiling that rises to rafter height, where there are three exposed laminated timber 'Glulam' beams, one partly hidden in the exterior wall, and another within the corridor. The smaller section, containing toilets and a kitchen, has a hidden prefabricated truss rafter with a flat wallboard ceiling. Roof cladding is slat blue-coloured 'Eternit 'Modular 650 tiles fixed to battens of the main part of the building, however the corridor is lit from a roof light. Walls are 11in cavity brick.

The other half of the building, beyond the lateral wall is less grand and contains the plant room and is set out as counselling rooms, an administration area and other offices. Walls are 11in cavity brick



Plate 50: Children's Welfare Centre – interior view



Plate 51: Families Services Centre – view looking north



Plate 52: Children's Welfare Centre – view looking east



Plate 53: Children's Welfare Centre – interior view



Plate 54: Children's Welfare Centre – view looking north-east

4.15 Security Office

Level 1 Survey – (Building 17 on Map 1)

Located at the Aylsham Drive main entrance to the depot site is the Security Office which is set back off the road and is adjacent to the rear of Building 139. It replaced a temporary Portakabin that used to be located as an island with the incoming and outgoing traffic on either side. The new building was constructed after 1995, and consists of an 11in brick-built detached office, a kitchen, and toilets.

Behind it is a Piggot Brothers aluminium flag pole consisting of 10m high semi-rigged mast assembly with yardarm supported by a galvanised steel tabernacle. It was erected in 1992.



Plate 55: Security Office – view looking north



Plate 56: Security Office with MT Shed (139) behind – looking north-west

4.16 Chapel (Building 70, 71 & 72) Level 2 Survey – (Building 18 on Map 1)

Brandt O'Dell designed the chapel complex between 1958 and 1960. It consists of the chapel and two single-storey link-detached wings which are separated by a landscaped quadrangle or courtyard at the front of the chapel. The wings are connected together by an open covered way. There is also a Campanile with speaker chamber, the whole structure rises to 43ft 9in high, where there is an aluminium parabolic-shaped mast that rises a further 11ft. The Campanile is constructed of a reinforced concrete core, clad with 4.5in brick.

The chapel is in two parts and consists of an external single-storey square-shaped block that functions as the main entrance with toilets on either side, and a Narthex with corridor connecting it to the south east wing. The Narthex has two sets of double doors which gives access to the main part of the building which is the hall or nave. The Narthex is constructed of 11in cavity brick walls.

The nave was designed to seat 350 people. Construction is of laminated portal three-pin arches, or frames, spaced at 16ft centres and arranged as five-bays. The north east wall above the entrance doors and around the sides functioned as a 'tone box' to improve the acoustics of the nave. This is constructed of a series of protruding concrete square-shaped panels. Above this are continuous glazing panels.

The portal frames, purlins, eaves beams and mullions in the end glazed wall was supplied by Rainham Timber Engineering Co Ltd. Wall in-filling between the frames is partly in 15in brick and curtain walling of glazed panels supplied by Westerdick & Sons. The gable end south east wall is completely blind and is built of 15in cavity brick decorated with protruding headers on the external elevation. The north-west wall has two doorways that connect with a covered way joining with the north-west wing. The roof covering is 20 swg 'Lakroll' aluminium sheeting on reinforced wood wool slabs.

The south east wing is a public area or multi-function room while the north west wing functioned as offices, including the Chaplain's office, committee rooms and choir rooms accessed by a full length corridor. Construction is 11in cavity brick with RSJs spanning glazed wall units of a similar type to that used on the chapel. The roof is a locally sourced Sommerfeld¹⁹ latticed beams at 2ft centres and 'Thermocaust' roofing slabs clad with bituminous felt.

After 44 years the final service took place on 5 June 2006.

Dimensions:	Narthex	25ft 1.5in by 25ft 8in.
	Chapel	82ft 3in by 49ft 9in.
	Total length	107ft 5in. Office Wing (north west) 26ft 1in by 86ft 4in (all footprint dimensions).

NGR: TQ 08134 86466

¹⁹ See the RAF Northolt Report



Plate 57: Chapel – front elevation – view looking south-west



Plate 58: Chapel – view looking north



Plate 59: Chapel – view looking north



Plate 60: The chapel complex – view looking south-west



Plate 61: Interior of the Chapel – looking south-west



Plate 62: Interior of chapel looking north-east

4.17 Gymnasium – Level 1 Survey (Building 19 on Map 1)

Built c.1962 is the Gymnasium; it is a single-storey building with a rectangular-shaped plan-form. There is an off-set main entrance hall with male changing room and showers to the right; to the left is the gymnasium and beyond this is the female changing and shower rooms. There is also a storage area and boiler room with chimney stack opposite the entrance hall.

Construction is of 11in cavity brick with high-level timber casements. The roof is based on a series of exposed light-weight Sommerfeld latticed beams at 2ft centres which are supported on reinforced concrete beams. Roof cladding is 'Thermocaust' roofing slabs clad with bituminous felt.

NGR: TQ 08088 86390 (entrance)



Plate 63: Gymnasium – view looking north



Plate 64: Gymnasium – south-east elevation



Plate 65: Interior view of Gymnasium

4.18 Squash Racquets Court

Level 1 Survey – (Building 20 on Map 1)

Constructed c.1989 is a Squash Racquets Building with two courts. Interior access was not possible as the key had been mislaid. Construction of the cavity exterior walls is an outer skin of brick but the interior is a timber frame arranged as a structural grid of 1,231mm bays (12 by 10 bays). The outside dimensions of the completed framework are 12,767mm (10-bays) by 14,947 (12-bays). Interior wall in-filling between bays is timber.

The roof is a series of Ward steel standing beams fixed to composite roof beams set to fall with a valley gutter. The whole roof structure on the external elevations is hidden by a fascia clad with Ward's powder-coated profiled steel sheeting.

All the timber and steelwork was supplied by Bicester Products Ltd.

NGR: TQ 08086 86360 (entrance)



Plate 66: Squash Racquets Court

4.19 'Poligon' Picnic Shelter (two)
Level 1 Survey – (Structure 21 and 21A on Map1)

There are two Picnic Shelters, one on the sports field and the other between the chapel and the tennis courts. W H Porter manufactured them in America. They consist of square-section (six-inch) steel posts with rectangular-section roof beams and purlins clad with timber boards covered on the external face with bitumen-impregnated strip 'slates'.

NGR: TQ 08106 66383



Plate 67 Picnic Shelter (1)



Plate 68 Picnic Shelter (2)

4.20 Dugouts (two)

Level 1 Survey – (Structure 22 on Map 1)

Built in 1996, were two dugouts (home and away teams) and these were built by King & Sons (St Albans) Ltd c.1997, to a design prepared by Edmund Terry & Associates. They are small weather shelters consisting of a 9in brick rear wall with returns forming short side walls, and an open lattice girder along the front elevation supported by steel columns. The roof is a single-pitch series of rafters clad with timer cladding covered on the external face by bitumen-impregnated strip 'slates'.

NGR: TQ 08135 86351 and TQ 08175 86353



Plate 69: Dugout

4.21 Transformer House and Snack Bar Level 1 Survey – (Building 23 on Map 1)

Located on the sports field, close to the baseball diamond is a single-storey building which is a Transformer House and Sub-station at the rear, and a Snack Bar at the front. It is constructed of 11in brick with a hip-shaped roof clad with artificial slates.

NGR: TQ 08133 86381



Plate 70: Transformer House & Snack Bar



Plate 71: Transformer House & Snack Bar

4.22 Baseball Diamond & Field House Level 1 Survey – (Structure 24 on Map1)

Located on the sports ground is a baseball diamond and at the head of it is a Field House, designed by Edmund Tory and Associates in February 1995. It is an open brick-built shelter at the front, and a store at the rear with two sets of steps giving access to the viewing area. The viewing area for the scorer is a raised platform or gallery with a single-pitch roof supported by square section posts and RSJ. The roof is clad with fibre-cement slates.

Field House NGR: TQ 08152 86370. Baseball Ground TQ 08162 86370 (centre)



Plate 72: Baseball Diamond



Plate 73: Field House

4.23 Boundary Marker Stones – Level 1 Survey

In 1928, 33 pre-cast concrete boundary marker stones were positioned wherever there was a change in direction of the Air Ministry boundary. There were two types, the larger example at 18ins square in section and a smaller version at 12 inches square, both types are about three feet long, but most of its length is buried beneath the surface. The only part exposed above ground displays 'AM', the government crowfoot ordnance mark, and the stone's unique number. Today ten stones are extant (numbers 1 to 11 with number 2 missing).

No.1	TQ 08126 86547	No.7	TQ 08065 86372
No.3	TQ 08135 86521	No.8	TQ 08046 86341
No.4	TQ 08109 86481	No.9	TQ 08044 086338
No.5	TQ 08093 86444	No.10	TQ 08044 86327
No.6	TQ 08084 86421	No.11	TQ 08089 86284



Plate 74: Boundary Marker Stone No.8



Plate 75: Boundary Marker Stone No.10 located in the canal feeder

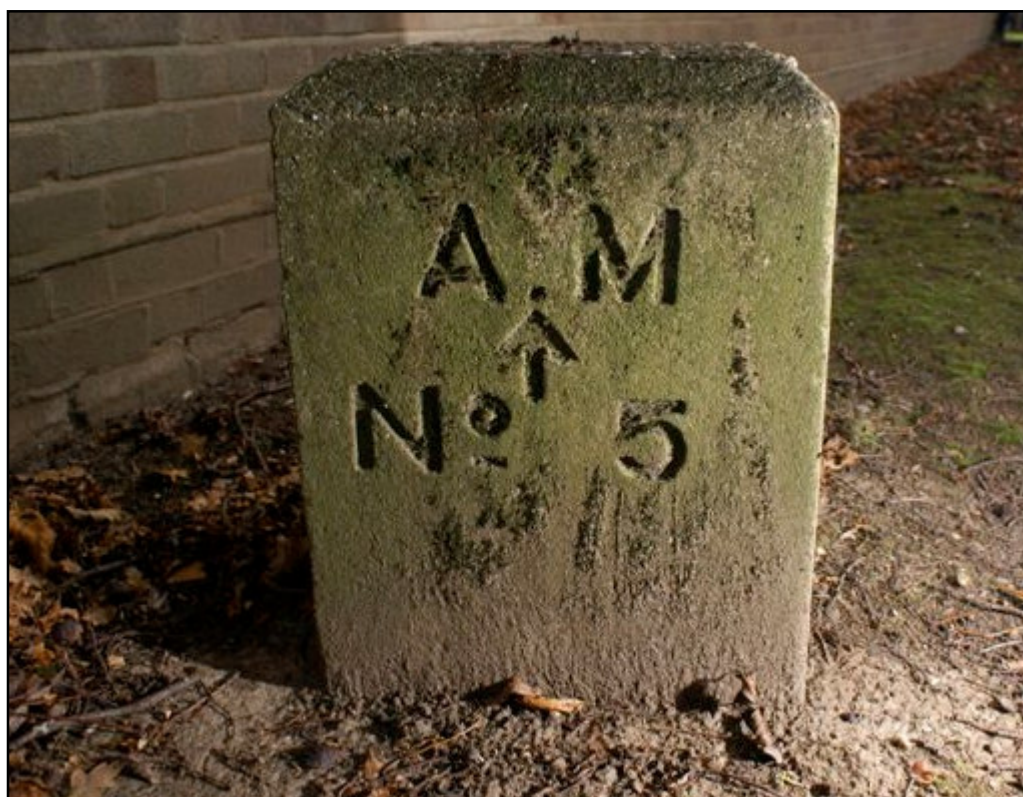


Plate 76: Boundary Marker Stone No.5

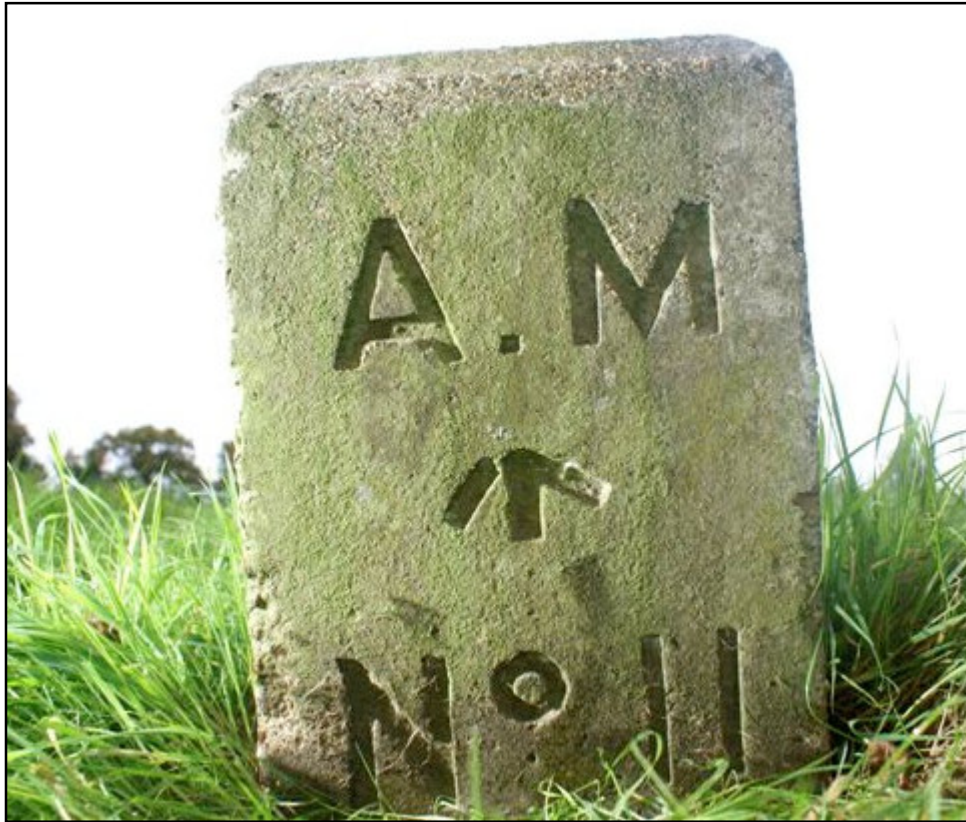


Plate 77: Boundary Marker Stone No.11

Appendix 1: Aero-Engines & Spares and Aircraft Parts Stored at No.4 Stores Depot Ruislip 1920 - 1930			
Engines & Engine Spares Stored	Aircraft Types Spares Stored	Engines & Engine Spares Stored	Aircraft Types Spares Stored
1920	1920	1921	1921
200 Viper Wolseley	Avro 504K	Siddeley BHP	Avro 504
Siddeley BHP	Blackburn Twin Kangaroo	BB Falcon III	Fairey 3C
RR Falcon I & II	Fairey 3C	RR Eagle VIII	Fairey IID
RR Falcon III	Fairey IIIA, IIIB & IIIC	Sunbeam Maori	F2A
RR Eagle VIII	Fairey Campania	ABC	F3 LA
Sunbeam Maori	F2A, F3LA	100 hp Mono	F5 Large American
ABC	F5 Large America	200 hp BRII	Parnall Panther
100 hp Mono	H16 Large America Flying Boat	150 hp Hispano Viper	Nieuport Nighthawk
200 hp BRII	Nieuport Nighthawk	400 hp Liberty	Sopwith 2F1
Sunbeam Manitou	Norman Thompson Flying Boat	140 hp Sunbeam Ghurka	
400 hp Liberty	Parnall Panther	150 hp BRI	
140 hp RAF4A	Short 184	400 hp Lion	
200 hp Sunbeam Arab	Sopwith 2F1	150 hp, 200 hp & 330 hp Hispano Suiza	
150 hp & 200 hp Hispano Suiza	Sopwith Seaplane	130 hp Clerget	
150 hp Hispano Viper		200 Viper Wolseley	
150 hp BRI		Jupiter	
400 hp Lion		110 hp Le Rhone	
130 hp Clerget		100 hp Green	
1922	1922	1923	1923
Siddeley BHP	Avro 504K	Falcon III	Avro 504K
Falcon III	Dart	Eagle VIII	Sopwith 2F1
RR Eagle VIII	F2A	100 hp Mono	F2A
100 hp Mono	F3LA	200 hp BRII	Parnall Panther
200 hp BRII	Fairey IIIC	400 hp Liberty	F5 Large America
Hispano Viper	F5 Large America	150 hp BRI	Fairey 3C
400 hp Liberty	Fairey IID	400 hp Lion	Nieuport Nighthawk
150 hp, 180 hp & 200 hp Hispano Suiza	Nieuport Nighthawk	320 hp Jaguar III	Nieuport Nightjar
150 hp BRI	Parnall Panther	200 hp Viper Wolseley	Walrus
400 hp Lion	Walrus	Jupiter	Plover
130 hp Clerget	Sopwith 2F1	Condor II	Avro Bison Mk.I
200 hp Viper Wolseley		Condor IB	Seagull
Jaguar I		Falcon I	Dart
110 Le Rhone		Falcon II	Blackburn
RR Eagle II		Jupiter I	Fairey IID
200 hp Sunbeam Arab		ABC	F3
Sunbeam Maori			
Condor II			

Appendix 1: Aero-Engines & Spares and Aircraft Parts Stored at No.4 Stores Depot Ruislip 1920 – 1930 (contd)			
Engines & Engine Spares Stored	Aircraft Types Spares Stored	Engines & Engine Spares Stored	Aircraft Types Spares Stored
1924	1924	1925	1925
RR Falcon III	Avro 504K	Falcon III	Avro 504 K
RR Eagle VIII	Avro Bison Mk.I	Eagle VIII	Avro Bison Mk.I
100 hp Mono	Blackburn Dart	100 hp Mono	Avro Lynx 504N
200 hp BRII	Fairey IIID & Fairey IIIC	200 hp BRII	Bison Mk.II
400 hp Liberty	F5 Large America	400hp Liberty	Blackburn Dart
150 hp BRI	F2A	150 hp BRI	F5 Large America
400 hp Lion	Parnall Panther	400 hp Lion	F2A
Condor IB, II & III	Sopwith 2F1	Jaguar III	Fairey IIIC & IIID
Jaguar I, II, III & IV	Fairey Flycatcher	Jupiter IV	Fairey Fawn
Jupiter	Hawker Tom Tit	Lion V	Fairey Flycatcher
Falcon II	(Hendon) Hanley	Lynx	Kingston
Cub	Kingston	Lucifer	(Hendon) Hanley
Lion V	Nieuport Nightjar	Condor IB	Nieuport Nighthawk
	Nieuport Nighthawk	Condor II	Nieuport Nightjar
	Plover	Condor III	Parnall Panther
	Seagull		Plover
	Walrus		Southampton & Seagull
			Sopwith 2F1
			Walrus
1926 & 1927	1926 & 1927	1928 & 1929	1928 & 1929
Falcon III	Avro 504 K & N	BRII	Avro Bison Mk.I & II
Falcon X	Avro Bison I & II	Condor III & IIIA	Avro 504K & 504N
Lion II & IIB	Blackburn Dart	Cirrus II	Blackburn Dart
Lion VII & IX	Blackburn I & II	RR Eagle VIII	Blackburn Iris Mk. I & II
Eagle VIII	DH Moth	RR Falcon III	Blackburn Ripon
Condor III	Fairey Fawn	FXIIA	DH Moth
Mono	Fairey Flycatcher	Felix XIID	Fairey Fawn
BRII	Fairey IIID	Genet II	Fairey Fox
Felix	Fairey Fox	Jaguar IIIA, IV & IVS/C	Fairey Flycatcher
Liberty	Hendon	Jupiter IV, VI & VIII	Fairey IIID & IIIF
Jaguar III & IIIA	Kingston	Liberty	Airscrews for the above
Jaguar IV	F5	Lion II, IIB, V, VA, VA NS, XI & XIA	Flotation gear
Jupiter III & VI	Plover	Lynx IV	Ship landing gear
Lynx	Seagull	Magneto spares	Kite balloons
Magneto spares	Southampton	Ignition accessories	Nurse balloons
Ignition accessories	Airscrews for the above	Spark plugs	
Spark plugs	Flotation gear	Carburettor & spares	
Carburettor & spares	Ship landing gear	Ball & roller bearings	
Ball & roller bearings	Kite balloons	Gas starters	
Gas starters	Nurse balloons	Engine cases	
Engine cases			

Appendix 2: Workload Data 1920-1930

<i>Description of Work</i>	<i>1920</i>	<i>1921</i>	<i>1922</i>	<i>1923</i>	<i>1924</i>
Demands received	7,358	8,916	8,042	7,363	10,925
Issue vouchers created	9,981	11,363	12,334	11,862	15,471
Receipt vouchers created	17,235	9,906	7,573	6,339	8,173
Number of trucks received	1,594	1,542	1,205	749	906
Number of trucks despatched	1,473	951	680	621	977
Road tonnage received	1,362	1,002	994	527	1,128
Road tonnage despatched	3,215	1,545	1,494	1,589	1,307
Number of cases packed	2,789	4,198	5,792	7,760	11,374
Engines received	1,180	1,598	954	1,071	1,448
Engines despatched	2,897	1,093	1,392	978	1,990
Number of letters received	16,086	15,319	12,525	14,465	19,518
Number of letters despatched	16,956	19,284	18,482	18,602	26,025
<i>Description of Work</i>	<i>1925</i>	<i>1926</i>	<i>1927</i>	<i>1928</i>	<i>1929</i>
Demands received	15,457	13,928	15,572	17,183	27,233
Issue vouchers created	23,219	23,567	27,778	32,325	38,464
Receipt vouchers created	19,330	21,328	20,801	23,164	31,022
Number of trucks received	1,401	1,073	841	1,127	933
Number of trucks despatched	911	865	661	732	685
Road tonnage received	1,147	1,702	1,591	2,406	1,351
Road tonnage despatched	1,201	1352.5	1,425	1,596	1,808
Number of cases packed	10,032	10,187	12,518	13,811	14,372
Engines received	1,915	1,595	1,867	2,399	2,013
Engines despatched	1,629	1,370	1,610	1,959	1,728
Number of letters received	21,312	20,272	22,070	32,007	46,062
Number of letters despatched	30,105	31,159	27,442	27,609	32,952

Appendix 3: Headquarter Officers of No.4 Stores Depot 1919 -1930		
Position	Officer	Dates
1919		
Commanding Officer	Lieutenant-Colonel H Lee	until 00-06-19
Commanding Officer	Squadron Leader G Barber	from 00-06-19
Park Commander	Major H J Newton Clare OBE	unknown
Park Commander	Squadron Leader W.J Shields	unknown
Chief Accountant Officer	Flight Lieutenant L Auker, OBE	from 11-11-19
Adjutant	Lieutenant Bullock	until 27-08-19
Adjutant	Flying Officer S.W Rolfe	from 28-08-19
Officer in Command Pay & Establishment	Lieutenant Longhurst	until 00-08-19
Officer in Command Pay & Establishment	Flight Lieutenant G.A Hilliar	from 00-08-19
Officer in Command Provision	Flying Officer J.W Gage	from 14-10-19
Officer in Command Accounts	Flying Officer L.A Lavender	unknown
1920		
Commanding Officer	Squadron Leader G Barber	until 28-04-20
Commanding Officer	Squadron Leader T.O Lyons, OBE	from 29-04-20
Chief Stores Officer	Squadron Leader W.J Shields	until 18-04-20
Chief Stores Officer	Squadron Leader W.J.D Pryce, OBE, DSM	from 19-04-20
Chief Accountant Officer	Flight Lieutenant L Auker, OBE	
Adjutant	Flying Officer S.W Rolfe	until 04-01-20
Adjutant	Flying Officer R.E Meek	from 05-01-20 until 05-11-20
Officer in Command Pay & Establishment	Flight Lieutenant G.A Hilliar	from 00-08-19
Officer in Command Provision	Flying Officer J.W Gage	from 14-10-19
Officer in Command Accounts	Flying Officer L.A Lavender	until 10-12-20
Officer in Command Accounts	Flying Officer E.I.T Duffield	from 11-12-20
1921		
Commanding Officer	Wing Commander T.O Lyons, OBE	until 03-12-21
Commanding Officer	Wing Commander W.J.D Pryce, OBE	from 04-12-21
Chief Stores Officer	Squadron Leader W.J.D Pryce, OBE, DSM	until 03-12-21
Chief Accountant Officer	Flight Lieutenant L Auker, OBE	until 27-08-21
Chief Accountant Officer	Flight Lieutenant A Holmes	from 28-08-21
Officer in Command Pay & Establishment	Flight Lieutenant A.W Smith	unknown
Officer in Command Provision	Flying Officer J.W Gage	from 14-10-19
Officer in Command Accounts	Flying Officer E.I.T Duffield	until 03-12-21
1922		
Commanding Officer	Wing Commander W.J.D Pryce, OBE	from 04-12-21
Chief Stores Officer	Flight Lieutenant A.W Smith	until 14-05-22
Chief Stores Officer	Flight Lieutenant E.S Baker	from 15-05-22
Chief Stores Officer	Flight Lieutenant P Adams	from 12-09-22
Chief Accountant Officer	Flight Lieutenant A Holmes	from 28-08-21

Appendix 3: Headquarter Officers of No.4 Stores Depot 1919 -1930		
Position	Officer	Dates
1922 – (contd)		
Officer in Command Provision	Flight Lieutenant J.W Gage	until 16 -01-22
Officer in Command Provision	Flight Lieutenant E.S Baker	from 17-01-22
Officer in Command Provision	Flight Lieutenant H.S Alger	from 15-5-22
Officer in Command Accounts	Flying Officer J.J Caiger	from 20-03-22
Civil Assistant	D.J Evans	from 02-01-22
1923		
Commanding Officer	Wing Commander W.J.D Pyrce, OBE	until 31-08-23
Commanding Officer	Wing Commander T.O Lyons, OBE	from 01-09-23
Chief Stores Officer	Flight Lieutenant P Adams	until 15-06-23
Chief Stores Officer	Squadron Leader L Auker, OBE	from 16-06-23
Chief Accountant Officer	Flight Lieutenant A Holmes	until 08-10-23
Officer in Command Provision	Flight Lieutenant H.S Alger	until 11-09-23
Officer in Command Provision	Flight Lieutenant T.E Drowley	from 12-09-23
Officer in Command Accounts	Flying Officer J.J Caiger	from 20-03-22
Civil Assistant	D.J Evans	from 02-01-22
1924		
Commanding Officer	Wing Commander T.O Lyons, OBE	from 01-09-23
Chief Stores Officer	Squadron Leader L Auker, OBE	until 10-11-24
Chief Stores Officer	Squadron Leader B.W. M Williams	from 07-09-24
Chief Accountant Officer	Wing Commander J Rylands	from 10-06-24 to 18-11-24
Officer in Command Provision	Flight Lieutenant T.E Drowley	from 12-09-24
Officer in Command Accounts	Flying Officer J.J Caiger	until 17-07-24
Officer in Command Accounts	Flying Officer R.E Steggall, MBE	from 18-07-24
Civil Assistant	D.J Evans	until 30-11-24
Civil Assistant (acting)	S.T Metcalfe	from 01-12-24
1925		
Commanding Officer	Wing Commander T.O Lyons, OBE	from 01-09-23
Chief Stores Officer	Squadron Leader B.W. M Williams	from 07-09-24
Chief Accountant Officer	Flight Lieutenant A Holmes	back from the Air Ministry
Officer in Command Provision	Flight Lieutenant T.E Drowley	until 25-07-25
Officer in Command Provision	Flight Lieutenant W.A Glasper	from 26-07-27
Officer in Command Accounts	Flying Officer R.E Steggall, MBE	from 18-07-25
Civil Assistant (acting)	S.T Metcalfe	until 09-05-25
Civil Assistant	V.H Moon	from 10-05-25
1926		
Commanding Officer	Wing Commander T.O Lyons, OBE	until 01-02-26
Commanding Officer	Wing Commander F.H Kirby, VC, OBE, DCM	from 16-03-26
Chief Stores Officer	Squadron Leader B.W. M Williams	from 07-09-24
Chief Accountant Officer	Flight Lieutenant A Holmes	back from the Air Ministry
Officer in Command Provision	Flight Lieutenant W.A Glasper	from 26-07-25
Officer in Command Accounts	Flying Officer R.E Steggall, MBE	until 05-03-26
Officer in Command Accounts	Flying Officer C.F Goatcher	from 19-04-26
Civil Assistant	V.H Moon	from 10-05-25

Appendix 3: Headquarter Officers of No.4 Stores Depot 1919 –1930 (contd)		
Position	Officer	Dates
1927		
Commanding Officer	Wing Commander W.R Bruce, OBE	from 29-03-27
Chief Stores Officer	Squadron Leader B.W. M Williams	until 15-6-27
Chief Stores Officer	Flight Lieutenant A.E Sutton-Jones	from 16-06-27
Chief Accountant Officer	Flight Lieutenant A Holmes	until 21-05-27
Chief Accountant Officer	Squadron Leader P.J Wiseman	from 22-05-27 until 29-08-27
Chief Accountant Officer	Squadron Leader A.R Thomas	from 30-08-27
Officer in Command Provision	Flight Lieutenant T.J Organ	from 16-06-27
Officer in Command Accounts	Flying Officer R.E Steggall, MBE	until 05-03-26
Officer in Command Accounts	Vacant	Vacant
Civil Assistant	V.H Moon	from 10-05-25
1928		
Commanding Officer	Wing Commander W.R Bruce, OBE	from 29-03-27
Chief Stores Officer	Squadron Leader A.W Turner, DCM	unknown
Chief Accountant Officer	Squadron Leader A.R Thomas*	from 30-08-27
Officer in Command Provision	Flight Lieutenant A.E Sutton-Jones	unknown
Officer in Command Provision	Flight Lieutenant H Cartwright	from 31-12-28
Officer in Command Accounts	Flying Officer R.E Steggall, MBE	until 05-03-26
Officer in Command Accounts	Vacant	Vacant
Civil Assistant	V.H Moon	from 10-05-25
Squadron Leader A.R Thomas was posted to Inland Area HQ on 1 December 1928 and H.J Hutter (civil assistant) took over responsibility for stores accounts on 15 December		
1929		
Commanding Officer	Wing Commander W.R Bruce, OBE	from 29-03-27
Chief Stores Officer	Squadron Leader A.W Turner, DCM	unknown
Chief Accountant Officer	H.J Hutter (Civil Assistant)	from 15-12-28
Officer in Command Provision	Flight Lieutenant A.E Sutton-Jones	unknown
Officer in Command Provision	Flight Lieutenant H Cartwright	from 31-12-28 to 30-07-29
Officer in Command Provision	Flight Lieutenant R.F Wilson	from 31-07-29 until 11-09-29
Officer in Command Provision	Flight Lieutenant E.R Wood	from 12-09-29 until 31-12-29
Civil Assistant	V.H Moon	from 10-05-25
Adjutant	Flying Officer O.W.T Rogers	from 01-01-29 until 24-04-29
Adjutant	Flying Officer R.N Hesketh	from 25-04-29 to 31-12-29

Appendix 4: Small Arms Ammunition Stock 31-01-41 to 30-12-41				
Ammunition	Type	Stock (rounds on hand at the end of the month	Rounds Issued during the month	Rounds Received during the month
31 January 1941				
.303	ball	2,619,648	316,664	393,032
.303	Armoured Piercing	1,364,960	55,429	32,716
.303	Tracer	118,198	7,965	2,587
.303	Incendiary	665,176	102,633	288,840
.380	Revolver	1,788	3,089	3,000
.45	Remington Colt	420	900	Nil
.455	Revolver	480	Unknown	Nil
.455	Pistol	3,570	1,980	2,520
20mm	HE	3,371	4,500	780
20mm	Ball	35,732	24,000	2,400
.3	Ball	73,200	16,800	Nil
No.1 Mk.2	Coffman Cart	11,160	Nil	Nil
No.2 Mk.2	Coffman Cart	14,090	Nil	Nil
.303	Browning Links	5,002,540	Nil	Nil
.303	Vickers Links	415,486	Nil	Nil
	Pyrotechnics	9,005	Nil	1,093
4.5in	Flares	7,398	2,880	2,664
28 February 1941				
.303	ball	3,445,442	80,388	870,000
.303	Armoured Piercing	1,580,532	81,672	297,344
.303	Tracer	118,248	Nil	50
.303	Incendiary	766,936	48,000	149,760
.380	Revolver	1,788	Nil	Nil
.45	Remington Colt	160	260	Nil
.455	Revolver	1,680	1,200	2,400
.455	Pistol	3,570	Nil	Nil
20mm	HE	14,531	Nil	11,160
20mm	Ball	55,712	Nil	30,000
.3	Ball	46,200	27,000	Nil
No.1 Mk.2	Coffman Cart	5,160	6,000	Nil
No.2 Mk.2	Coffman Cart	13,050	1,040	Nil
.303	Browning Links	6302540	200,000	150,000
.303	Vickers Links	415,486	Nil	Nil
	Pyrotechnics	9,005	Nil	Nil
4.5in	Flares	4198	4,880	1,680
No Return Statements for March to May				
30 June 1941				
.303	ball	4,420,156	10,000	Nil
.303	Armoured Piercing	1,829,894	262,000	350,000
.303	Tracer	105,948	6,500	Nil
.303	Incendiary	1,139,844	147,000	250,000

Appendix 4: Small Arms Ammunition Stock 31-01-41 to 30-12-41				
Ammunition	Type	Stock (rounds on hand at the end of the month)	Rounds Issued during the month	Rounds Received during the month
30 June 1941 (contd)				
.380	Revolver	3,840	2,856	1,740
.45	Remington Colt	3,960	300	Nil
.455	Revolver	3,360	1,200	Nil
.455	Pistol	3,360	1,050	1,050
20mm	HE	15,480	14,435	9,745
20mm	Ball	840,060	37,446	18,000
20mm	Incendiary	22,984	Nil	14,969
.3	Ball	109,400	27,000	1,000,000
No.1 Mk.2	Coff Cart	Nil	Nil	Nil
No.2 Mk.2	Coff Cart	Nil	Nil	Nil
.303	Browning Links	6,559,540	630,000	Nil
.303	Vickers Links	375,486	Nil	Nil
	Pyrotechnics	74,487	29,798	51,237
4.5in	Flares	Nil	191	183
No.39	Mk.1 Detonators	76	32	0
20mm	Links	910,000	50,000	500,000
.22	Rimfire	Nil	Nil	Nil
July 1941				
.303	ball	4,196,988	287,632	77,488
.303	Armoured Piercing	1,829,854	400,000	400,000
.303	Tracer	102,548	34,000	Nil
.303	Incendiary	906,844	363,000	129,000
.380	Revolver	384	3,456	4,000
.45	Remington Colt	3,340	820	Nil
.455	Revolver	2,400	960	Nil
.455	Pistol	2,940	426	Nil
20mm	HE	7,359	2,654	5,040
20mm	Ball	90,860	117,100	123,000
20mm	Incendiary	1,051	2,520	2,654
.3	Ball	954,000	Nil	Nil
No.1 Mk.2	Coffman Cart	13,860	22,500	15,000
No.2 Mk.2	Coffman Cart	14,490	500	Nil
.303	Browning Links	6,550,540	Nil	Nil
.303	Vickers Links	325,486	50,000	Nil
	Pyrotechnics	63,711	45,178	35,258
4.5in	Flares	50	10	Nil
No.39	Mk.1 Detonators	87	241	240
20mm	Links	101,000	45,000	Nil
.22	Rimfire	5,000	11,000	Nil

Appendix 4: Small Arms Ammunition Stock 31-01-41 to 30-12-41 – (contd)				
Ammunition	Type	Stock (rounds on hand at the end of the month	Rounds Issued during the month	Rounds Received during the month
August 1941				
.303	ball	3,814,996	419,696	28,704
.303	AP	136,000	127,000	1,838,894
.303	Tracer	101,248	1,300	Nil
.303	Incendiary	907,556	282,288	Nil
.380	Revolver	7,750	13,614	20,980
.45	Remington Colt	3,340	Nil	Nil
.455	Revolver	5,520	6,960	10,080
.455	Pistol	2,730	2,310	2,100
20mm	HE	30,002	2,774	25,417
20mm	Ball	49,220	91,500	49,860
20mm	Incendiary	1,592	10,111	10,652
.3	Ball	88,200	19,200	Nil
No.1 Mk.2	Coffman Cart	24,860	14,000	25,000
No.2 Mk.2	Coffman Cart	14,420	70	Nil
.303	Browning Links	6,509,540	50,000	Nil
.303	Vickers Links	315,486	10,000	Nil
	Pyrotechnics	41,549	2,756	9,448
4.5in	Flares	60	10	Nil
No.39	Mk.1 Detonators	397	98	420
20mm	Links	145,302	45,500	89,802
Hand Grenades		5,216	14,784	20,000
.22	Rimfire	10,000	15,000	20,000
September 1941				
.303	ball	4,700,628	118,392	1,000000
.303	Armoured Piercing	1,4112,546	426,348	Nil
.303	Tracer	98,592	101,248	99,840
.303	Incendiary	1045636	112,000	300,000
.380	Revolver			
.45	Remington Colt	4,840	500	2,000
.455	Revolver	13,920	Nil	6,960
.455	Pistol	6,720	Nil	3,990
20mm	HE	23,636	6,366	Nil
20mm	Ball	80,586	159,714	191,080
20mm	Incendiary	1,860	27,018	26,089
.3	Ball	7,200	81,000	Nil
No.1 Mk.2	Coffman Cart	21,860	3,000	Nil
No.2 Mk.2	Coffman Cart	9,440	4,980	Nil
.303	Browning Links	8,427,040	82,500	2,000000
.303	Vickers Links	285,486	30,000	Nil
	Pyrotechnics	39,080	2,354	2,070

Appendix 4: Small Arms Ammunition Stock 31-01-41 to 30-12-41				
Ammunition	Type	Stock (rounds on hand at the end of the month)	Rounds Issued during the month	Rounds Received during the month
September 1941 (contd)				
4.5in	Flares	Nil	Nil	Nil
No.39	Mk.1 Detonators	397	Nil	Nil
20mm	Links	109,302	46,000	10,000
Hand Grenades		Nil	Nil	NHil
.5	Armoured Piercing	50,000	Nil	50,000
.22	Rimfire	56,000	2,000	48,000
October				
.303	ball	4,748,732	207,832	255,936
.303	Armoured Piercing	1,797,560	1,164,984	395,000
.303	Tracer	146,256	12,480	395,000
.303	Incendiary	1,270,092	3,000	20,000
.380	Revolver	8,764	8,240	9,744
.45	Remington Colt	6,140	200	1,500
.455	Revolver	13,920	Nil	Nil
.455	Pistol	6,720	Nil	Nil
20mm	HE	23,756	Nil	120
20mm	Ball	57,484	122,730	99,992
20mm	Incendiary	127,740	125,880	Nil
.3	Ball	6,920	280	Nil
No.1 Mk.2	Coffman Cart	21,860	3,000	Nil
No.2 Mk.2	Coffman Cart	9,440	4,980	Nil
.303	Browning Links	8,427,040	Nil	Nil
.303	Vickers Links	245,486	4000	Nil
	Pyrotechnics	40,220	2,294	2,070
4.5in	Flares	60	Nil	Nil
No.39	Mk.1 Detonators	397	Nil	Nil
20mm	Links	86,302	23,000	Nil
Hand Grenades		6,384	3,616	10,000
.5	Armoured Piercing	45,000	5,000	Nil
.22	Rimfire	43,000	13,000	Nil
November & December were not published				

Appendix 5: Transportation Tonnage for 1941 and January to March 1944					
<i>Tons Out Rail</i>	<i>Tons Out Road</i>	<i>Total</i>	<i>Tons In Rail</i>	<i>Tons In Road</i>	<i>Total</i>
January 1941					
365, 15 cwt	385, 10cwt	751, 5 cwt	171, 8cwt	175	346, 8cwts
February 1941					
417	667, 5cwt	1,084	170	159, 4cwt	329, 4cwt
March					
417, 10cwt	477	894,10cwt	129	333	462
April					
416	527	943	72	206	278
May					
359, 1 cwt	570, 18	929, 19	108, 5 cwt	354, 4cwt	462, 9
June					
221	392,15	613, 15cwt	110, 5cwt	183, 4cwt	293, 9cwt
July					
390, 19cwt	393, 17cwt		67, 15cwt	188, 9cwt	
August					
413, 7cwt	383, 2cwt		85, 5cwt	101, 10cwt	
September 1941					
447, 13cwt	367, 8cwt		109, 2cwt	213, 13cwt	
October 1941					
107, 16cwt	138, 10cwt		575, 10cwt	526	
November 1941					
414, 18cwt	421, 9 cwt	636, 8cwt	77, 9cwt	186, 19cwt	264, 8cwt
December 1941					
297,13cwt	503, 17cwt	801, 10cwt	593, 4cwt	506, 12cwt	1099, 17cwt
January 1944					
929, 12cwt	827, 3cwt	1756, 16cwt	1165, 3cwt	2617,2cwt	3782, 6cwt
February 1944					
1007, 16cwt	857, 16cwt	1865, 12cwt	1184, 2cwt	2162, 9cwt	3346, 12cwt
March 1944					
1266, 13cwt	1081, 2cwt	2347, 15cwt	1244, 7cwt	1867, 6cwt	3111, 13cwt

Appendix 6: Demolition 27-11-07



Plate 78: Shed 1, Bay 'A'



Plate 79: Shed 1, Bay 'A'



Plate 80: Shed 1, Bay 'A'



Plate 81: Shed 1, Bay 'A' – Truss end



Plate 82: Shed 1, Bay 'A'



Plate 83: Shed 1, Bay 'A'



Plate 84: Chapel



Plate 85: The Chapel Site



Plate 86: Chapel



Plate 87: Chapel

Appendix 7: Sources

AIR 2/20	Ruislip Stores Depot. Closing of Public Footpath through the Camp. 1922-25.
AIR 2/23	Ewer, E.S. Mr. Purchase of Ruislip Store Depot
AIR 2/62	Ruislip Stores Depot. Provision of Water Supply 1917-1920.
AIR 2/95	Land, Accommodation and Sidings for No.4 Store Depot at Ruislip. 1917-1919.
AIR 2/100	Authority for Payment of London Rates to Civilian Labour at Ruislip.
AIR 2/118	Preparation of Statistics required by Air Ministry and Provision of Statistical Machine at Record Office, Ruislip.
AIR 2/137	Approval of Siting of New Buildings at Ruislip.
AIR 2/141	Discontinuation of Police Duty at No.4. Stores Depot. Ickenham.
AIR 2/154	Erection of Fences at Ruislip Stores Depot and agreement between Air Council and Great Western and Great Central Railways' Joint Committee.
AIR 2/207	Air Ministry Administration of RAF Record Office, Ruislip 1921
AIR 2/220	Agreement with G.W. Railway re fencing of Milton, Ruislip and Kidbrooke Stores Depots. (1919-1925)
AIR 2/228	Application to the Railway & Canal Commission re acquisition of land at Ruislip. 1923-1924
AIR 2/259	Easement for drain at Ruislip under Metropolitan Railway – acquisition of Lands Act 1916-1920.
AIR 2/261	Purchase of 'The Rosary', Ruislip, from Mr A Sims.
AIR 2/274	Purchase of No.3 Priory Close, Ruislip, from Mr. Mounter 1925-1926
AIR 2/327	Purchase of 'Ashbourne', Ickenham Road, Ruislip, as a Group V Quarter 1928
AIR 2/356	Approach road to Ruislip Recreation fields 1929-1930
AIR 2/12319	Married quarters, RAF Ruislip: land clearance

AIR 2/11109 Transfer of the Record Office, Ruislip to Gloucester
AIR2/11365 Air Ministry Unit, Ruislip: personnel establishment
AIR 2/18729 RAF Ruislip: organisation policy
AIR 11366 Air Ministry Unit, Ruislip: personnel establishment 1954 Jan-1955 Dec
AIR 11827 United States Air Forces HQ, Ruislip: acquisition of additional land 1951
AIR 14/225 RAF Ruislip: water supply 1921-1962
AIR 14/226 RAF Ruislip: water supply 1921-1962
AIR 29/1680 HQ RAF Record Office, Ruislip 1948 Jan-1950 Dec.
AIR 29/2390 Medical Survey Office, Ruislip/Gloucester 1951 Aug-1955 Dec
AIR 29/831 No.7 Repairable Equipment Unit, Ruislip 1941 July-Aug
AIR 29/960 No.4 MU Ruislip, formerly No. 4 Stores Depot, Ickenham 1927 Jan-1940 Dec.
AIR 29/961 No.4 Ruislip, formerly No. 4 Stores Depot, Ickenham 1941 Jan-1945 Dec.
AIR 29/1020 No.64 MU, Ruislip and Hatfield 1941 Nov-1946 Feb.
AIR 29/1450 No.4 MU Ruislip 1946 Jan-1947 Dec.
AIR 29/1451 No.4 MU Ruislip 1948 Jan-1950 Dec.
AIR 29/2082 No.4 MU Ruislip 1951 Jan-1955 Dec
AIR 29/2517 No.4 MU West Ruislip 1956 Jan - 1960 Dec
AIR 29/1110 Record Office, RAF Ruislip 1927 Oct-1946 Feb.
AIR 29/2070 Ruislip
AIR 77/152 Observations on Establishment Review at 4 MU RAF Ruislip 1954

