

The Paddock Information Collection – The most comprehensive source of information about Paddock

Timeline, miscellaneous information and myths (Bill Ridgeway)

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Timeline

Date	Event
Thursday, 19 March 1914	Proposal to purchase land purchased at Dollis Hill to provide a site for a new Post Office laboratory ^[1]
January 1915	First Zeppelin raid on England ^[2]
Saturday, 8 May 1915	First bomb dropped on London ^[3]
1916	School of Mechanical Warfare set up in fields between Dollis Hill Lane and Oxgate Lane as a proving ground for tanks. Amphibious tanks were tested in the Brent Reservoir (also known as the Welsh Harp Reservoir) ^[4]
Monday, 11 November 1918	Germany signed an Armistice ending World War One ^[5]
1921	Ex army huts acquired ^{[6][7]}
Tuesday, 22 October 1922	Deed of Grant (purchase for £4,000) of land from the Metropolitan Water Board. and Deed of Grant and Release Agreement with Hays Wharf Cartage Company Ltd ^[8]
September 1931	Houses to the north of Paddock (towards the North Circular Road) on both sides of Brook Road and in neighbouring roads had already been built ^[9]
Monday, 30 January 1933	Adolf Hitler became Chancellor at the head of the Nazi-DNVP coalition in Germany ^[10]
Monday, 23 October 1933	Post Office Research Station (Dollis Hill) Main Building [<i>now known as Chartwell Court</i>] opened by Prime Minister Ramsey MacDonald ^[11]
October 1935	Committee of Imperial Defence tasked to plan for the next war ^[12]
Friday, 24 July 1936	Speaking clock service (developed at the Post Office Research Station), inaugurated ^[13]
1937	Committee of Imperial Defence reported an alternative centre for government should be set up ^[14]
Friday, 28 May 1937	Neville Chamberlain became Prime Minister ^[15]
1938	Cabinet War Room [<i>Storey's Gate, London SW1</i>]; construction started ^[16]
Friday, 14 October 1938	Decision to construct Standby Cabinet War Room [<i>Paddock</i>] ^[17]
Beginning of 1939	Start of construction of Standby Cabinet War Room [<i>Paddock</i>] ^[18]
August 1939	Cabinet War Room [<i>Storey's Gate, London SW1</i>] became operational ^[19]
Sunday, 3 September 1939	War declared on Germany ^[20]
Thursday, 14 September 1939	Winston Churchill wrote to Sir Edward Bridges (Cabinet Office Secretariat) regarding the probable intensive air attack of the Whitehall-Westminster area "We must forestall this disruption" ^[21]
Saturday, 11 May 1940	Winston Churchill became Prime Minister ^[22]
Saturday, 8 Jun 1940	Construction of Paddock completed at an estimated cost of £0.25M [<i>approximately £11.83M today</i>] ^[23]
Wednesday, 19 June 1940	A Duff-Cooper (Minister of Information) and Sir Edward Bridges (Cabinet Office Secretariat) inspected Paddock and Neville's Court ^[24]
Saturday, 7 September 1940	London blitz started ^[25]
Sunday, 8 September 1940	Winston Churchill visited Paddock for the first time ^[26]
Friday, 13 September 1940	Winston Churchill visited Paddock (possibly incorrect date) ^[27]
Friday, 20 September 1940	Paddock was bombed ^[28]
Friday, 20 September 1940	Winston Churchill visited Paddock on his way to Chequers ^{[29][30][31]}
11:30, Thursday, 3 October 1940	First War Cabinet at Paddock – chaired by Winston Churchill (Prime Minister) ^{[32][33]}
Friday, 1 November 1940	Winston Churchill wrote " <i>Paddock is a piece of useless folly; it can be put to any use the Departments think fit. It is no good for H.M.G</i> " ^[34]
Thursday, 12 December 1940 and Friday, 13 December 1940	Winston Churchill discussed with John Colville (his Private Secretary) and Tom Phillips (Vice Chief of Naval Staff) at Chequers his plans (after the War) for four European Confederations and a Council of Europe ^[35]
12:00, Monday, 10 March 1941	War Cabinet at Paddock – chaired by Clement Atlee (Lord Privy Seal) at which Robert Menzies (Prime Minister of Australia) made a statement outlining the Australian war effort ^{[36][37]}

Date	Event
Autumn 1943	Paddock became non-operational when functions (and equipment) was transferred to Standby Cabinet War Room [<i>known as Anson and CWR3</i>], North Rotunda, 59/67 Great Peter Street (Westminster) ^[38]
Thursday, 11 November 1943	Proposal that Paddock is no longer a Vulnerable Point (VP) and the guard can be removed ^[39]
December 1943	Colossus computer incorporating 1,500 thermionic valves (for breaking German cipher codes) developed and constructed at the Post Office Research Station (Dollis Hill) ^[40]
End of 1944	Paddock abandoned ^[41]
Tuesday, 8 May 1945	Victory in Europe (VE) day ^[42]
Thursday, 26 July 1945	Clement Atlee became Prime Minister ^[43]
Wednesday, 15 August 1945	Victory in Japan (VJ) day (Tuesday, 14 August 1945 in Japan due to time zone differences) – formal surrender signed on Sunday, 2 September 1945 ^[44]
Thursday, 1 July 1948	Paddock used by the Post Office Research Station for product research and development ^[45]
Thursday, 1 November 1956	Premium Bonds launched. The computer ERNIE (Electronic Random Number Indicator Equipment) developed at the Post Office Research Station ^[46]
Monday, 23 October 1961	Basement (only) of Paddock used by the Post Office Research Laboratories Sports and Social Club (RLSSC) merged with the Research Social Club (RSC) ^{[47][48][49]}
1968	Post Office Research Station started to be moved to Martlesham Heath (Suffolk) ^[50]
1974	Post Office Research Station bulk move to Martlesham Heath (Suffolk) completed and Dollis Hill closed ^[51]
1976	Last staff of the Post Office Research Station transferred to Martlesham Heath and Dollis Hill is finally vacated site ^[52]
1978	Post Office Research Station site sold to Evans of Leeds Ltd for offices and light industrial use ^[53]
1978	Possible date when surface building truncated ^[54]
1980s	Cadbury Schweppes used main building of the Post Office Research Station ^[55]
Early 1980s	Cadbury Schweppes vacated Post Office Research Station and the site became the Dollis Hill Industrial Estate ^[56]
Friday, 24 April 1981	Paddock considered as a replacement for the North London Group War Room, Partingdale Lane, Mill Hill and also as Main Control Centre for the whole of London. Rejected because of water seepage ^{[57][58]}
1984	Paddock was included on a list of locally listed building by this date ^[59]
1 September 1995	The office to the north of the site (presently a school) was occupied by Brent College ^[60]
1997	Post Office Research Station site (including Paddock) purchased by Network Homes ^[61]
Tuesday, 11 November 1997	Network Homes received planning permission from Brent Council to develop the Post Office Research Station site ^[62]
?1997	Surface building demolished
Monday, 7 February 2000	Houses constructed over Paddock (first residents moved in) ^[63]
August 2000	Construction of Dollis Hill Reservoir started ^[64]
Thursday, 19 April 2001	Members of Subterranea Britannica entered Paddock for the first time ^[65]
October 2001	Lighting installed and water pumped from lower level (at a cost of £15,000) ^[66]
Monday, 28 January 2002	Dollis Hill Reservoir became operational ^[67]
Wednesday, 17 April 2002	First open day of Paddock – opened by a Vera Lynn look-a-like ^[68]
Saturday, 22 September 2018	Last open day of Paddock

Miscellaneous facts

CWR1 (Storey's Gate), CWR2 (Paddock) and CW3 (Anson) key dates

	Decision to construct	Construction started	Construction finished	Became operational	First War Cabinet meeting	Became non-operational
CWR1 (Storey's Gate)	?	1938 ^[69]	?	August 1939 ^[70]	21/10/1939 ^[71]	?
CWR2 (Paddock)	14/10/1938 ^[72]	Beginning 1939 ^[73]	June 1940 ^[74]	?	03/10/1940 ^[75] ^[76]	Autumn 1943 ^[77]
CWR3 (Anson)	?	November 1940 ^[78]	21 June 1941 ^[79]	15 November 1943 ^[80]	?	?

Main corridor in the Basement is not immediately above the main corridor in the Sub Basement

The eastern wall of the Basement main corridor is immediately above the western wall of the Sub Basement. In the Basement there is a short corridor (several feet) between the main corridor and the top of the staircase to the Sub Basement. In the Sub Basement there is the distance of only one brick between the main corridor and the bottom of the staircase. The corridors are offset.

Notable Winston Churchill quotes

"We held a Cabinet meeting at "Paddock" far from the light of day, and each Minister was requested to inspect and satisfy himself about his sleeping and working apartments. We celebrated this occasion by a vivacious luncheon, and then returned to Whitehall." ^[81]

Paddock is *"quite unsuited to the conditions which have arisen"*. ^[82]

"Paddock is a piece of useless folly; it can be put to any use the Departments think fit. It is no good for H.M.G" ^[83]

When Winston Churchill wanted something and chose to exercise his persuasive gift, there were few who found it possible to refuse." ^[84]

Paddock is irregular in shape

Paddock is a very irregular shaped. The Basement is wider and longer then the Sub Basement. The main corridor in the Basement sits westward of the main corridor in the Sub Basement. The weight bearing pillars are equidistant in both directions except at the northern end of the basement where the spacing slightly reduced.

Physical facts

Post Office Research Station: Area	8 acres (3.2 Hectares) ^[85]
Under Sub Basement	Gravel: 4 feet (1.22 metres) approximately Floor slab: 4 feet (1.22 metres) approximately
Sub Basement	Length 173 feet (52.73), Width 36 feet (10.97 metres), Height 10 feet (3.05 metres) (internal) approximately ^[94]
Between Sub Basement and Basement	Roof slab: 4 feet (1.22 metres) approximately Gravel: 4 feet (1.22 metres) approximately Floor slab: 4 feet (1.22 metres) approximately
Basement	Length 192 feet (58.52 metres), Width 58 feet (17.68 metres), Height 10 feet (3.05 metres) (internal) approximately ^[95]
Between Basement and Surface	Roof slab: 4 feet (1.22 metres) approximately Gravel: 4 feet (1.22 metres) approximately Floor slab: 4 feet (1.22 metres) approximately
Surface building (as built)	Not yet ascertained
Surface building (after truncation)	Not yet ascertained
Overall depth	40 feet (12.18 metres) from ground level (internal) approximately
Volume (below ground level)	600,000 cubic feet (16,991.28 cubic metres) (estimate)
Gravel drainage / binding layer (under Sub Basement floor slab)	1 foot 6 inches (0.46 metres) (estimate) ^[86]
Thickness of floor slab (Basement and Sub Basement)	Not yet ascertained
Thickness between Sub Basement roof slab / Basement floor slab and Basement roof slab / Surface floor slab	Not yet determined
Thickness of walls	
Personnel to be accommodated	150 (not confirmed) ^[87]

Sir Harry Ricardo, KBE and Tangye Ltd of Birmingham

Sir Harry Ricardo was a mechanical engineer who specialised in designing petrol and diesel engines. He designed the engine built by Tangye Ltd of Birmingham an example of which is in the Generator Room. Ricardo was a member of the War Cabinet Engineering Advisory Committee 1941- 1945. ^[88] ^[89]

Myths

Air Intake

It has been suggested fresh air was drawn down the ventilation shaft. It is likely fresh air was drawn in from a vent at the base of the ventilation tower. Ducting took air to the air filtration plant room (Sub Basement). The ventilation shaft (more correctly described as an exhaust shaft) took away circulated air and exhaust fumes from the generator. The purpose of a tall 'chimney' is to vent foul air into the atmosphere for it to dissipate. *Myth busted.*

Basement levels extends under the pavement in Brook Road

It has been suggested the Basement extends under the pavement in Brook Road. The floor plan shows the Basement does not extend under the pavement. However, it may have been necessary to construct a batter – additional earth excavated at about 45 degrees from the horizontal and later backfilled to prevent earth slipping into the excavation. A respected professional view on this is “If you look at the aerial image, you can see that it’s [batter] inside the pavement line. Without knowing how the hole was arranged there’s no way to know if the road was disturbed. I’d think not – which would imply the first part of the excavation may have been vertical - but failing getting some during-construction drawings, there is no way we will ever know”. *Myth not proved.*

Batteries

It has been suggested the batteries in the battery room would have provided power for Paddock if the public electricity supply were to have failed. It was general practice at the time for telephone equipment to be powered by lead-acid cells (batteries) at 50 volts DC (direct current). There would have been two sets of cells. One set would have been in use whilst the other set was being trickle charged and the two sets were swapped on a regular basis. These cells would not have the capacity to be used for any other purpose. *Myth busted.*

Blast resistant doors were installed in Paddock

It has been suggested the blast resistant doors were installed at Paddock. It is first necessary to consider the types of doors which may have been installed.

Armoured doors: Armoured doors resist physical attack. A characteristic of armoured doors is they are contained within a very strong metal door frame. This includes slots into which dogs (pawls) on the door engage to ensure security.

Blast resistant doors: Blast resistant doors prevent the blast of a nearby bomb burst entering a bunker. Hugh Ainsley has suggested what we have referred to as blast resistant doors were probably armoured doors to resist physical attack! Blast would simply blow out the vent ducts. In addition the main electrical supply is protected only by the door to the outside and the telephone equipment is protected only by the door to outside and two gas-tight doors (forming an air-lock. There is NO blast protection except insofar as the whole structure (above and below ground) has thick concrete all around. It also makes sense why they are at the level they are, to provide last-ditch physical protection to the critical personnel within. Blast resistant / armoured doors (we may never know which) may be found at the top of all three staircases between the Basement Level and the Sub Basement Level and at the top of the South emergency exit (and therefore also possibly at the top of the – now demolished – North emergency exit).

Gas-tight doors: Gas-tight doors prevent toxic gases (e.g. nerve gas) entering a bunker. Gas-tight doors are installed at strategic locations. Gas-tight doors normally incorporate a vent duct. This is effectively a sprung flap which (because the air pressure within Paddock is maintained slightly above the external pressure) is normally open. When the external pressure is increased the flap closes automatically. At Paddock gas-tight doors may be found in pairs (forming an air-lock) on all three staircases between the Surface Level and the Basement Level. *Myth not proved.* ^[90]

Cabinet Room and Map Room have not been correctly identified

There are indications the Cabinet Room and the Map Room have not been correctly identified and the room we refer to as the Cabinet Room was part of a communication centre. For more information please see *The Paddock Information Collection – Object 111 – Identifying the true location of the Cabinet Room and the Map Room in Paddock – a discussion paper*. *Myth not proved.*

Code name Paddock (source of)

There is no known documentary evidence of the derivation of the code name Paddock. One anecdotal theory is that Paddock was the next available code name in a predetermined list of code names. *"Codenames were compiled by the Inter-Services Security Board, covering almost every aspect of the war: nations, cities, plans, locations, military units, military operations, diplomatic meetings, places, individuals and spies were all disguised under false names. In theory these codewords [sic] were neutral and indecipherable, a shorthand for those in the picture, and deliberately meaningless to those outside it. Random lists of codenames [sic] were issued in alphabetical blocks of ten words, and selected by chance as needed. ... However, the rule requiring that codewords [sic] be devoid of meaning were routinely ignored."* ^[91] The existence of a list of approved code names has not been verified. *Myth not proved.*

Another anecdotal theory is the code name was adopted because Tattersall's (at that time in business as a race horse stud farm and trainer) had established (by 1920) racing stables known as the Willesden Paddocks (formerly Oxgate Farm). This was situated approximately at the junction of the present Coles Green Road and Oxgate Lane. Given the contemporary Oxgate bunker (about ½ mile away) is near Oxgate Lane it would seem very likely here are two examples of the Rule being ignored. *Myth not proved.*

David Niven (actor) worked at Paddock

It has been suggested that David Niven worked at Paddock. There is no mention in either of his biographies 'The moon's a balloon' or 'Niv' to support this suggestions. Absence of positive information that David Niven went to Paddock is not evidence that he did not go to Paddock. *Myth not proved.*

Defence Telegraph Network / Defence Teleprinter Network (DTN) equipment was installed at Paddock

The captioning of objects (records) at the BT Digital Archives relating to the Defence Telegraph Network (DTN) is inconsistent. Some captions include 'Dollis Hill' together with another location. Only 9 objects (records) are captioned uniquely 'Dollis Hill' (of which 8 include images) leading to the assumption DTN equipment was installed at Dollis Hill. The assumed significance of the inclusion of 'Dollis Hill' is as a reference to where the equipment was developed. A report '*Signals Volume I & II - Organisation & development, Volume II - Telecommunications (Air Historical Branch RAF)*' (not available in the *Paddock Information Collection* due to legal issues) also includes references to Defence Teleprinter Network (DTN) at Dollis Hill.

Present-day images of the 'Telephone Room' at Paddock show ghost markings on the floor which are similar to floor markings on BT Digital Archives images of DTN equipment captioned 'Dollis Hill'. It could be assumed that DTN equipment was installed at Paddock. However, one image in particular shows DTN equipment in a room with a load-bearing column in the corner. Study of the plan drawing of both the Basement and Sub Basement of Paddock shows this configuration does not exist at Paddock. DTN equipment is said to have been developed at Dollis Hill. It is, therefore, a reasonable assumption that DTN equipment would have been installed somewhere on the Dollis Hill Estate (for research and developmental purposes not operational purposes). It is possible the images are of the Paddock Surface Building or some other building on the Dollis Hill Estate. *Myth not proved.*

Electrical power for Paddock was supplied by the on-sight electricity sub-station

It has been suggested that electricity for Paddock was supplied by the on-sight electrical sub-station. However, the electricity supply for the Basement and Sub Basement levels and, perhaps, the Surface level of Paddock is fed into the Basement on the south side. This suggests that Paddock had an independent supply perhaps from equipment in the Surface level which would have given it some protection. *Myth not proved.*

Heating was not available at Paddock

The only known area in Paddock which had space heating was the BBC Room. There is no evidence in the Basement or Sub Basement of equipment to heat water for space heating. Neither is there any evidence of pipes or radiator supports. (It is assumed that hot water for the kitchen was supplied from an electrical appliance.)

"The temperature of the Earth down 20 or 30 feet is a relatively constant number year-round, somewhere between 50 F[ahrenheit, 12.8 Celsius] and 60 degrees F[ahrenheit, 15.5 Celsius]"^[96] "The Approved Code of Practice suggests the minimum temperature in a workplace should normally be at least 16 degrees Celsius. If the work involves rigorous physical effort, the temperature should be at least 13 degrees Celsius."^[97] Paddock would have been fully operational only when CWR1 was not available. The difference (between 3.2 degrees Celsius and 0.5 degrees Celsius) between the likely temperature and the (modern) minimum for a workplace is marginal and would have to be tolerated only when the status of Paddock transitioned from 'Standby' to 'Operational' and until heat from people and equipment raised the temperature to an acceptable level. It is, therefore, probable that heating was never in the design brief. *Myth proved.*

Helical (spiral) staircases are all clockwise (when going down)

It has been suggested staircases (main and helical) are clockwise (when going down). All the extant staircases except one are clockwise. The exception is the south end helical staircases between the Basement and the Sub Basement. I believe the now blocked north end helical staircase between the Surface and the Basement may also have been clockwise. *Myth busted.*

Norman Wisdom (actor, comedian, singer and song-writer) worked at Paddock

It has been suggested that Norman Wisdom (later Sir Norman Wisdom) worked at Paddock. In his autobiographies *'Don't laugh at me'* and *'My turn'* (they are more-or-less identical) and to a lesser extent in *'Cos I'm a fool'* there are no direct references to either the Cabinet War Room or Paddock. However there is a reference to him working in "*a top-secret wartime communications centre, a basement bunker off the Edgware Road where Winston Churchill housed one of his key command units*". He describes his post "was situated two floors underground down a flight of stone steps from street level to a small office where I sat at a large switchboard.". This description roughly fits Paddock. Defence Telegraph network equipment was installed in Paddock and in deep-level accommodation or heavily-reinforced buildings known as 'citadels' around the country. However the description could also fit Oxgate bunker (Admiralty) and perhaps others. There is also a reference to an instance of him speaking to Winston Churchill whilst at his switchboard. John Milton tells in his taped interview (qv) Paddock was maintained ready to be put into use immediately (24 hours) when required and other than a permanent military guard GPO engineers and cleaners was otherwise not occupied. Available evidence indicates Winston Churchill went to Paddock on only one occasion whilst it was operational.

The location of the "*top-secret wartime communications centre, a basement bunker off the Edgware Road where Winston Churchill housed one of his key command units*" has not been identified.

Absence of positive information that Norman Wisdom went to Paddock is not evidence that he did not go to Paddock and it would seem information in Norman Wisdom's biography has been misinterpreted. *Myth not proved.*

Rooms behind the windows in the Map Room are for representatives of the armed services

There are two windows and a bricked up window in the wall which runs parallel with the main corridor. The room behind each of these is almost square. There is also a large window in the wall at right angles to that wall. This room is oblong and had a partition running parallel to the window. It has been suggested these rooms were allocated for use by the head of the Army, Navy and Royal Air Force. However it is unclear as to either why the armed services needed discrete rooms. It is thought the room behind the large window may have been allocated for use as Churchill's bedroom / study. It is also unclear whether or not these windows were installed as original or later as part of the Post Office Research function. *Myth not proved.*

Spoil from the excavation for Paddock was taken away in bakers' vans

It has been suggested the spoil from the excavation for Paddock was taken away in baker's vans. A (very rough) estimate gives the volume of earth excavated to be in the order of 600,000 cubic feet (17,000 cubic metres) which would weigh in the order of 66,000 tons (56,000 tonnes) which is in the order of 3,300 journeys of 20 ton lorries. In addition (and to give a perspective of the amount to be transported) there would also be deliveries of construction material (sand, cement and bricks), plant (air conditioning and standby generator) amongst other things. *Myth busted.*

There is a tunnel leading to ...

It has been suggested Paddock is connected with a tunnel to central London. There is no physical or documentary evidence to support this myth. *Myth busted.*

Water leaking into Paddock comes from either a damaged water main or from the reservoir on the opposite side of Brook Road

It has been suggested water leaking into Paddock comes from either a damaged water main or from the reservoir on the opposite side of Brook Road. There are three points at which water leaks into Paddock – none of which have been investigated professionally. Suggested sources of water are

- two springs
- natural precipitation (rain). This is supported by the fact the flow rate changes with natural precipitation.
- natural leakage from the Thames Water covered reservoir opposite in Brook Road. This has been denied by Thames Water. Construction of the Dollis Hill Reservoir commenced in August 2000 and the reservoir was put into operation 28 January 2002.^[92]
- a fractured water supply pipe under the pavement outside Paddock.

For more information please see *The Paddock Information Collection – Object 192 – Understanding the water ingress problem at Paddock – a discussion paper.* *Myth not proved.*

Winston Churchill did not know the actual location of Paddock

It has been suggested Winston Churchill did not know the actual location of Paddock. Winston Churchill describes Paddock as being "near Hampstead"^[93]. Hampstead is approximately three miles east of Paddock. Churchill attended Harrow School (approximately 6 miles west of Paddock) for 5 years. Even so there is no compelling argument Churchill should know of the location Paddock. He would have been in a chauffeur driven car and probably working so he would not have paid attention to where he was. *Myth not proved.*

Winston Churchill had a bedroom / study in Paddock

It has been suggested Winston Churchill had a bedroom / study in Paddock. Rupert Allason (aka author Nigel West) visited Paddock in 1981 accompanied by Robin Williams (Network Homes) who commented "A small room where the bed and furniture were found – marked with the number 13 – is believed to have been Churchill's bedroom at least by Mr Williams". *Myth not proved.*

Winston Churchill's chair in the Cabinet Room was by the far wall of the Cabinet Room

It has been suggested Winston Churchill's chair in the Cabinet Room was by the wall opposite to the door. I have not found a reference to substantiate this. *Myth not proved.*

Note

Network Homes was formerly known (variously as Network Housing Group and Network Stadium Housing Association

Source

¹ BT Digital Archives (Acquisition of Dollis Hill site 1941-1921
www.digitalarchives.bt.com/CalmView/Overview.aspx?src=CalmView.Catalog (advanced search finding number = POST 121/345)

² Wikipedia, http://en.wikipedia.org/wiki/German_strategic_bombing_during_World_War_I

³ Wikipedia, http://en.wikipedia.org/wiki/German_strategic_bombing_during_World_War_I

⁴ Brent Council, Grange Museum of Community History and Brent Archive; *Places in Cricklewood and Dollis Hill*;
http://brent.gov.uk/media/391371/Cricklewood%20and%20Dollis%20Hill.pdf?_ga=1.178750432.518438659.1422353315

⁵ Wikipedia, https://en.wikipedia.org/wiki/Timeline_of_German_history#20th_century

⁶ BT Digital Archives, POST 121/347; Engineering Research Station: Development of Dollis Hill site (Part 1)

⁷ BT Digital Archives, POST 121/348; Engineering Research Station: Development of Dollis Hill site (Part 2)

⁸ BT Digital Archives,
www.digitalarchives.bt.com/CalmView/Record.aspx?src=CalmView.Catalog&id=BTA%2f3+BT1%2f2+CEN%2fCEN3%2f1%2f6%2f85&pos=21

⁹ Britain From Above www.britainfromabove.org.uk/image/epw036574?search=EPW036574&ref=0

Source (continued)

¹⁰ Wikipedia, https://en.wikipedia.org/wiki/Timeline_of_German_history#20th_century

¹¹ Wikipedia, http://en.wikipedia.org/wiki/Post_Office_Research_Station

¹² Wikipedia, [http://en.wikipedia.org/wiki/Ministry_of_Information_\(United_Kingdom\)](http://en.wikipedia.org/wiki/Ministry_of_Information_(United_Kingdom))

¹³ www.speaking-clock.com

¹⁴ Subterranea Britannica, www.subbrit.org.uk/sb-sites/sites/s/station_z/index.shtml (WBM)

¹⁵ Wikipedia, http://en.wikipedia.org/wiki/Neville_Chamberlain

¹⁶ Subterranea Britannica, www.subbrit.org.uk/sb-sites/sites/p/paddock (WBM)

¹⁷ National Archives, CAB21/1068 – *Emergency War Headquarters at Paddock (Hollis to Ismay 17.10.1938)*

¹⁸ Valentine, K J, *Willesden at war; volume 2 – the secret citadels of WW2* (1995)

¹⁹ Wikipedia, http://en.wikipedia.org/wiki/Churchill_War_Rooms

²⁰ Wikipedia, http://en.wikipedia.org/wiki/World_War_II

²¹ National Archives – PERM 4/69/1: *Personal minute C5A 14.9.40*

²² www.bbc.co.uk/history/events/churchill_becomes_prime_minister (web link not now available but available from WaybackMachine)

https://web.archive.org/web/20180722151602/www.bbc.co.uk/history/events/churchill_becomes_prime_minister

²³ National Archives, CAB 21/1068

²⁴ Valentine, K J, *Willesden at war; volume 2 – the secret citadels of WW2* (1995)

²⁵ Wikipedia, http://en.wikipedia.org/wiki/The_Blitz

²⁶ Valentine, K J, *Willesden at war; volume 2 – the secret citadels of WW2* (1995)

²⁷ West, Nigel, *MI5: British security service operations 1909-1945* (1981)

²⁸ West, Nigel, *MI5: British security service operations 1909-1945* (1981)

²⁹ Hyde Andrew P, *Paddock (an article in Blitz, then and now; volume 2 – after the battle* (Edited by Winston G Ramsey) (1988)

³⁰ Valentine, K J, *Willesden at war; volume 2 – the secret citadels of WW2* (1995)

³¹ Colville, John, *The fringes of power – Downing Street Diaries 1939-1955* (1985)

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More information from *The Paddock Information Collection* is available at www.bunkers.org.uk/paddock.htm

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