Last year, I gave a talk about industry along the Kennet and I was 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.

TINSMITHS

Huntley, Boorne & Stevens – London St/Woodley

Joseph Huntley was an ironmonger, tinsmith and brazier in London Street in the 1830s. The shop where the biscuits were baked was run by his father and brother across the road. He was joined by James Boorne in the 1840s, and by Samuel Stevens in 1872. The firm made biscuit tins for Huntley & Palmers from the age of the stagecoach to the motorway age. At first, the tins were plain, with paper labels, but eventually the firm came to specialise in printing on their tins, and producing decorative and novelty tins. Their extensive works had entrances in London Street, Crown Street and Southampton Street. Profits declined during the First World War, and the firm became a subsidiary of H. & P. In 1959 they began producing tins laminated with a plastic coating – lamiplate. They looked round for a factory site to accommodate the long production lines they needed, and eventually settled on a former aircraft hangar on the former Woodley Aerodrome site, moving in during 1968-69. At the time they had 700 employees. In 1960, the parent company had joined with W. & R. Jacob, and Peek, Frean & Co., to form Associated Biscuit Manufacturers. A.B.M. was swallowed up by Nabisco Brands in 1983. H.B&S. was no longer needed by the group, and was sold to the Linpac Group. The production of aerosol cans became an important part of the output for the last 20 or so years of the company’s existence. They disappear from the Reading telephone book between 2003 and 2004.
There’s a history of the firm in the “Berkshire Archaeological Journal” by T. A. B. Corley.

**Broadbear Brothers – Audley St**  
Besides the tinplate works of H. B. & S., there was another fairly large tinplate manufacturer in Reading, run by the Broadbear Brothers. It was founded by Samuel Broadbear in 1887, and he was joined by his brother, Cornelius. They operated from several addresses in Reading until 1908, when they moved into their new, purpose-built Providence Tin Works in Audley Street, behind Oxford Road and near Battle Hospital. Here they made baking-tins, kettles, pans, etc. Cornelius Broadbear was tragically killed in a car accident near Maidenhead in 1923 and all the employees turned out for his funeral. The firm continued in Audley Street for many years, disappearing from the telephone book in 1992. The Providence Tin Works is now occupied by a variety of small companies.

**METAL WINDOWS**

**Ideal Casements – London Road, Earley**  
Manufacturers of metal windows – galvanized steel and aluminium – with a works near the power station and the railway, c. 1970.

**FOUNDRIES**

**T. C. Williams – London St**  
Manufacturers of stoves and kitchen ranges. Wooden patterns for ornamental railings hang on the wall. The layout of the premises can be seen on the insurance map.
Griffith’s Railway Foundry – Caversham Road
Samuel Griffith appears first in directories in 1878, with a foundry on Caversham Road, just north of the Great Western Railway’s signal works. He moved round the corner into Vastern Road in 1899.

Robert Cort & Son – de Bohun Road/Elgar Rd
Engineers and ironfounders. Founded in 1823 and from the beginning designed and built plant and equipment for gasworks – screens, elevators, conveyors, pulleys, joists, etc. They started at the Kennet Ironworks, De Bohun Road – ironically on the River Thames, near the southern end of Reading Bridge, about where Reading Bridge House is now. When Reading Bridge was built in 1923, they changed the name of the works to the Reading Bridge Ironworks. In 1936, they employed 800. They moved to Elgar Road in 1951, by which time they had diversified into making machinery for grading gravel and stone, and for making valves for oil and gas pipelines, compressor cylinders, and pump and machine tool castings. They are still there, though on only a part of their former site, making valves for the oil and gas industry.

The Coronium Metal Company Ltd – Vastern Road.
Non-ferrous founders. They specialised in bearings for railway vehicles in the 1930s. The foundry was on the site of Clearwater Court, the offices of Thames Water, just across the road from Cort’s old foundry.

AGRICULTURAL MACHINERY

John Wilder – Yield Hall Place
Specialised in agricultural machinery including chaff-cutters and horse gears. They also made ovens and one was installed at Parslow’s Bakery in Caversham.

Catalogue

Agricultural machinery show – Reading Market Place

Allen & Simmonds Ltd. – Vastern Road
Engineers, manufacturers of the Auto-Culto around 1940, which they advertised as “the lowest priced motor-driven cultivator on the market.” You could buy various attachments for it, and use it for ploughing, harrowing, rolling, mowing, crop-dusting, etc.

Gascoigne’s, Berkeley Avenue
Gascoigne, Gush and Dent became famous around the world in the 1970s as manufacturers of equipment for the dairy industry. The firm first appears in directories in 1926, when they were in Castle Street. For a spell, 1932-1940, they were in Great Knollys Street, handy for the cattle market, before moving to their own, purpose-built factory in Berkeley Avenue during WW2. The shortage of labour on farms at the time must have helped in the sale of milking machines. The factory had a galvanizing plant, and electro-plating and paint-spraying departments. George H. Gascoigne ran the firm: he was known as “The Squire” to his employees. The firm continued manufacturing in Reading for a further 20 years or so, when they moved to the Isle of Wight. The Berkeley Avenue factory was demolished in 1987, and the Gascoigne-Melotte Cow Milking Systems firm is still going, but no longer in Reading.
RAILWAY SIGNALS

Great Western Railway Signal Works – Caversham Road
The works also made clocks for the GWR. A series of photographs from the “Reading Standard,” in 1910 is available which shows the drawing office, the smithy, the pattern shop, the stamping and shear shop, the planing shop, the signal shop, the erecting shop, the electrical shop and the fitting shop.

Entrance from Caversham Road.

PUMPS

Sigmund Pulsometer Pumps – Oxford Road
The Pulsometer Pump was invented in the USA – a kind of steam pump with almost no moving parts, except for the valves, making it reliable, comparatively easy to maintain, and capable of dealing with muddy water and sewage. The patent for this country was bought by John Hodgkin, who set up the Pulsometer Engineering Company at Nine Elms in London in 1878. The company moved to this new factory in Oxford Road, Reading, in 1901, and named it after their old factory, the Nine Elms Engineering Works.

With the coming of electric power, they developed centrifugal pumps and vacuum pumps, and their machines were installed in water works, sewage works, and oil-rigs across the world.

In 1961 the company became part of Booker McConnell, and in 1983 they were merged with Sigmund Pumps of Gateshead to become Sigmund Pulsometer Pumps, or SPP. In Reading, the works was often referred to as “The Pulso.” There was a management buy-out in 1983, and the company was floated on the Stock Exchange in 1985. Manufacturing was gradually wound down on the Reading site, and in 1986, it was decided to move production to the works of Sykes Pumps in Coleford, Gloucestershire, where it remains. Nevertheless, the head office for SPP remains in this area, in the Arlington Business Park at Theale.

PRINTING

Barcham & Beecroft, Printers – Broad St
Poynder’s Printers – Minster Street
Parnell’s Printers – London St
Petty’s Printeries
There is a photograph of their works taken from the GWR Station roof. Later they moved to The Queen’s Hall in Valpy Street.

Eastern Press - Katesgrove Lane

Co-Op Printing Works - Elgar Road
(closed in 1981).

Berkshire Printing Company - Oxford Road
Did the printing for Brooke Bond tea, and Oxo.

Bradley & Son, Printers- The Forbury/Caxton Street/Portman Road
Founded by Samuel Bradley in The Forbury in 1860. The firm moved to Little Crown Yard, off Southampton Street, in 1920. Their new works was called The Crown Press, and Little Crown Yard became Caxton Street. The works was extended in 1934, when Bradley’s came to specialise in high quality colour printing. In 1961 they acquired two other companies – Charles Elsbury and Sons, and P. S. Lane, and they began offset litho printing. A move to larger premises in the 1960s was thwarted by the construction of the Inner Distribution Road, but in 1972 they were able to move to a new, purpose-built factory on Portman Road. In 1976 they
became part of the Solicitors’ Law Stationery Group, and they disappear from the telephone book between the 1984 and 1985 editions.

HORSE DRAWN VEHICLES

Duntons – Kings Road/Crane Wharf
Builders of horse-drawn vehicles. Famous for their living wagons, especially of the “Reading” type, sold to Romani people, and to travellers.

![Drawing of a “Reading” living wagon.](image)

Samuel Dunton appears in directories in King’s Road and Highbridge Wharf in 1874 as a wheelwright and general smith. By 1884, the firm is Dunton and Son, van builders, and by 1888, Dunton and Sons are on Crane Wharf, described as coach and carriage builders. The firm also built carts, vans, and even horse buses. They never went into body building for motor vehicles. They sold out in 1922 to a firm called Froud, Rivers and Kernutt, who completed the unfinished orders, and after that built no new vehicles, but restored old ones.

Fleming’s Coach Works – Friar Street
Demolished to make way for Somerset House, 1929.

CYCLE BUILDERS

Warrick’s, Monarch Works, Caversham Road.
Their also built powered cycles, and had a depot in London from where they sold and hired out their vehicles. Photographs from one of their catalogues (1920s) include a delivery tricycle, an ice-cream tricycle, a motorised tricycle built for the Reading Gas Company, and a motorised tricycle built for Royal Mail.

Phillips and Powis
Another early builder of bicycles, went on to build aircraft at Woodley Airfield.

MOTOR VEHICLES

Vincent’s – Arborfield, Castle St., Broad St., Station Square, Oxford Road.
William Vincent began working for William Bentley, wheelwright, in Arborfield in 1806. He took over the business, and began carriage building. He began to produce improved designs of horse-drawn carts, wagons, caravans, and even fire-engines. His two sons joined him in the business, and in 1899 he opened a workshop in Castle Street. The board shows that he was working from Reading and Arborfield.
He was soon doing the bodywork and upholstery for motor vehicles. They also produced a motorised milk float which was used in Checkendon, did about 30 miles a day and used 14/- worth of petrol a week; it replaced 4 horses. They made the first motorised horse-box in 1912 - the customer was Solly Joel, of Maiden Erlegh. One of the sons, William James Vincent, was a partner in the company that ran the Grand Cinema in Broad Street, and when the cinema closed in 1922, Vincent’s opened a car showroom in the premises – which later became the Cadena Café, and are now the Abbey National.
In 1928 they moved to “The largest, most complete and most modern showrooms and works the motor trade had yet seen in this country” in Station Square. Its windows were curved, giving the optical illusion that there was no glass there, like the windows of Heal’s furniture shop in London.

Testing a horse-box, using elephants. Vincent’s works in war-time

The testing was probably using circus elephants about the time the showrooms opened. Vincent’s workshops were just below the showroom. During WW2 they were engaged in secret war work building wings for Spitfire aircraft, Matador gun trucks, on AEC chassis, armoured vehicles for the U.S. Army, and ambulances. The work was carried out behind screens and sheeting. The mass production of motor vehicles meant that it became uneconomic to build car bodies by hand, but Vincent’s continued as motor agents and repairers, and they continued to build horse-boxes. They moved from Station Square to Oxford Road around 1972. In 1978 they became part of the Penta Group, with a showroom on Castle Hill, where they were BMW agents. The Vincent name disappears from the phone book between 1989 and 1990.

Speedwell Motor Co. – Broad Street
They operated for a short time from Walsingham House, on the corner of Broad Street and Minster Street, Reading. Sir Francis Walsingham is supposed to have owned the building, and yes, Queen Elizabeth I is supposed to have slept there. It was later Hounslow’s, the grocers, and The Speedwell Company was building cars there from around 1900. They went out of production about 1905, and the building was demolished shortly afterwards.

Herbert Engineering – Wolsey Road, Caversham
Started building gearboxes for Thornycroft’s of Basingstoke in a factory in Wolsey Road. In WW1, repairing aircraft, the factory was greatly enlarged and they employed 700, working day and night. After the war, they began building sports cars. Their designer was Roland Sully, who raced them and took part in hill-climbs. Meticulous attention was paid to detail, and they offered a 5-year guarantee. The first model went on sale in 1919, and they went into receivership in 1924. They were rescued, and continued in business till 1931. Thornycrofts took over the works to build marine engines.

Advertisement for the HE Six. HE Sports Car
Thornycrofts – Wolsey Road, Caversham.
They took over the Caversham factory, building marine engines, which were tested on the Thames next to the works. In WW2, they built engines for landing-craft in preparation for D-Day, Elliott’s, whose works was next door, built the wooden hulls, and they were tested on the Thames.

Samuel Elliott & Sons – Gosbrook Road, Caversham.
Were building vehicle bodies on wooden frames from the end of WW1. During WW2, they operated night and day, building ambulances, and even mobile cinemas for the U.S. troops. They also built “Clubmobiles” which supplied food to the US troops and around 200 of these were built in 1943. Also mobile pigeon lofts, for use when radio silence was required.

Body building shop in 1920
Mobile pigeon loft, 1944

The first news on the progress of D-Day was brought back by pigeons transported to the continent in Elliott’s lofts. After WW2, they were building car bodies for Donald Healey – aluminium panels over an ash frame. The Elliott-Healey became the fastest 4-seater saloon in the world, reaching a speed of 110.8 m.p.h. in 1947. In 1949, Healey did a deal with Austin – their body work was more suitable for mass production, and the last Elliott-Healey was produced in 1950. However, they continued to build vehicle bodies for another ten years – including the mass radiography vehicles for the National Health Service. Also, a motor caravan was built for a wealthy Romany client in 1949 that had Art Deco styling, the interior fitments were specially made, and there was lavish use of cut glass and serpentine woodwork. The “Padwin” motor invalid tricycle was developed and sold for £233 in 1955. As we have seen, company was bought out by a larger conglomerate, and more or less closed down and its assets sold off. There is a well-illustrated history of the firm, with a supplement, by Alan Beardmore.

Buckler Cars – Caversham Road
Specialised in sports and racing cars. From 1947, Derek Buckler was designing chassis to take the engines of production cars, and fitting light-weight aluminium and fibreglass bodies to make them go faster. Photographs from the collection of his son, Malcolm Buckler include one of the front of their works (1962). Also, the earliest known photograph of a Buckler car, the chassis of what was to be DDP 201, at the works (1947); DDP 201, the prototype Buckler car, driven by Derek Buckler; the first production Buckler car (c. January 1950) on the Thames Side Promenade. Their factory later moved to Crowthorne, though the testing and marketing were done from Caversham Road until around 1970 when the firm closed down.
Type BB racing prototype, built at Buckler’s Crowthorne factory c. 1959, but seen here outside Woodcote Way Post Office in Caversham c. 1967.

**Tiga Racing – Wolsey Road, Caversham.**
Like H.E. and Thornycroft, operated from Wolsey Road – the yard which had been the Caversham Urban District Council’s fire station. The men behind it were ex-racing drivers, Tim Shenkin and Howden Ganley. The cars were built in various parts of the world, brought to Caversham in parts, re-assembled, and painted. Then in 1977 a new car, the FD.04, was built, more or less entirely in the workshops in Caversham. It was driven by Emerson Fittipaldi and Ingo Hoffman. The car was modified to become the F5 and F5a. They were also building cars for the Formula 2 Marlboro team. Production of Formula One cars was moved to Slough in 1979: work on Formula 2 continued in Caversham, but for only a short time.

**UTILITIES**

**Water Supply**
The drainage system was mentioned in the last year’s talk.
1694 – water-wheel on Mill Lane to raise water to a cistern in Broad Street.
1818 – steam pump and water tower in Mill Lane, and reservoir on Whitley Hill.
1850 – turbines at Southcote Mill, with reservoir and water tower on Bath Road
1878 - Fobney Water Works, using turbines, with auxiliary steam pumps in 1891.
1930 – Reading Corporation took over the Tilehurst Water Company in 1930. and built the new water tower.

**Gas Supply**
We saw the old 1818 works of the Reading Gas Light Co., on Gas Lane, off Bridge Street (and now under The Oracle) in last year’s talk. It merged with its rival, the Reading Union Gas Co., formed in the 1830s, in 1862. The new Reading Gas Co. and built a new works on Gasworks Road, off King’s Road.

**Electricity Supply**
The first generating plant was in a building of galvanised iron on The Island, by Yield Hall Lane and was set up in 1889. J. C. Fidler was a director of the company. It later moved to Vastern Road. Reading Corporation bought the company in 1934. The picture below shows the two turbine halls. Earley Power Station began generating in 1943. It was built in a hurry because of fears that the Vastern Road power station would not be able to cope.
Maidenhead Council opposed the Great Western Railway, fearing (correctly) that they would lose the income from the road bridge tolls. Perhaps that is why in 1839, when the line crossed the Thames to Reading and beyond, the town still had to make do with the temporary station at Maidenhead Riverside, and Taplow goods yard. The present Maidenhead station was opened in 1871. It did not have a goods yard but one photograph appears to show coal wagons being lowered down the embankment into the station approach.

Maidenhead eventually had a goods yard in 1891 as part of the widening of the line. On 8 September the Maidenhead Advertiser reported that “a new goods shed is nearly complete” and “another three bridges have been erected”. In the review of 1891 it reported “The new Goods Shed is a large and substantial red brick building with offices and the latest improvements, lighted inside and out”. Road approach to the yard was via a drive under the Marlow branch line. There was a spur line from the yard into the adjacent timber merchants.

The yard was closed in 1965 as part of the Beeching Plan. The coal merchants were moved to Taplow yard and staff were found jobs elsewhere. Later in the year, British Rail sought planning permission for an industrial estate, to accommodate the firms being displaced by their redevelopment of Southall goods yard.
In 1968-9, the yard was acquired by Ford as a rail/road transfer base. Rail transporter wagons brought in cars from Halewood and exchanged them for vans from Langley. A loading ramp was built and the shed was used for vehicle inspections. The road under the Marlow branch had to be lowered for the road transporters and traffic lights installed. The scheme was run by Silcock & Collins and the approach road named Silco Drive.

This operation ended when the Langley factory closed. The site was then used by “CHEP” (Cargo Handling Equipment Pool) for the supply and repair of their distinctive blue pallets. This depot closed about 2000 and then the yard was occupied by various firms, including a Range Rover dealer using the shed, and a fish and chip shop.

In 2012, The shed was demolished and the yard cleared in preparation for the erection of stabling for the Crossrail trains. At present it houses portable buildings used by the engineers installing the new signalling cable ducts.

Elsewhere, at Maidenhead station, the platform canopies have been removed, including the oldest surviving section, which was over the Marlow platform. This is destined for the Chelsey & Wallingford Railway. The riveted girder overbridges, supplied by Finch’s Foundry, Chepstow, which replaced the brick arches demolished as part of the 1891 widening, are being raised or replaced by concrete beam bridges.

Greenwich Power Station lives (again) –

Despite some misunderstood reporting in national and regional media, London Underground will bring Greenwich back online over the next twenty years, and not ‘by 2020’ as some outlets have claimed. Six gas turbines will be installed on a progressive basis from April, to generate ‘13%’ of the power need, which undoes the 1990s principle to take energy from the National Grid and keep Greenwich as a peak and emergency back-up. The imposing architecture, once part of a chain of ‘cathedrals of power’ will not only provide ‘juice’ for the Underground but also the turbines’ naturally generated (waste) heat will be channelled to keep local houses warm and provide their hot water, much as Battersea Power Station had once done for Pimlico residents. Those with a knowledge of London will recall that the LCC’s purpose-built Greenwich site began generating power in 1906 for its trams. What else might yet come full circle?

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

FORTHCOMING 2015 MEETINGS PROGRAMME

16/3/15  FLYING SCHOOL No 1 IN READING  Ken Fostekew
(to be followed up with a visit to Reading sites and the Museum of Berkshire Aviation– date to be advised)

20/4/15  OSWALD PARTRIDGE MILNE – ARCHITECT  Claudia Bolling
(to be followed up with a visit to Nuffield Place– date to be advised)

18/5/15  IMPERIAL AIRWAYS  John King

21/9/15  INDUSTRIAL BUILDINGS OF VICTORIAN & EDWARDIAN OXFORD  Liz Woolley
(to be followed up with an escorted tour of Oxford – date tba)

19/10/15  AGM & MEMBERS’ EVENING

16/11/15  BUCKLER CARS  Member of Buckler Society
(NB: Buckler Gathering – Sunday 10 May at Prescott, Gloucs)

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

PROPOSED SUMMER TRIPS

Kennet & Avon Canal – Saturday 27 June

A 4.5 mile (approximately!) walk along the Canal starting from Theale Station and ending at Aldermaston. It is planned to have lunch at the Butt Inn and return from Aldermaston by train.

Forest of Dean – Saturday 8 August

Travel by shared cars to the Forest of Dean Railway where you can take a train ride and there is the possibility of exploring their archives. Lunch (probably at a convenient pub) and then move on to the Forest of Dean Centre for the afternoon.

If you are interested in either of these visits please contact Bob Haskins for further information and to make a booking (phone: 07812-045163, e-mail: bob.haskins@trellisworks.co.uk).

There are also plans for possible visits to the Thames Valley Police Museum at Sulhampstead which has a special exhibit on the Great Train Robbery; the likely cost is £3. Also, following Ken Fostekew’s talk at the last meeting, there will be a visit to the Museum of Berkshire Aviation and a walk round Coley Park. For details of these, please contact Peter Trout (contact details below).

EDITOR’S NOTE:

We had an extremely interesting talk from David Cliffe on Reading Industries on 17 November and, as promised this issue of BIAG News contains the second half of his talk. Complete with a few photographs (which I had great trouble selecting as there were so many of interest!), it’s turned out to be rather longer than the last issue so I hope it gives you a good read!

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 Summer 2015 issue. Note our closing date for input to it is 31st May 2015.

Finally, thanks also to Bent Weber for suggesting articles from “The Bulletin” and to Brian Boulter for his article on the Maidenhead Goods Yard.

John Coulson (jcoulson@theiet.org)

IA CONFERENCES - ADVANCE INFORMATION

SERIAC- Saturday 25 April 2015 at Ashburton Hall, Sussex St, Winchester, organised by the Hampshire Industrial Archaeology Society. The outline programme is as follows and further details are available on their website (www.hias.org.uk).

0900 -1000 Registration & coffee
1000 -1010 Welcome - Rob Fish (HIAS Deputy Chairman)
1010 -1055 Metalliferous Mining in the Channel Islands
1055-1100 Comfort Break
1100-1145 Flying Boats of Southampton - Colin van Geffen (Aviation enthusiast & artist)
1145-1230 The Ford Motor Industry in Southampton - Jon Murden (Dorset County Museum)
1230-1400 Lunch Break
1400-1445 Charles Henry Driver, Railway Architect - Dr Bill Fawcett (Railway Heritage Trust)
Please note: there will be no after conference visit. However, the time for lunch has been extended to give people the opportunity to visit one or more Winchester museums or other sites. A list of suggestions will be provided.

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

EMIAC (East Midlands- Saturday 9 May 2015 at Glebe Field Centre, Crich, Derbyshire DE4 5EU), organised by the Industrial Archaeology Section of the Derbyshire Archaeological Society.

Transport Innovations of the Butterley Company (extract from programme)
“Transport for raw materials and finished goods was the key to the initial success of the Butterley Company in Derbyshire from its foundation in 1790. The location of the works was directly above a tunnel on the Cromford Canal with a shaft from the works yard linked to a unique underground wharf known as the “wide hole”. A horse drawn railway was built using flanged rails and stone sleeper blocks to bring limestone from Crich to the canal and this acted as the model for more canal feeder railways engineered by Benjamin Outram who was one of the partners in the Company.

The historical significance of these innovations has become increasingly apparent at a time when there is a threat to these remains through redevelopment of the Butterley Works site. The speakers at the conference will report on the latest research results, and the afternoon visits will give a chance to view some of the surviving ground features.”

Two visits are planned, a two mile walk following the length of the Butterley Gangroad or a bus tour to the Butterley Works site at Ripley. Further details and a booking form are available from the Derbyshire Archaeological Society website (www.derbyshireas.org.uk/Events.html)

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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March 2015

Printing and distribution: Bob Haskins and Bent Weber