



BERKSHIRE INDUSTRIAL ARCHAEOLOGY GROUP

BIAG News No 37, Spring 2016

Editor: John Coulson

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

BIAG WEBSITE

Bob Haskins

On Tuesday 9th February we launched our new website (www.biag.org.uk). There were two reasons for updating our site. Firstly, as a facelift to present our group as having a modern fresh outlook and secondly, to bring the control and management back within the group.

- It's not complete and never will be, it's a living website that needs looking after.
 - **Please review and forward me your comments favourable or otherwise.** All will be reviewed, and implemented as and when appropriate.
 - Most important the website belongs to the BIAG Group members. However, it's like a small child demanding attention, it needs feeding with news and snippets of information etc.
 - Review the events page and let me know if anything should be added (or removed).
 - I'm aware the Projects page needs some attention and I'll be taking a look at this over the coming weeks.
 - Review the Links page and let me know if we should add/delete/change.
 - Review the Publications page and let me know if there are any books/publications either missing or in error.
 - Specifically I'm looking for photographs, old or contemporary, and a short accompanying paragraph (between 20 – 50 words) for the Local IA sites page. I've started and will be adding additional text over the coming weeks.
 - Please also forward relevant content, photographs and text, for our News section on the Home page.
 - You will note that we now have both Twitter and Facebook accounts and I'll be starting to use these in the coming days, weeks and months. Don't forget to like us and join our Twitter community.
 - For the time being I will act as the webmaster for the site so please forward me your news, comments etc. contact@biag.org.uk.
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TRADITIONALLY POWERED MILLING IN THE EARLY CEMENT INDUSTRY

Edwin A.R. Trout

For decades the ball mill has dominated the grinding processes in cement production, while latterly adoption of the vertical roller mill has gained momentum. The tonnages involved in the modern industry require processing plants on a substantial scale and huge inputs of electrical energy to power them. But this hasn't always been so. In the early days of cement production the industrial enterprises concerned were small in scale, and harnessed the existing technology of corn milling to their purpose, in much the same way as they adapted the crushing methods used for the preparation of clay and whiting, and the furnaces and bottle kilns used for producing glass and lime. Without doubt the early mills were based on those used to grind corn, with some

adjustment to the dressing of the traditional French burr-stones. Our present perception of cement production as a heavy industrial process can easily distract any historical awareness of the modest origins of this industry.

In so far as production processes feature in histories of the cement industry – as opposed to studies of significant people, manufacturing companies and the evolving chemistry of the product itself – the emphasis tends to be on pyro-processing and the kiln, the heart of the cement-making process and its most characteristic element. The ‘beehive’ and ‘bottle’ kiln, variations of chamber kiln and the development of shaft kilns leading inexorably to the now ubiquitous rotary kiln, dominate the standard histories. Mills, both for raw materials and the finished product, receive rather less attention, though the milling process is a vital one and not without interest itself. And just as the grinding technology was adapted from agriculture and related processing industries, so the power sources of the day were also adopted. Muscle, wind and water power have all played their part in driving the processing equipment in cement works, for crushing and homogenising raw materials – with edge-runners and wash mills – and grinding clinker between horizontal millstones.

Horse mills

Some of the simplest were the horse-powered mortar mills used for the crushing of chalk as a raw material. Mortar mills were used at the cement works established by the government at Sheerness in 1811 once Parker’s initial patent for Roman cement had lapsed, and continued to be referred to in the literature until as late as 1895. In considering improvements at the Sheerness works, Simon Goodrich observed “if he should prefer a common grinding mill, which may be worked either by horses or by steam, the manufacturer would naturally consider well the probable extent of his business, before he put himself to the expense of erecting an engine”.

It would be disingenuous to suggest that steam supplanted wind and water as a source of power in linear succession, as one might have expected from any comparison with the much longer history of corn milling and the wide use of steam in Victorian industry. The reality is that the cement industry came into being once the steam age had begun and it is perhaps surprising that traditional wind- and waterpower remained in use at so late a date as the following examples will indicate. Throughout the nineteenth century we see multiple sources of power used, often at the same works, and though the trend was to greater use of steam – until the adoption of electricity in the 1890s – the harnessing of wind and waterpower to cement production continued long after they could reasonably be considered the norm.

Tide mills

Tide mills, a specialised form of water mill that harness the power of the falling tide, were used from the outset. James Parker’s discovery of the cementitious nature of septaria was first put into production by Samuel Wyatt at Northfleet, under the monopoly conditions established for the duration of Parker’s patent: 1796-1810. A tide mill had existed at this riverside site for many years and was previously described as a “corn mill” by Sun Fire Insurance in 1782. Contemporary reference to the new business arose just a year after its establishment, in Hasted’s survey of 1797, described as “now used for the making of a composition of stucco for buildings”, the principal application of Parker & Wyatt’s cement.

Writing on 30 July 1810, Goodrich noted that “Mr Green. Millwright [of Sheerness] made the stones for grinding cement for Mr Wyatt. He says ‘Mr Hall, of Dartford, is probably acquainted with this machinery from having given an estimate for putting in some new machinery at Mr Wyatt’s mill at Northfleet, where he has a Tide Mill for bruising and grinding and a Wind Mill for grinding only’”. This suggests that tidal power was used for the preparation of raw materials, and the windmill for grinding the finished product. The sluice from this mill can still be seen today and the site is maintained by a restoration trust.

Charles Francis, one of the major manufacturers of the early nineteenth century, made his famous Medina cement at the old tide mill on the west bank of the Isle of Wight’s Medina river. Built in 1790 as a corn mill West Medina was sold to Charles Francis & Sons in 1840. The old buildings were used for cement production until the site was modernised in the twentieth century under the ownership of APCM. Also briefly used for cement making was the tide mill at Thorrington in Essex, which is open to the public on occasional weekends.

Water mills

More conventional water mills were turned over to cement making too. One of the earliest was the William Atkinson’s cement works at Sandsend, near Whitby in Yorkshire. These were established in 1811 on an estate owned by the Earl of Mulgrave, where on the north bank of the Mickleby Beck a wooden building contained the grinding mill. It was driven by a water wheel, itself powered by a millrace some three quarters of a mile in length. Here cement stone was “burnt in a kiln; then broken, and pounded with stampers, and last ground to powder in a mill”. The works were finally closed in the 1930s after a working life of 120 years. Though the buildings no longer exist the kiln is still standing, and while the millrace is overgrown and wheel has been removed, the wheel pit remains.



Fig 1 Sandsend Mill



Fig 2 Lode water mill Out of copyright and Watts

Another cement works is known to have harnessed waterpower in the Roman cement era: the curiously named Good Intent Mill at Isleworth, but there is little evidence of it now. Water mills were turned over to cement grinding at Stoke-on-Trent and Ysceifiog, Flintshire in the first half of the nineteenth century, but perhaps the best attested is Lode Mill, on the Anglesey Abbey estate near Cambridge. Here, a Georgian corn mill was acquired by the Bottisham Lode Cement & Brick Co in 1896, four cement kilns were erected alongside and a low-grade clinker was produced from the local marl. It was ground between five sets of horizontally mounted millstones. Operations were suspended when the market collapsed in 1903, but were revived in 1908 with the addition of two further kilns. Production ceased in 1920 and after Anglesey Abbey's acquisition by the National Trust, the mill was restored to its earlier state and the associated kilns demolished.

Windmills

Windmills, perhaps, represent the least expected form of cement mill from our present perspective, where surviving examples are now deemed an almost picturesque feature of the landscape. An early example was the translocated post mill set up by John Patrick on the cliff tops at Dovercourt, Harwich. Here he ground cement stones from the beach, in parallel with his related businesses as a grain merchant, miller and maltster. The works continued until 1906, but by then had long been steam powered.

Another early example is that of Victoria Road Mill, Woodbridge, where Roman and then Portland cement was made by William Lockwood. Originally builders, and agents for Parker & Wyatt, Lockwood's company turned to cement manufacture in 1821. Having started with a horse mill, equipped with stones from Mountsorrel, Leicestershire, Lockwood had a windmill built in 1825. It comprised a tower mill, with patent sails and a fantail, and was fitted out with granite edge-runners from Aberdeen. Unfortunately for Lockwood the mill lost three sails in a storm during 1843, with further damage two years later: "On Saturday morning about two o'clock ... the sails of Mr Lockwood's cement mill were struck by lightning, shivering a 6ft length of timber from the sails." [S.C. 26 Aug 1843]. The damage probably caused it to cease wind-powered operations from that date as Lockwood's furniture and effects were sold in January 1848.

Best known of the cement industry's windmills is High Mill at Berney Arms in Norfolk. A mill has stood on the River Yare as it enters Breydon Water since 1797, but the surviving tower mill was erected in about 1865. It is 70ft-tall with a cap of the 'Norfolk boat' type and has four double-sided sails.



Fig 3 Berney Arms , 1936

Mills Archive Trust (MAT)

On the opposite side of the river was a factory making cement from a combination of chalk and mud taken from the Norfolk waterways, and the clinker was ferried across to the earlier, five-storey mill to be ground into cement. The works belonged to the Berney family and were let repeatedly to tenants, one of whom was described as “brick and cement maker” in 1836. Originally the product would have been Roman cement, as is made clear in an early advertisement for the leasehold: “a Kiln, Windmill and Warehouses with every convenience for the manufacture of Roman Cement” (*Norfolk Chronicle*, 10 Feb 1821).

However, another advertisement from 1836 indicates the mill at Reedham cement works and sawmills, soon to be let, was used for several purposes: “the Engine and Mill are employed in Grinding Cement, Sawing and Draining Marshes of which a rent is paid” (*Norfolk Chronicle*, 25 June 1836).

When the present mill was built in 1865, it was clearly as part of the adjoining cement works and specifically designed for grinding clinker for Portland cement production. Ownership changed again and Burgh Castle Cement Co occupied Berney works from the early 1870s, but closed the kiln in around 1880. The mill continued to grind clinker brought by wherry from nearby Burgh Castle, and the resulting cement sent back again until 1883 when grinding ceased and the mill was converted to drainage. It is open to the public and, as you may have noticed, recently featured on the BBC’s Countryfile.

Equally long-lasting was the Arundel cement mill, which was built to serve the Sussex cement industry that grew out of an earlier trade in chalk whiting. The original post mill closed for business after the bankruptcy of one Charles New and in 1825 was offered for sale. It was bought and converted to grind cement. By 1858 the mill was being run by William Atfield, “cement manufacturer”. As the original lease was shortly due to expire the construction of a new mill was started in 1861. While the mill was being built, it seems that Atfield – described as a millwright and cement manufacturer – acquired property at Bognor, in the parish of South Bersted, consisting of a cement mill, cement kiln and two cottages. The kiln had been operational from 1830 to 1854, and perhaps the mill was still in use while Arundel was out of service? Eventually the Arundel mill was complete and an opening ceremony was held in June 1864.



Fig 4 Arundel windmill (x 2 colour)

Mildred Cookson and MAT

The new mill was a tower mill, painted white, and powered with four single-sided sails. Like its predecessor, it was used for grinding cement, chalk being brought down river from Amberley, where there was also a windmill used for grinding cement. In 1898 Arundel Cement Mill was damaged by fire and pulled down. Nothing remains today.

With little physical evidence of early cement manufacture surviving, it is easy to be oblivious of this developmental phase in our industrial history. In the infancy of cement making all existing methods of grinding were explored, including processes that were horse, wind and water powered. Corn milling technology was adapted to this new purpose. Specialist equipment and methods were developed, especially once the more abrasive Portland cement replaced the earlier Roman cement, and traditional mills were abandoned, or at best the buildings incorporated into new cement works, as at Windmill Works, Bilston. Some traditionally powered mills lingered on, though these proved to be the exception in an industry that was rapidly expanding and modernising during the 1800s and 90s.

Abridged from Edwin Trout's *Traditional Milling Technology in the English Cement Industry, 1796-1899*, published by the Mills Archive Trust, 2015.. <https://millsarchive.org/shop/product/162745/traditional-milling-technology-in-the-english-cement-industry-1796-1899#.VtwQwfmLRD8>

(Editor's Note: This article is a synopsis of the talk given by Edwin to the BIAG meeting on Monday 18 January. We are most grateful to him for providing this copy for BIAG News)

BLUE PLAQUE FOR GOOCH

Brian Boulter

A blue plaque has recently been erected on the GWR Windsor Central Station to commemorate Sir Daniel Gooch, just before the bicentenary of his birth. He was appointed Locomotive Superintendent for the GWR when he was just 21. In 1863 he was on the footplate of the first Royal Train to Windsor. In 1864 he resigned to oversee the laying of the first transatlantic telegraph cable, and sent the first message to America in 1866, for which he was knighted. He then returned to the GWR as Chairman. He lived in Clewer and was buried in the churchyard there.

BAN ROAD LOCOMOTIVES

Brian Boulter

In January 1890, Berkshire County Council discussed taking over the maintenance of "Main Roads" under the Highways & Locomotives Act. These were chiefly the former Turnpike Roads. They decided that every owner of a locomotive should pay £10 per annum – equivalent to £1000 today. At the end of the debate,

Cllr J. Tompkins (Abingdon) gave notice that he would propose that no locomotives should be allowed on main roads between 10am and sunset.

This provoked Nalder & Nalder Ltd. of Challow Ironworks, Wantage, to write a letter to the Windsor & Eton Express – and presumably other local papers - to protest at this proposal. They pointed out that as well as the driver, they already had to provide a man to walk in front and another to look after the wagons so as not to inconvenience passing animals or vehicles. Fifteen years earlier they had sold their draught horses and used a locomotive to transport goods between their works and the railway station, and there had never been an accident.

It was at the April meeting that Mr Tompkins proposed that “No locomotives should be allowed in Berkshire towns between 10am and sunset”. In the meantime, Nalder & Nalder had been granted a licence for their locomotive. The motion was lost on a show of hands. Curiously the seconder for his motion was Charles William Cox of Maidenhead, a prominent local builder and timber merchant, whom one would think would appreciate the value of having supplies delivered by steam.

RECYCLED

Brian Boulter

Apartment blocks are currently being built on the site of Maidenhead's first sewage works. The works were opened in 1894. Constructing the network of drainage pipes had been a major task, some trenches being over 20 ft deep and requiring “shiploads of timber” to shore them. Two pumps with 12 and 18 horsepower engines pumped out 2m gallons of water a day from the workings. The works were replaced a century later by a modern plant on an adjacent site and run by Thames Water.

With the exception of some notable decorative pumps and houses, sewage does not feature in industrial archaeology. There are essentially two processes. The first is to remove the solid material by settlement or filtration. At Maidenhead this was then pressed dry and sold for agricultural fertiliser. Nowadays it is delivered by Thames Water in a semi-liquid form by tanker/spreaders as “Agrivert”. The liquid which makes up to 99% of sewage, then has to be oxidised. Originally this was done by allowing it to trickle over the sewage farm field, but now it is accomplished in large circular tanks. It is then added to a convenient stream, which has already received the treated effluent from Bracknell and so into the Thames.

The only surviving original item I am aware of is a 4½ inch cast iron vent pipe 27 feet high in Grenfell Park. This has a fluted cast iron “sleeve” at the base but with no maker's name.

As to the old site, this became a temporary “Park & Ride” car park, first for Sainsbury's whilst theirs was redeveloped, then for the 2012 Olympic Games at Eton/Dorney Rowing Lake. Now, with an adjacent retail park and CrossRail a few minutes away, the new apartments will no doubt be popular, and the communal gardens should flourish!

ON TRACK

Brian Boulter

This is the title of new exhibition featuring Reading's Railways which opens at Reading Museum on 24 May 2016. The station has over 20m passengers a year.

INDUSTRIAL ARCHAEOLOGY AT RISK

Editor`s Note: The effects of government cutbacks are now starting to come home to roost and museums are being affected. At least two have come to my notice recently that I thought BIAG members should know about (if they don't already!). The first is an appeal from Geoff Wallis (Past President of the Newcomen Society) and the second from the Hovercraft Museum at Lee-on Solent.

Lancashire County Council will close Queen Street and Helmshore Mill Museums in April 2016

Helmshore and Queen Street Mill Museums together are the last working example of Lancashire cotton spinning and weaving in the world. They welcome thousands of local people, school children and tourists each year. They are an absolute cornerstone of Lancashire's rich industrial heritage, recognised together by Arts Council England through their designated collections scheme.

“Goin` downt` mill”. Why are mill Museums so important?

They keep alive the otherwise extinct process of cotton spinning and weaving in Lancashire- once the industrial heart of this country. In these museums you can trace the history of weaving and spinning through the displays of spinning wheels and mules and weaving looms. They contain original machines, which are still in working order and demonstrated on a regular basis. They are recognised by Arts Council England in their designated scheme as being of outstanding national importance.

That`s quite intense, I just want to let me hair down (mill workers would tie their hair up to avoid being scalped, the phrase comes from not having to on a rare Sunday off)

These mills are open for our community over school holidays and weekends. They are an excellent family day out to learn together about our heritage. We believe that cutting funding to these museums and losing them forever is a grave mistake that our children and future generations will pay for. The museums host hundreds of school trips each year and engage children with their own history. They give them a sense of their place in the world.

They also allow film crews to capture our heritage. Films like the Kings Speech and the BBC series North and South could not have happened without our mills.

By 1860 there were 2650 cotton mills in Lancashire, employing 440, 000 people and producing half of the world's cotton. We now have two left, and we cannot afford to lose them.

We are asking Councillor Jennifer Mein to reconsider this disastrous decision to cut all funding to museums by April 2016. Whilst we appreciate that the Council have offered us the chance to come up with 'alternative service delivery models including their operation by local communities and interest groups', achieving this in 5 months is unrealistic.

We want LCC to promise to continue to keep running Helmshore and Queen Street Mills until April 2017 (even at a reduced service) until we can offer a viable business plan and alternative to preserve our unique history.

- Go online at <https://www.change.org/p/councillor-jennifer-mein-save-lancashire-s-mill-museums>.
- Or e-mail Geoff Wallis on jandgwallis@gmail.com and he'll send you the `Change.org' link
- Or send a letter to Councillor Jennifer Mein, Lancashire County Council, Leader's Office PO Box 78, Christ Church Precinct, County Hall, Preston, PR1 8XJ. Heading: 'Save Lancashire's Mill Museums'

Save 'The Princess Anne' the last remaining SRN4 Hovercraft for the nation Hovercraft Museum Trust



LEE-ON-SOLENT MUSEUM FIGHTS TO PREVENT THE LOSS OF THE CROSS-CHANNEL HOVERCRAFT.

As developers move in with bulldozers, the Hovercraft Museum Trust is fighting desperately to save one of the two remaining cross channel SRN4 hovercraft from destruction.

Resident at the site since they were decommissioned in 2000, the Princess Margaret and Princess Anne are the last of the 250 ton monsters that used to cross the channel with 400 passengers and 55 cars on board, their gas turbine engines making the crossing possible inside half an hour in good conditions. They were built on the Isle of Wight by the British Hovercraft Corporation in the 1970s and operated from both Dover and Pegwell Bay before being replaced in 2000 by catamaran service.

Due to essential building work on the hovercraft museum buildings at Lee-on-the-Solent, the hovercraft museum has not been open to visitors for nearly two years and only re-opened in January 2016 - it's been a difficult period. But since then, visitor numbers have been encouraging and the future was looking promising for this small volunteer run museum. Whilst being stored at the museum, the SRN4's are not owned by the Hovercraft Museum Trust and there has been a protracted legal battle between the craft and site owners which these gentle giants have found themselves caught in the middle of. This came to a sudden resolution this week and the hovercraft now face destruction and removal unless a last-minute reprieve is granted by the site owner. Hovercraft museum trustee Emma Pullen said "the SRN4's are the centre point of the museum and our most important exhibits. Many people come simply to see these huge relics from a bygone age and their loss would be an enormous blow to the museum. But more important than that is the fact that they are piece of British history, the like of which we will never see again. The Hovercraft Museum trust is dedicated to preserving them and we hope that a deal can be reached to allow this to happen. The final decision is out of our hands and this has all happened at very short notice but we will do everything in our powers to protect at least one of these national treasures."

The museum has acted quickly and submitted a proposal to the site owner to save the Princess Anne which is in the most favourable location and in better condition than the Princess Margaret, which they have reluctantly accepted is likely to be broken up and sold for scrap.

The trustees have set up a petition page, the link to which can be found on their Facebook page 'the Hovercraft Museum' and they are encouraging those with an interest in British history to sign and share it.

To sign the petition please click [here](#).

MAP WEBSITES

Bob Haskins

These may be of interest to members:

1. National Library of Scotland for map images to view <http://maps.nls.uk/>

Go to series maps and scroll down to [Ordnance Survey, Six-Inch, England and Wales - 1842-1952](#) and next select [seamless zoomable overlay layer \(1888-1913\)](#). You'll then be able to zoom in and view a map of Reading. The site is fully searchable and has maps of many periods. Well worth a look, in fact you could very easily spend several hours on this site!

2. Alan Godfrey maps for maps to purchase. <http://www.alangodfreymaps.co.uk/>

Again, select England/Thames and Chilterns/Berkshire and you'll find an 1898 map of Reading and recently published 1877 coloured map of Reading (£5.00 postage inclusive). The coloured map is well worth the £5.00. All Alan Godfrey maps have a short essay on the rear-side written by an authority on the area pointing out many industrial and transport features.

FORTHCOMING 2016 MEETINGS PROGRAMME

21/3/16	BRICKWORKS IN WARFIELD & DISTRICT	Paul Lacey
18/4/16	VICTORIAN & EDWARDIAN INDUSTRIAL BUILDINGS IN OXFORD (to be followed later by a tour)	Liz Woolley
16/5/16	BASINGSTOKE & THE WEY NAVIGATION	Paul Joyce
26/9/16	AIRSHIPS	Peter Trout
17/10/16	AGM & MEMBERS' EVENING	
21/11/16	AIRFIELD ARCHAEOLOGY	
12/12/16	FILM EVENING & SOCIAL (Please note change of date)	

All meetings are held on Monday evenings at the Church Hall of St Mary's Church, Castle St, Reading RG1 7RD and will start at 7.30pm. Access to the church hall is through the right hand side passage.

Travel Guidance: By bus, St Mary's Church Hall is within a two minute walk from St Mary's Butts and a five minute walk from Oxford Road where many Reading Corporation buses stop

By car, the Church does not have a car park but vehicles may be parked off-road on the market stall hardstanding area in Hosier Street. Alternatively, there is a public car park in the Civic Centre adjacent to the Church. St Mary's Church has a web site with a map: <http://www.cofec.org/stmarys.html>

EDITOR'S NOTE:

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 another issue later in 2016.

Finally, thanks to Edwin Trout for his talk and article on traditionally powered milling in the early cement industry, to Brian Boulter for a number of different articles and to Bob Haskins for his work on the new BIAG website and the relevant article on it..

John Coulson (jcoulson@theiet.org)

DATES FOR YOUR DIARY

SWWRIAC 2016 (16 April 2016)

To be hosted by Gloucestershire Society for Industrial Archaeology (www.gsia.org.uk/conference) at Rednock School, Kingshill Rd, Dursley, Gloucestershire GL11 4BY

The Restoration of the Cotswold Canals
Cast Iron Lamp Posts in Clifton & Hotwells, Bristol
Watkin George and the Pontypool Aqueduct
Scout Motors of Salisbury 1902-1921
Listers of Dursley: History and the GSIA Project
Worlds apart; the West Country stone quarries of George Harris in 1893 & 2015

Ken Burgin, CCT
Maggie Shapland BEM, BIAS
Malcolm Johnson & Lionel Milsom, OHIHS
Jim Watkinson, SWiltsIAS
David Evans & Frank Colls, GSIA
Peter Stanier, Dorset IAS

Talks followed by a choice of field visits to Cotswold Canals at Stroud, Dursley Town Walk, Visit to Halmore and Coaley Mills or Visit to Sharpness Old Dock. (Own transport required: full directions will be provided)

SERIAC 2016 (23 April 2016)

To be hosted by Surrey Industrial History Group (www.sihg.org.uk) at Holy Cross Preparatory School, George Rd, Kingston upon Thames, KT2 7NU

1000 - 1005	Welcome	Bob Bryson , SIHG Chairman
1005 -1050	Southern Industrial History: a Different Perspective	Dr Geoffrey Mead , SIAS
1100 -1145	Iron Production in the 18 th Century Weald	Jeremy Hodgkinson , WIRG
1145 -1230	Papermaking – History & Development	Phil Crockett , BAPH
1230 -1400	Lunch (with opportunity to view the Ivy Conduit House in the school grounds)	
1400 -1445	What happened at Merstham? A square mile of IA in E. Surrey	
1445 -1530	Ten Green Bottles – the Demise of the Gasholder	Paul Sowan (Sub Brit)
1600 -1645	Researching Berkshire`s Watermills & their Industries	Malcom Tucker , GLIAS
1645 -1700	Closing Remarks-	Sheila Viner , SERIAC Bursary Holder

AIA CONFERENCE – (9-14 Sept 2016)

To be held in Telford

SUMMER VISITS

Bob Haskins has suggested the following summer visits::

Sat 26 June – Circular Walk from Bedwyn Station to Crofton Beam Engines (in steam) & Wilton Windmill.

Sat 6 August – Day Excursion to Sharpness Docks, the Gloucester & Sharpness Canal and Saul Junction (eve meal in Cirencester),.

Confirmed itineraries will follow. For further information or to book, please contact Bob (e-mail: bob.haskins@trellisworks.co.uk , mobile: 07812 045163): !

For general BIAG business, please contact the Secretary: PETER TROUT (Tel: 01491 682002)
7 WEST CHILTERN, WOODCOTE, READING, RG8 0SG

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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