



BERKSHIRE INDUSTRIAL ARCHAEOLOGY GROUP

BIAG News No 33, Winter 2014

Editor: John Coulson

<http://www.biag.org.uk>

READING INDUSTRIES (PART 1) - NOVEMBER 17, 2014.

David Cliffe

Last year, I gave a talk about industry along the Kennet – which had its origins when BIAG was thinking about running walks round the former industrial sites in Reading for members of the public during Heritage Open Days. I suggested a boat trip along the Kennet, since that was where a lot of the industry was. BIAG wasn't sure about this rather expensive idea, but I got the Library to finance it, and we ran it three times. The BIAG talk, based on the leaflet I produced to give to the boat trippers, was enthusiastically received, and I was there and then invited back to cover some more of Reading's industries in 2015.

It has been a great pleasure for me to do the research and put the talk together over the summer, and again, the talk was received with great enthusiasm, and I was, to say the least, pleased. I saw that people were scribbling down what I was saying, and offered to send out my lecture notes to anyone who wanted, to spare them the trouble. Then the newsletter editor said he'd like to publish them. And so now, I feel I should explain that this is not a finished article: they're just the notes I had handy in case I "dried up" during the talk. I tried not to look at them, and to talk to the audience rather than to a piece of paper.

At the outset I explained that I wouldn't be talking about the industries that I talked about a year ago. At first glance, Reading is not a very industrial town, but investigation has revealed a wide range of activities over the last few centuries, some small and local in scale, but others with national importance. The pictures used to illustrate the talk were again from the collection at Reading Central Library, and most of them can be seen on the Reading Libraries website – www.readinglibraries.org.uk. The few which are not there were copied from catalogues in the Library's collection, and from the Internet.

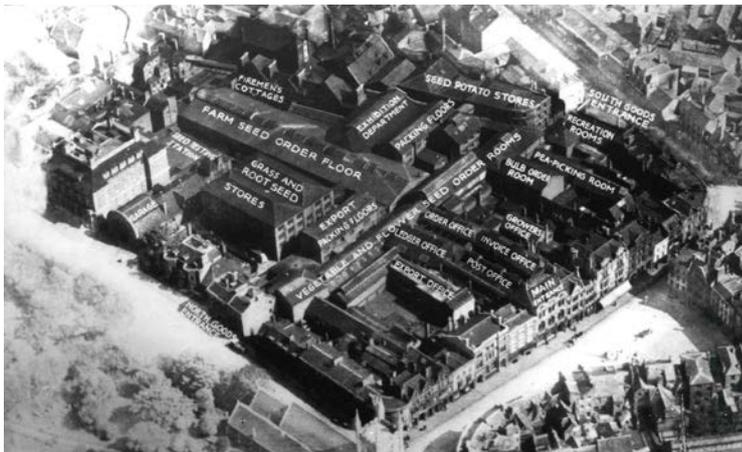
I arranged the talk by the type of industry. Before the break – industries based on agriculture – seeds, milling, baking, malting, brewing, Reading sauce, fish curing, sausage manufacture, basket-making, brush-making, carpentry and joinery, boat-building, and textiles – wool, linen, silk and garment making. Then bricks and tiles. After the coffee break – tinsmiths, metal windows, foundries, agricultural machinery, railway signals, pumps, printing, horse-drawn vehicles, cycles, motor vehicles. Finally, a quick look at public utilities – water, gas and electricity. I am very much aware that in this talk I was only scratching at surfaces, and that many of the subjects would have merited an hour's talk on their own.

(Editor's Note: For space reasons, the description of the second part of David's talk after the coffee break will be included in the next issue of BIAG News)

SEEDS

Sutton & Sons – Market Place, The Forbury, King's Road.

Founded in 1807, when John Sutton set up business as a corn and seed merchant; moved away to Devon in 1976. An aerial view of the premises is shown below:



Fidlers Seeds – Friar Street.

Founded by J. C. Fidler who was also a property developer (responsible for Queen Victoria Street, and the Market Arcade, which was badly bombed in the 1939-45 war) and involved in other Reading industries.

MILLING

Caversham Mill – Mill Green.

Not mentioned in the last talk because it was on the Thames rather than the Kennet. In Tudor times used for fulling the woollen cloth for which Reading was famous. In the 1960s used for the manufacture of cork products. Now demolished and houses built on the site – Heron Island.

Meaby`s “Triticumina” – Queen’s Road and South Street.

This was, like “Hovis”, a kind of “improved” flour, more easily digestible, and particularly suitable for children and invalids, and was made from malted grain. In the 1880s, Albert Meaby, a baker, teamed up with a miller called Farnworth, and a flour mill was built next to the bakery, on Queen’s Road.

The name, “Triticumina”, is a bit of a mouthful, and comes from the Latin word “Triticum”, meaning “wheat.” Its rival, “Hovis,” came from the Latin, “hominis vis”, “the strength of man.” The firm came unstuck when it built a large new factory in South Street to produce biscuits, and called it “The Reading Biscuit Factory.” In 1893, Huntley and Palmers called in their lawyers, and won a legal injunction to prevent Meaby’s from calling their biscuits “Reading Biscuits.” It is uncertain whether the factory began production. The South Street factory was bought by another biscuit manufacturer, H.O. Serpell of Plymouth, who were seeking to expand production. They moved here in 1899, but in 1904, tragedy struck, when the factory caught fire. The rebuilding took only 8 weeks – though only two of the four floors were rebuilt. Serpell’s made many of the biscuits sold by Marks and Spencer, but this proved not enough to secure their future and they were forced into liquidation in 1959. The factory was afterwards used for a variety of purposes, including the electro-plating works of Reading Metal Finishers Ltd. The factory has now been demolished, and the site redeveloped.

MALTING

As the woollen cloth industry was declining in the 17th century, and with it the need for fulling mills in Reading, the malting of barley was in the ascendancy. In the next century, it was the dominant industry in the town. London breweries no longer had the space to do their own malting, and were buying in vast quantities of malt from the Thames Valley towns which was carried down the river in barges to such breweries as Truman’s, Whitbread’s, and Barclay & Perkins’s. Thames Valley towns also had their own breweries, the largest being Brakspear at Henley, Wethered at Marlow, Morland at Abingdon, and Simonds at Reading. The malt trade gave Reading maltsters a regular income for many years, until in the 20th century it became more profitable to produce malt in vast maltings involving the latest technology – as opposed to the old malthouses where men with shovels had to turn the grains by hand, and light fires to roast them. A former malt house is in Malthouse Lane, off Chatham Street.

BREWERIES

Higg`s Lion Brewery - Castle Street

Ferguson`s Angel Brewery - Broad Street

Dymore Brown`s Brewery - Queen`s Road/ East Street

COCKS’S READING SAUCE

Established about 1790, King’s Road. There’s a history of the firm by T. A. B. Corley in “The Berkshire Archaeological Journal.” A picture **of the** Sauce factory in its heyday (c. 1870), also shows Phillips, millwrights, brassfounders and engineers, and Sutton’s Grass Seed Stores.

EIGHTEEN’S FISH CURING

Three brothers: Jack who kept livery stables, George, the fishmonger, and Sam, who smoked fish. Picture of livery stables in Orts Road, and building when used for fish smoking.



Reading Sauce factory – c1870



Eighteen`s Livery Stables

SAUSAGES etc

M. Venner & Sons - Crown Street/Southampton Street,
They had a large factory for producing bacon and sausages, early 20th century.

BASKET-MAKING

There was a rod yard at Sonning (Photo by Llewellyn Treacher, c. 1900) where willow was stripped. Poor people came out from Reading for a few weeks each year – a sort of holiday. It was also done at Sonning Eye near The Flowing Spring pub.

BRUSH MAKING

F. Knott`s brush manufactory, Southampton Street, next to St. Giles`s Church.

CARPENTRY & JOINERY

Samuel Elliott & Sons

Specialist joinery firm began in Newbury in 1860s, and in its early years suffered fire and bankruptcy. Samuel Elliott lost control of the business and his resignation was demanded in 1902. Newbury's loss was Reading's gain - Elliott and a few key workers moved to a site provided by the Reading property developer, J. C. Fidler, between Gosbrook Road, Caversham, and Christchurch Meadows by the River Thames. They quickly built up an enviable reputation for first-class work, winning contracts with prestigious companies and institutions – department stores, banks, corporate headquarters, hotels, churches, and even ocean liners. Architectural metalwork and revolving doors became something of a speciality, and they also built vehicle bodies. After the Second World War, the firm continued to win prestigious contracts, and for a while continued with specialised vehicle body building. From the 1960s onwards the firm was the subject of a number of take-Overs, and was owned by a succession of conglomerates. In the 1990s, it became a part of Trollope & Colls, and moved to a site on the Basingstoke Road Industrial Estate. The Caversham site was sold off for housing. Manufacturing in Reading stopped in 2000. A History of the firm written by Alan Beardmore has been published

BOAT BUILDING etc

Bill Moss – Caversham Bridge

One of several firms which built and hired out rowing-boats – there were also Cawston's East's, Freebody's, etc. Next to the boat-building shed, former premises of Hulbert Brothers, manufacturers of parchment and whiting.

C. Maynard & Son - Caversham Road

Built and ran pleasure steamers on the Thames. Picture of "Queen of the Thames," with Caversham Bridge being rebuilt in the background c. 1924.

Talbot`s Barge Builders



Seen from Caversham Road, and from Caversham Bridge, with newly completed barge. The building with the chimney was where they steamed the planks, in order to bend them, used for the bows and stern.

Samuel Elliott & Sons

During the Second World War, Elliott's were working on special vehicle bodies, training aircraft, gliders, flying-boats, pontoons and landing-craft. The latter were tested on the river behind the works, collected by the Royal Navy and taken down to London.

COOPERS

Courage, Barclay & Simonds - Bridge Street.

Photographs of their cooperage are available from a collection taken by Ken Major and given to the Central Library. There is a small exhibition in the Museum of English Rural Life, with some of the machinery and tools, and some of these photographs.

TEXTILES

Wool

Reckoned that in Tudor times, at least a third of workers in Reading worked in the cloth trade, the most important part of which was the production of woollen broad-cloth, 63 inches wide. During the century that followed, the cloth industry was in decline. The Oracle workhouse, established under the terms of the 1624 will of John Kendrick, was intended to provide work for poor people in the clothing trade, but arrived too late to have been as useful as had been intended.

Sail-cloth

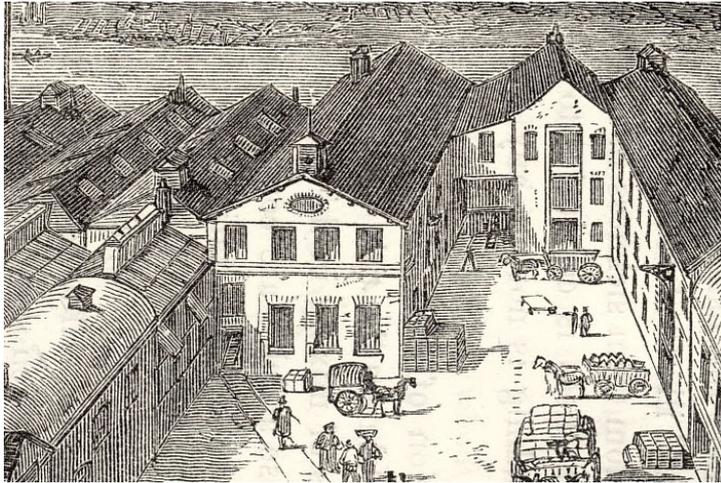
Made from linen. A factory in Katesgrove Lane for the making of sail-cloth was described as "old established" in 1816. Sail-cloth was also woven in The Oracle. Their output was in demand from the Royal Navy and the East India Company - it was said locally that the Battle of Trafalgar had been won in Katesgrove Lane. Extract of Tomkins 1802 map showing long buildings.

Silk

There is no evidence for the tradition that mulberry trees were presented to the town by Queen Elizabeth I, 1560, in order to foster a silk industry.

The records of Reading Corporation show find John Fowler, d. 1611, "superintendent of the extensive silk manufacture of the town," and Robert Smart, silk weaver, 1640. In 1816 John Man mentions a gauze factory with 109 looms, making gauze, crepe, muslin, and plain and figured silk dress material. Thomas Simmonds was manufacturing in Minster Street, Reading in 1830. c. 1830 - Williams and Simpson were making silk ribbons in The Oracle workshops, and also in London. Matthew Green was making "shag" (coarse silk) in East Street, Reading, Reynolds and Macfarlane were manufacturing silk in the Abbey ruins.

In the 1830s there were 3 silk factories in Reading. The one on Coley Place remained standing until the early 20th century. In 1841 Messrs. Baylis built an extensive silk factory on King's Road. Huntley and Palmers moved from London Street to the almost-new buildings of a failed silk factory in 1846.



The former silk mill of Messrs. Baylis when part of Huntley and Palmers buildings c. 1850. This factory looks very similar to the silk throwing mills being built in Macclesfield at this time.

Frame Clothing – Castle Street

William Frame, a Scot, came to Reading in 1867 and set up a credit drapery and clothing business. Helped by his wife at the sewing machine, he began to manufacture shirts, and gradually, clothing manufacture became the major part of the business. In 1882 a factory was acquired in Greyfriars Road, where men's suits, top-coats, riding breeches, etc., were made. William Frame was Mayor of Reading in 1909-10. The business passed out of the family's hands in 1947, and 20 years later, moved to a factory in Basingstoke Road. Then in 1982 they moved out to a factory on the former Woodley Aerodrome, where they were turning out over 700 "Mr. Harry" suits a month. These were named after the chairman of Frame Clothing, Harry Rael-Brook, the inventor of the non-iron shirt. In Woodley, the company had difficulty in recruiting employees, and they decided to open a factory in Hartlepool, where there was high unemployment. It had been decided to keep the Woodley factory open as well, but in opening the second factory, the firm had over-reached itself, and went into receivership in 1990.

Burberrys

Thomas Burberry of Basingstoke invented a waterproof fabric he called gabardine, and set up a factory to make raincoats in 1856. He prospered and established an enviable reputation. The firm provided clothing for Roald Amundsen, the first man to reach the South Pole, in 1911. A few years later, they also clothed Ernest Shackleton's Antarctic expedition.

In WW1 they were asked to design suitable clothing for servicemen, and they came up with the trench-coat. They won a contract to produce them, and needed more production capacity. The Reading factory, built on the site of Bath Court on Mill Lane was built in 1916. In contrast to the trenches, in later years Burberry's produced clothing, fashion accessories and fragrances for the luxury market. They were taken over by Great Universal Stores in 1955, and floated on the Stock Exchange as Burberry PLC in 2002. The Reading factory had disappeared from the telephone books by the time the 1980 edition was compiled.

When the ground for the factory was being cleared in 1915, the old baths in Bath Court were uncovered, dating from around 1820. Their existence had been forgotten, and they are described as "old Roman baths" on photographs taken at the time.

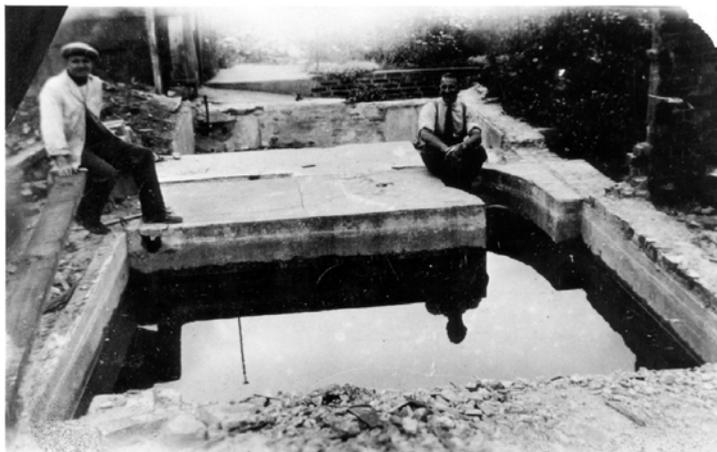


Photo of "Roman" baths.

BRICKS & TILES

Emmer Green Brick Works

Located between Kiln Road and Peppard Road, at least since the 18th century, and had various owners. Brewerton & Stevens ran it from around 1890-1930, and after that, the Caversham Brick and Tile Works Ltd. It ceased operation at some time during WW2.

Prospect Park Brick Works- Tilehurst Road

This started around 1890, run by the Reading Brick Company. Fidler and Wells were running it by 1902 (must be J. C. Fidler, the property developer!). The Wells family were involved until the firm closed – A. D. Wells was Manager in 1912, and R. W. Wells from 1922 until 1960.

Poulton`s Brick Works - Waterloo Kiln, Elgar Road.

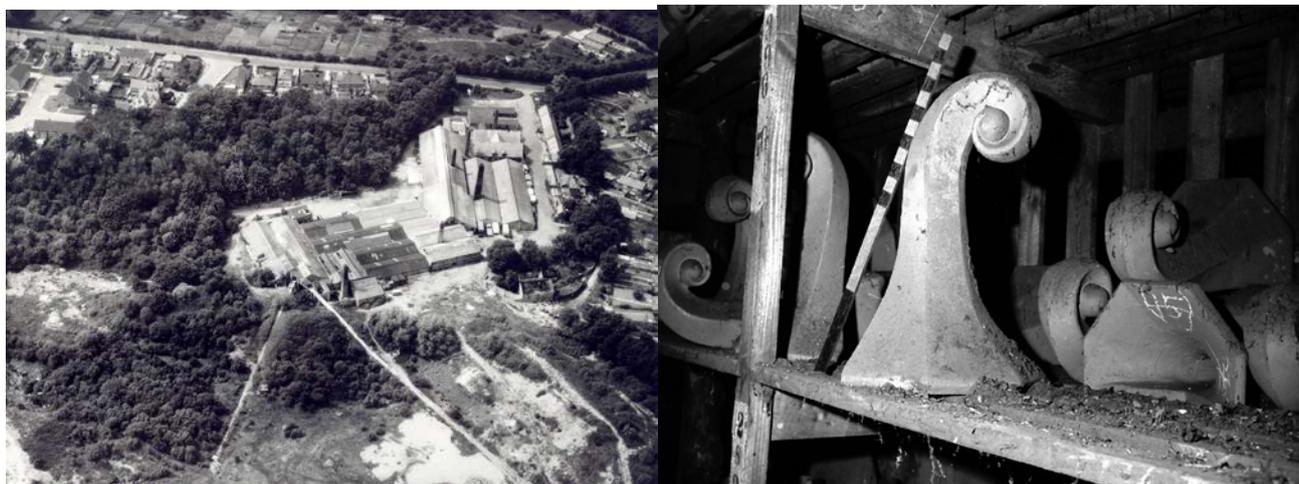
There was a fire at the drying room, 1928, after the works had been taken over by S& E. Collier.

Tilehurst Potteries – Kentwood Hill

Run by Samuel Wheeler from 1885 - their speciality was roofing tiles. Ken Major took f a series of photographs here.

S. & E. Collier`s Brick Works- Grovelands

Samuel Collier sold pottery and glass from a shop in Minster Street. Dissatisfied with the time it took to obtain flower-pots, he leased a kiln, the first of several, in the Coley area, in 1848, and began production himself. Land in the Grovelands area was acquired in 1877, and the firm was founded in 1902.



Photograph of aerial view of the works, 1922.

Collier`s took over the Waterloo Kilns of Poulton and Sons in Elgar Road in 1905, and were employing almost 300 people as a result. When the clay-pits at Grovelands showed signs of becoming worked out, they opened new ones in Tilehurst, where the Potteries Estate was later built, and conveyed the clay to the works on an aerial cable-way. Where it crossed Norcot Road, it was supported on steel towers, and there was a wire mesh net underneath it, to stop lumps of clay from falling onto the road.

The mainstay of the firm was hand-made bricks, but they also made hand-thrown pottery for domestic and horticultural use, chimney-pots, ridge-tiles, finials, and terra-cotta. They made the bricks for the Shakespeare Memorial Theatre in Stratford, and the terra-cotta for Queen Victoria Street in Reading. For a short time in the early 20th century, they produced studio pottery, which they called Silchester Ware.

Demand for hand-made bricks did not pick up after the Second World War, and production was gradually scaled down. Production came to an end in 1967, when another series of photographs was taken by Ken Major.

LAST OF THE MILK BOTTLES *

The announcement in late September that Dairy Crest`s last glass milk bottle plant will close, prompted a flood of nostalgia for a former staple of the British street. In 1975, 94% of milk was put into glass bottles, according to Dairy Crest. By 2012, this was just 4%. In 1970, almost 99% of milk would have been door-delivered, says Tom Phelps, the author of *The British Milkman*. Last year Dairy UK found that [doorstep delivery stands at less than 5%](#) of the liquid dairy market. Phelps estimates the UK still has about 5000 milkmen, about 1400

employed by Dairy Crest, which stresses that the switch to plastic 'ensures the livelihoods' of its 'milkie's'. Much of this is due to the costs of plastic against glass. Glass bottles are more expensive to make than plastic containers and weigh 15 times more. This means plastic containers are cheaper to transport, with the company claiming that they're now as environmentally friendly as glass bottles.

A brief history of the milk bottle, courtesy of Tom Phelps:

- First glass milk bottle patented in 1874 in the US
- Gradually introduced into UK, but until WW1 milk was mainly delivered by horse-drawn 'milk pram' - ladled into tin cans from a churn
- At that time, milk was delivered three times a day – the 'pudding round' was later dropped due to WW1 constraints
- By 1920s and 1930s glass-bottled milk was the norm, but bottles had cardboard slips at the top, which children used to play 'pogs'
- 1935 - slender-neck bottle introduced, giving the illusion of more cream and supposedly favoured by housewives
- Aluminium foil tops eventually replaced cardboard for hygiene concerns - but WW2 shortages mean experimentation with zinc, tin and lead-based alternatives
- Estimated 30 million glass bottles lost yearly during WW2 - some suppliers returned to tin can delivery using ladles

1980 - modern version of bottle introduced. Shorter and wider, initially nicknamed 'dumpy' .

* *Reproduced from the September issue of "The Bulletin" (The Journal of the TfL Industrial and Social History Group) by kind permission of the Managing Editor.*

WALTHAM ABBEY ROYAL GUNPOWDER MILLS` FUTURE *

The *Epping Forest Guardian* and other local media reported in early October that the site has a dubious prospect. A local councillor has urged Royal Gunpowder Mills' owners to 'postpone' selling off parts of the historic site. In an open letter to the tourist attraction, the site's management was urged to 'consider other options' rather than simply sell to a holiday activity group. The Mills' future had been highlighted after rumours of an impending closure spread via social media. Parts of the 300-year-old site had become 'under-utilised due to decaying buildings, overgrown vegetation and contaminated areas'. The week before, the *Epping Forest Guardian* reported that talks had been held with potential partners due to the increasing challenge of preserving the historic site. (*edited from supplied clippings*)

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BOOKSHELF

Peter Trout .

HAVE YOU 10 MINUTES? THEN WATCH THE BIRDIE!

Old photographs of people show them transfixed like a butterfly and pin. Why? Simply exposure time was for many minutes during which the object had to remain rigidly (and excruciatingly!) still. Fast forward to your digital camera for almost cinematographic speed. The story of photography from the plaything of amateur scientist and showmen to modern proportions could fill many tomes.

One small volume is full of local and international importance. *FOX TALBOT & THE READING ESTABLISHMENT* was published in 2014 by The Two Rivers Press at £10. The author cum illustrator is Martin Andrews. Those B1AG members who can cast their minds back to the SERIAC at Reading will remember Martin's contribution (on printing and typography) as a tour de force for the enthusiasm and spirit given to his subject. The same qualities and more are evident in his book.

Martin taught at Reading University in the Typography Department. Teaching skills are evident in the book's chapters dealing with the science and chemistry together with practicalities of early photography (daguarreotypes. caligraphs or other names). He is also an artist and the book is full of his illustrations — from portraits to even the jocular. He also worked at Reading Museum mounting exhibitions so it is not surprising the book is well presented. In addition to the basic text and drawings there are Fox Talbot photographs of 1840s Reading. Breaking from the essential narrative, Martin has two chapters of

imaginative recreation which are quite riveting not least for the historical details of the town and its people..

Although it was seen as such at the time the short period of time The Establishment in Reading was to be earth shattering. Not least was the idea of the negative from which many positives could be made. The first book to be illustrated with photographs (Memorial Booklet to Catherine Mary Waiter)) was issued at this time. It was the groundwork laid by Talbot and his main assistant Henneman that was the catalyst for a myriad of inventions and developments.

It is the Reading aspect in the greater story that is so absorbing although well set within the larger framework. So the appeal is to those interested in local history; to photographers; those who like the human story. (I was much moved by the story of the unsung hero Nicolaas Henneman). So I unreservedly recommend this book on those and other grounds.

Furthermore, it is planned for Martin to address the BIAG meeting in January on the subject, take it further and deal with questions and comments. Three men and a boy in Russel Terrace were the start of a huge (only to mention Eastman Kodak) industry.

EXTRACT FROM MAIDENHEAD ADVERTISER -17 MARCH 1995



This was followed by an article in the 24 March edition quoting Andrew Wagstaff from Wagstaff Foundries in Slough which had been in business since 1946. He was not happy with the statement that the last of Berkshire's iron foundries had shut down and was quoted as saying "we are the only surviving foundry in the county. We still have the pattern for that particular fire-back and can cast from it. There are a lot of local people who use us for making parts for old cars, steam engines and traction engines – I wouldn't want them to think we are no longer here! We're a dying art but still surviving". On a technical point, he explained that "pattern" not "mould" was the correct term. "The old foundries used patterns to make sand moulds which were destroyed at

each casting but the patterns were used over and over again”

EDITOR`S NOTE:

We had an extremely interesting talk from David Cliffe on Reading Industries on 17 November and, even better, he circulated his extensive talk notes after the meeting. He has very kindly updated these for use as the main article in this issue. However, his talk was split into two halves and since I did not want to compress his notes and remove too much information this issue of BIAG News only covers the first half of his talk and the second half will be included in the next issue.

I trust you`ve enjoyed reading this issue and hope you found something that caught your attention and maybe gave you some ideas for an IA visit in the New Year. As you all know I`m always looking for additional content and new fresh ideas for the newsletter and will of course welcome any feedback. So please keep these articles and comments coming in so that we can enjoy a bumper Spring 2015 issue. Note our closing date for input to the next issue is 20th March 2105.

Finally, thanks also to Bent Weber for suggesting the articles from “The Bulletin”, to Bob Haskins for the “Snippets, Cuttings & Recently Published Books”, to Brian Boulter for the clippings from the Maidenhead Advertiser and last (but not least!) to Peter Trout for his book review.

Merry Christmas and a Happy New Year to you all.

John Coulson (jcoulson@theiet.org)

FORTHCOMING 2015 MEETINGS PROGRAMME

19/1/15	FOX TALBOT AND READING (to be followed up with a social walk [Photos, pies & pints!] and a visit to Lacock Abbey – dates to be advised)	Martin Andrews
16/2/15	HALF CENTURY OF PHOTOGRAPHS	David Hunt
16/3/15	FLYING SCHOOL No 1 IN READING (to be followed up with a visit to Reading sites and the Museum of Berkshire Aviation– date to be advised)	Ken Fostekew
20/4/15	OSWALD PARTRIDGE MILNE – ARCHITECT (to be followed up with a visit to Nuffield Place– date to be advised)	Claudia Bolling
18/5/15	IMPERIAL AIRWAYS	John King
21/9/15	INDUSTRIAL BUILDINGS OF VICTORIAN & EDWARDIAN OXFORD (to be followed up with an escorted tour of Oxford – date tba)	Liz Woolley
19/10/15	AGM & MEMBERS` EVENING	
16/11/15	BUCKLER CARS (NB: Buckler Gathering – Sunday 10 May at Prescott, Gloucs)	Member of Buckler Society
21/12/15	FILM EVENING & SOCIAL	

All meetings are held on Monday evenings at Watlington House and will start at 7.30pm.

Travel Guidance: By bus, the westbound Route 17 bus services stop at the end of St John`s Hill. The nearest eastbound stop for Route 17 is outside the Prudential offices to the north east of the Watlington St bridge over the Kennet. Both stops are about 5 minutes` walk away.

By car, it is easiest to approach by travelling westward along London Road from Cemetery Junction and then turning right into Watlington Street just before the petrol station. Please use the car parking facilities at the front of the site.

Watlington House has a web site with a map: www.watlingtonhouse.org.uk

IA CONFERENCES - ADVANCE WARNINGS

SERIAC- Saturday 25 April 2015 at Ashburton Hall, Sussex St, Winchester, organised by the Hampshire Industrial Archaeology Society. Further details available on their website (www.hias.org.uk).

SWWRIAC (South Wales & West of England Region IA Conference) – Saturday 18 April 2015 in Tiverton.

SNIPPETS, CUTTINGS & RECENTLY PUBLISHED BOOKS

We've added this section to record interesting articles gleaned from recently published journals and documents, and new books that may be of interest to our readers.

Snippets and cuttings:

The Unloved Arm

A two page illustrated article on the 5 mile Slough Arm of the Grant Union Canal published in the Waterways World September 2014 issue pp 70-71.

John Hore – Man of mystery? Man of genius!

An illustrated and fully referenced article by Mike Corfield on the engineer of the Kennet Navigation published in the Journal of the Railway & Canal Historical Society Vol 38 Part 3 No. 221 \November 2014 pp142 – 148.

For those not familiar with this society but with an interest in the study of railways, canals and transport in general should take a look at their website (www.rchs.org.uk). The annual individual membership fee is £20 and for his you receive three issues of the journal and a bi-monthly bulletin, plus the opportunity to attend the annual AGM weekend (3-4 days in the good company of like-minded souls). The 2014 AGM was held in Newcastle and next years will be held in Grantham.

Greaser at Newbury

A ten page fully illustrated article by Chris Turner of the life of Patrick Turner a greaser at Newbury station. Great Western Railway Journal No. 91 Summer 2014 pp 137 – 146 published by Wild Swan.

... and some recently published Books:

Abandoned & Vanished Canals of England by Andy Wood published by Amberley Publishing £19.99

Berks and Hants Railway Through Time by Stanley C. Jenkins published by Amberley Publishing £14.99

A History of the Berks and Hants Line reading to Westbury by Peter Simmons published by Noodle Books £30.00

All Change at Reading 1840 – 2013: The railway and the station by Adam Sowen published by Two Rivers Press £10.00

The Crofton Story: The History of the Crofton Pumping Station by Ian Broom published by Wiltshire Archaeology and Natural History Society £14.99

Berkshire: Buildings of England Series (Pevsner Architectural Guides) by Geoffrey Tyack and Simon Bradley published by Yale University Press £35.00

For general BIAG business, please contact the Secretary: PETER TROUT (Tel: 01491 682002)
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Submissions to BIAG News are welcome in any format. Please send your contributions with an IA theme such as articles, letters, pictures, jokes, cartoons, cuttings from journals etc. to:

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