RON NEAL 1926 to 2016

Ron was born in November 1926 in Bristol, the same year as Queen Elizabeth 2nd and the year of the General Strike. His strengths and interests were in Maths and Science and he completed his Higher Matriculation in Physics, Chemistry and Maths where he gained all distinctions. He started work in the laboratories at Bristol Aircraft Company in 1944. Ron then joined the Civil Service, aged 21 and became an assistant experimental officer at ROF Didcot. In 1955 he met a young scientific assistant by the name of Janice Longbottom and they were married in 1960 in St Leonard’s Church Wallingford. In 1978, after a spell in Lancashire, he was transferred to ROF Burghfield and Aldermaston.

After he retired in 1986 he maintained his interest in science and continued to be an active member of the Royal Society of Chemistry, including serving as the Secretary of the Thames Valley Division.

He was also an active member of the Berkshire Industrial Archaeology Group, where he used to disappear to various parts of the country in search of our industrial past. He loved steam trains and was absolutely delighted to drive one on his 70th birthday.

He also had a spirit of adventure and a love of the outdoors, particularly hill walking. In 1948 he joined the Ramblers Association and; for many years, he led parties of walkers on holidays all over Europe.

For many years, Ron was a member of the BIAG committee and most importantly was our indoor events planner and ‘fixer’ and did this task with his characteristic good nature.

The stories that could be told about him are endless; but a neighbour of more than 30 years, on hearing of his death, described him as a true gentleman, who knew his own mind and was not afraid of what people thought of him - a perfect description of Ron.
Editor's Note:  Peter found a copy of the Programme booklet for this Savings Week which contains advertisements for various Reading companies who were participating together with write-ups on their activities. It gives a fascinating glimpse of industrial activities in Reading in 1948 but is quite a thick booklet so this is the third excerpt following those in BIAG News 38, 39 & 40 covering various other Reading companies. This is the last instalment!
REVIEW CORPORATION TRANSPORT

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STAND 6

TRANSPORT

The Reading Tramways Company, which operated horse-drawn trams, was purchased in October, 1901, by the Reading Corporation. The horse-drawn trams continued to run until they were converted to the Electric Tramways System in July, 1903.

The Reading Corporation Act, 1914, authorised the Corporation to provide and maintain omnibuses, and at the conclusion of the 1914-18 War—in December, 1919—the first omnibuses were put into service. These were of the open top deck type, with solid sides. The 1914 Act also gave the Corporation powers to operate trolleybuses, but it was not until July, 1936, that the first trolleybus service was operated over the Whitley Pump-Caversham route. On 21st May, 1939, the last trams were replaced by trolleybuses.

Subsequent local acts and orders have given the Corporation powers to extend the trolleybus system, and plans are well in hand for the extension from Whitley Pump to Hartland Road and Whitley Wood.

Some indication of the growth of the undertaking will be observed from the following figures:

<table>
<thead>
<tr>
<th>Year</th>
<th>Total mileage operated</th>
<th>Total passengers carried</th>
</tr>
</thead>
<tbody>
<tr>
<td>1905</td>
<td>5,672,038</td>
<td>8,018,428</td>
</tr>
<tr>
<td>1944</td>
<td>3,216,130</td>
<td>42,153,327</td>
</tr>
</tbody>
</table>

The present fleet of passenger vehicles comprises 60 omnibuses and 37 trolleybuses.

The department have on order 20 double-deck trolleybuses and 11 double-deck omnibuses. The latter are expected for delivery before Whitton, 1948, and the trolleybuses by late 1948.

During the war the department was responsible for the maintenance of ambulances and certain other Civil Defence vehicles. In recent years it has maintained an ancillary fleet of light cars and lorries for use by other Corporation departments, including the School Meals Service, and has also been responsible for the ambulance services of the Borough.

STAND 24

ALLEN & SIMMONDS LTD.

The business of Allen & Simmonds was formed in August, 1905, by a partnership between Mr. Robert Allen and Mr. E. R. Simmonds, and commenced operations in a disused barge building shed, with a total staff of 10 workpeople, as general engineers and millwrights dealing with reconditioning of main engines and plant at power stations, factories and works. After a small beginning the concern began to grow rapidly and a private limited company known as Allen & Simmonds Ltd. was formed, with the original partners as directors.

The "Allen" piston ring was evolved and perfected during the early days of the Company and eventually became the main product, this fuel-saving invention being quickly adopted by many of the leading shipping companies, electrical power stations, waterworks and users of reciprocating steam engines generally throughout Great Britain and abroad.

At the commencement of the 1914-1918 war Messrs. Allen & Simmonds Ltd. were called upon to manufacture a large range of equipment for the Ministry of Munitions under direct contracts, and large developments in factory space and plant were undertaken to meet these demands, the total labour force at the peak period being about 600.

In the reconstruction period following the end of the First World War the Company was re-formed and eventually was registered as Allen & Simmonds (Holdings) Ltd., under the Directorship of Mr. G. H. B. Fryer, the present Chairman, and Major R. C. Griffin. During this period the Company, in addition to continuing the manufacture of the "Allen" pistons and rings, turned their attention also to the development of "Auto-Culto" Tractors and equipment for the use of market gardeners, fruit growers, estate owners, etc., under the registered title of the "Auto-Culto" Cultivating Machine. Great progress was made until the 1939-1945 war, when activities in this connection were considerably restricted whilst the Company again turned its attention to the manufacture of war materials, including equipment for guns, tanks, etc., for the Admiralty, War Office and other Government departments.

Now, in 1948, the firm is once again back to the manufacture of "Allen" Piston Rings for many new ships and mills, and also to the mass production of its "Auto-Culto" Cultivating Machines and equipment which are now so desperately needed in these days of shortages, for increasing the output of foodstuffs both in this country and abroad.

This statement has been written up by Mr. B. Tull, who was with the original firm at its inception and is still actively engaged with the present Company.
In the car park of the “Pond House” on the Bath Road in Maidenhead is what can best be described as a half-timbered electricity sub-station, complete with tiled roof and medieval style strap hinges on the doors. Considering the reason for this anachronism I found that it was built at a considerable time in the history of the Maidenhead Corporation Electric Light Department.

As with gas in the previous century, electricity was first seen as a means of illumination. Again, like gas, electricity was produced in the day and stored in wet batteries for use at night. The Maidenhead works began generating in 1902, using a conventional coal-fired boiler supplying a steam engine driving a dynamo. On December 9th, 500 lights were switched on in Maidenhead with electricity subsequently available from 3pm to 6am. In 1909, as demand increased, a 150kw diesel powered generator was installed, taking oil from a rail tank wagon stationed on a special siding on the embankment above the works. Other diesel plants followed but in 1925, the decision was taken to obtain extra power from the Metropolitan Electricity Supply Co. This company had built a large coal-fired power station by the canal at Acton Lane in 1899 to supply West London and had now reached as far as Taplow. A new mains cable was run under the Bath Road from Maidenhead to connect with it. This supply was AC and had to be converted to DC by a rotary converter with a loss of 15%, but it was still more economical than to increase generating capacity. In 1929, the Chief Engineer reported that 88% of power was now obtained from Metropolitan Co., 11% from diesel generators and only 1% from the steam plant.

Not only was demand growing, so was the distribution area, which now extended some two miles from the generating station. To avoid the loss of “pressure”, i.e. voltage drop, it was decided to distribute power as 3-phase AC to transformer sub-stations. It was also decided that all new customers would be supplied with 230 volt AC and that existing DC customers would be converted to AC. In the meantime, mercury arc converters were installed at some sub-stations. These were normally housed in “kiosks” supplied by W. Lucy of Oxford who had changed from producing drain covers to making electrical supply equipment.

The following year, a duplicate main was run from the Metropolitan’s “Super tension” sub-station at Taplow. It was certainly needed as the units sold rose from 370,000 to 516,000 that year!

So why was the sub-station at the Pond House so different? The answer lies in the pub's name. Next to it was the Reading Pond, which had been used by carters to water their horses. By 1911, this had become disused and overgrown, so the Council decided to fill it in and create a small park with flower beds and a play area. A local resident was engaged to open and close the park gate and to keep it tidy for 5/- per week. Whenever a new substation was required, it was sited whenever possible on Council property to avoid land negotiations, so in 1929
it was decided to site one on this park. However, it was specially designed to match the surroundings. Later, the Chief Engineer reported that the building “looked quite attractive and would be well suited to the site when painted”. In later years, the park appears not to have been well maintained as in 1963 it was described as “in poor condition”. So, the council let it be turned into a car park for the Pond House.

The substation could do with a coat of paint but still functions and has a new all-weather transformer in a compound behind it. It is partly hidden by overgrown bushes which presumably remain from the park.

Apart from discovering the reason for the building, it was interesting to find when the decision was taken to supply all future customers with AC electricity. Was this early for the industry? I remember that as late as the 1950’s, there were still places which were on DC, as my electric shaver did not work!

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**BIAG EXCURSION TO THE VALE OF BERKELEY (Saturday 6th August 2016)**

**Edwin Trout**

**Editor’s Note:** An article on this visit was included in BIAG News No 39 but Edwin has kindly produced a further article containing much more information. I thought it was worth publishing this as a follow-up and some additional photographs are also included that were not in the previous article.

Having arrived in Sharpness, and parked on the slopes of the Dockers’ Club grounds, Bob Haskins set the scene with some notes to introduce the heritage and ongoing dock business of the vicinity. We had passed the scrapyard and cement terminal on our way into the dock, and could see the ageing storage silos silhouetted against the clear blue sky, but clearly there was more. Our first stop was to be the workshops taken over by the recently formed Vale of Berkeley Railway.

A short walk passed a slender concrete silo – that John Dearing informed us was built in 1975 – and the original dock workers’ cottages, brought us to the refurbished VBR shed, so recently renewed as to still be bearing the name of its previous tenant, EnviroTech. There we met Howard, who welcomed us in for tea and biscuits, and talked with enthusiasm about the achievements and ambitions of the Railway. The meeting room itself had been rewired, re-roofed and re-fitted with doors by volunteers, so a sufficiently standard that the VBR’s rent had been waived for the coming four years. The members present were justifiably proud of the job, and of the gracefully curved reception desk in the entrance.

Howard spoke with the infectious energy of a convert. He had joined only last year, one of an influx of volunteers attempting to put the founders’ vision into practice. The shed was the group’s physical base, providing storage and working space: a necessary precursor to installing the railway infrastructure. Many of the group’s members had been involved in railways for a long time and were able to lend or donate a great deal of the necessary equipment. Andy, for instance, the owner of a haulage business, had railway wagons located in several other preserved railways in the district. “We have more or less the full train set”, Howard quipped, “we just need to lay it out and play with it.” He explained the group’s strategy and described its plans. A key factor was the presence of a mainline connection, linking the 4.5m Sharpness branch to the Bristol to Gloucester line. This provided opportunities, none more important than its on-going use by DRS for the removal of spent nuclear fuel from Berkeley power station to Sellafield. (This has 20 years to run.) In this use lay a commercial purpose for, and justification of, the line’s existence; a link to the wider network; and the basis of a flourishing liaison with DRS. In return for providing the convenience of a turning loop at Berkeley, DRS has offered free delivery of all the ballast required direct from Shap and have been very supportive.

The plans are in two phases. The first, to clear or reinstate the line from Sharpness to Berkeley, along with installing the required sheds and sidings parallel to the docks. The second, to introduce the Berkeley loop, a spur at Sheerness and a connection to the Cattle Country tourist attraction. Eventually a park and ride is envisaged, to be located where the A18 joins the mainline junction. Intriguingly, the establishment of a destination at each end of the track confers exemption from VAT. A grade II-listed station building has been identified, for re-assembly at this new location. Key to getting going is the creation of Forest Sidings on land owned by Network Rail. These will include four tracks (a quarter of a mile long), a 65 ft. turntable, several sheds and re-housing for the old Winchcombe railway museum. Sharpness Station will follow in due course, but the Canal & River Trust is a more cautious landlord.

Later, the aim is to connect the various local visitor attractions. Cattle Country attracts visitors and so a connection should benefit both parties; Berkeley Castle and the Jenner Museum likewise, and the railway could be extended toward Slimbridge. There is the possibility of a triangular route, linking these facilities. This could be extended to include the Forest of Dean Railway to Lydney on the western bank of the Severn, with a steam ship (or even hovercraft) connection between the two ports.
Much of the wherewithal is available, if not on site. Carriages, for instance, are held on the Gloucester & Warwick Railway. The group has concentrated on rescuing equipment that is otherwise difficult to replace, accepting that the buildings to house them can be newly erected. At present mechanical signalling equipment is being disposed of at an alarming rate as Network Rail electrifies the network. The presence of a haulier among the group’s benefactors is a huge bonus in this respect.

Howard invited us to donate, join or otherwise become involved in the VBR. With 200 members at present, he reckoned 800 would be needed eventually. But he stressed the success the VBR had had in attracting and integrating volunteers, and the pleasure of pulling together on a new project. He saw it very much as a community railway, with local people thinking of it as their railway. In future, there would be a Trust and a limited company acting in parallel; shares were to be issued in the autumn.

Looking around in the yard, we were shown several locomotives – including one of the last diesels to work on the dock, and various carriages, such as the GWR tool van. Howard hoped for an engineering train someday, complete with cranes. The yard was shared with the commercially operated dry dock next door and we learned that the two bodies reciprocated in the restoration of ships and locomotives. Among the hidden treasures was one of Brunel’s ‘Berthas’ – a heavily riveted flat-bottomed silt dredger built in the 1840s for Mr GWR himself.

Next on the agenda was a walk around the working dock - the ‘New Dock’ of 1875 (built between 1871 and 1874). Our host was Dave, one of six men working for the Canal & River Trust at Sharpness. He explained how the two or three ships arriving each week had to enter on a high tide, having turned around up stream and entered the dock from the north east. Use of one of the three resident pilots was essential, upriver from Lundy. Dave explained how the water courses interacted and how the water levels in the dock were maintained. He showed us the jetty, the basin, the lock and a view of the dock from the lock gates. Prominent among the businesses based he was Dragon Alfa Cement and Edwin Trout was invited to say a few words of background about the import of cement.

We’d already been to the dockyard, but stopped again to spend a few minutes watching the steamship Freshspring being cleaned in the Victorian dry dock. The Freshspring, we had been told earlier, was an oil-fired steamer built in 1946, and was in the process of being restored to museum standard under the aegis of the SS Freshspring Society.

To conclude the morning, we walked back around the dock to the high-level bridge. Typically, of British railways in the nineteenth century, two companies served the new dock, each with its own bridge. The high-level was used mainly for moving coal into the port (and indeed the dockers’ clubhouse was built on an artificial mound of coal slag.) Speaking on the bridge, with a view of both the dock before us, and the canal behind, Chris Boulter described the extension of the Gloucester & Sharpness Canal into the New Dock. The canal – 16 miles long, 16 ft deep, and crossed by 16 bridges – was built between 1794-1827, but when the ships became too big, a new entrance to the canal was required. Now the dock can handle vessels up to 8,000 (i.e. with a cargo of 6,000) tonnes. Muller had the contract for cement carriage, but had recently lost it to a new business. The Eva Muller remained moored, while the Apollo and another cement transporter were being prepared for their new role. Other cargoes included grain, scrap (with only occasional shipping), and fertiliser (unloaded in big bags and stored in sheds.

Editor’s Note: Edwin has also kindly written some notes about Dragon Alfa cement who were the main cement importers based at Sharpness. I have not included these notes because of space limitations but, if any members would like a copy, please contact me and I will email or send them one.
A sandwich lunch was enjoyed in the shade of an obliging tree, and a Wickwar pint imbibed in the clubhouse, before we set off on foot to the Old Dock. Now a marina, the Old Dock was the original connection between the canal and the Severn and is now blocked off, apart from the action of two sluices. The stark contrast between the clear blue water of the narrow dock and the cloudy red-brown shallows and mud banks of the sprawling Severn at low tide was sufficient to make the case for improved navigation up to Gloucester. And the height difference must have been well over 20 feet. We followed the canal out of the dock and along the mud banks and reed beds to the remains of the old Severn Railway Bridge.

Built in 1879 to bring coal from Wales and the Forest of Dean, this 21-span swing bridge of iron and stone was in regular use until 1964, when it was destroyed in a shipping disaster. Two vessels loaded with oil were caught in fog and one struck a bridge pier and caught fire. The other collided and in the confusion that followed, the bridge deck was damaged and the pipeline ruptured causing a huge explosion. Of the eight crewmen, only three survived and the red glow of burning could be seen for miles. All that remains are the eastern abutment and the tower than held the engine for the swing bridge mechanism, along with occasional glimpses of the pier foundations in the low-tide mud. (photo - view from eastern abutment –Bob Haskins – taken March 2016)

Walking back, we saw a couple of the rusting hulks for which Purton, just upstream, is famous: Severn Falcon (built in Bristol, 1935 – beached, 1974) and Lighter No.9 (built in London, 1902 – beached, 1972).

We returned to our cars and headed north to Saul Junction, the only same-level crossing of independent canals in the UK where the Stroudwater Canal crosses the Gloucester & Sharpness on its way to the Severn. It was a pretty, and popular spot, with the Junction Hotel, the Davis boatyard opposite, and evidence of the earlier Stroudwater Canal’s reconfiguration to meet the ship canal. There was even a Cadbury factory just to the southwest. However, it was a hot day and we sought welcome refreshment in the tearoom.

A scenic journey through the steep-sided Stroud valley, with ample evidence of the textile mills that once abounded there, took us over the Cotswolds to the historic town of Cirencester. Our objective was The Fleece, a pint of Wainwright’s summer ale and dinner. A convivial evening followed and brought this most enjoyable outing to a close.

HUNTLEY, BOORNE & STEVENS TIN WORKS (118-128 London Street Reading)

Evelyn Williams

Huntley, Boorne and Stevens factory on London Street in Reading was demolished around thirty years ago. The business started from Joseph Huntley junior’s Ironmonger’s shop across the road from his father’s biscuit factory, and expanded to fill almost the total area between London Street, Crown Street, Southampton Street and Church Street.
Large biscuit tins were manufactured in the works to transport Huntley & Palmers biscuits around the world. Decorative biscuit tins were introduced in 1868 and examples can be seen in the Huntley & Palmers gallery at Reading Museum. Tin manufacture stopped in Reading in the 1980s and in 1986 Huntley, Boorne & Stevens were bought by the Linpac Group.

The wall of one of the workshops remains and was recently threatened with demolition as part of a proposed redevelopment of the After Dark Club, 112 London Street. It forms the southern boundary of the club with a modern development at the corner of London Street and Crown Street on the site of factory buildings.

The site of the club lies behind two listed buildings, 110 and 114 fronting onto London Street and is within the London Street/Market Place Conservation Area. The application (161935) was rejected by Reading Borough Council’s planning application committee on 7 December 2016.

On the afternoon of Friday 16 December a small group from BIAG viewed the wall and walked the site of the previous tin works, which is now a small housing estate.

**Links:**


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**A BURNING QUESTION – WHY SO MANY MILL FIRES?**

**Brian Boulter**

This is the title of an article in the British Archaeology Newsletter expressing concern at the growing number of fires in northern textile mills. Of the 103 mill fires which occurred in the Bradford area in the last six years, over half have been confirmed as arson. Although the floors of textile mills changed from wood to brick barrel vaulting, and later to reinforced concrete, no mill is completely fireproof. Historic England, working with local fire authorities, is issuing an “Arson Risk Reduction” leaflet for distribution in the area. The main and obvious recommendations are to try to keep mills in occupation with working sprinklers, and to reduce the time mills are empty pending redevelopment.

However, for me the article raised an awkward question in my mind – How many mills do we want to keep and why? Conversion is always a compromise between the validity of the building as an industrial monument and modern requirements of safety and comfort. How many luxury apartments or craft cooperatives do we need? Other industrial buildings are demolished when their function ends, but textile mills seem to have a special place in our culture. Are Lowry’s paintings and stories of “trouble a’ t’mill” to blame?
TWITTER ACCOUNTS OF INTEREST

Bob Haskins

For information, our BIAG website has a Twitter account that I use to promote our group. As such, I receive regular Tweets from several websites that we follow https://twitter.com/Berks_IA_Group, some are of little value to our group, however, some that I think BIAG members may be interested in are as follows …

- The Heritage Trust  https://twitter.com/heritagetrusts
- Save Britain’s Heritage  https://twitter.com/SAVEBrit
- Museum of the Jewellery Quarter  https://twitter.com/MJQ Birmingham
- The Whitley Pump  https://twitter.com/WhitleyPump
- The C20 Society  https://twitter.com/C20Society
- Heritage at Risk  https://twitter.com/heritageatrisk
- AIA  https://twitter.com/AIndustrialArch
- Picture the Past  https://twitter.com/Picture_Past
- Victorian Society  https://twitter.com/thevic soc
- The Georgian Group  https://twitter.com/georgiangroup
- Inland Waterways  https://twitter.com/IWA_UK
- Institution of Civil Engineers  https://twitter.com/ice_engineers
- Industrial Heritage  https://twitter.com/EFAITH2015
- Historic England  https://twitter.com/HistoricEngland
- Canal & River Trust  https://twitter.com/CanalRiverTrust

LAWRENCE CAMERON SLIDE WORKSHOPS

Bob Haskins

Two workshops have now been held (on 23 January & 6 March) to sift and sort the slides in the Lawrence Cameron Collection. Thanks to all members who participated, the initial sweep is now complete and the collection will be dispersed as follows:

- **Aircraft** - will be forwarded to the Museum of Berkshire Aviation
- **Berkshire** - have been passed to David Cliffe for scanning & uploading to the Reading Libraries website.
- **Cinemas & Social** - have been passed to Peter Trout who will run a second sweep to determine if any have any value and where they might be lodged.
- **Crofton** – nothing found.
- **Other IA** - has been passed to Peter Trout for a second sweep.
- **Personal** – will be returned to Lawrence.
- **Railways** (by far the largest share of the collection) - will be passed via Ann Middleton to the Didcot Railway Centre.
- **Roads** – I have taken custody of these and have yet to determine what to do with them. Maybe the Railway & Canal Historical Society (R&CHS).
- **Transport** – again, currently in my custody. Would the Reading Transport Group be interested?
- **Waterways** – I have retained custody and will run a second sweep to filter out Kennet & Avon material before offering them to the R&CHS.
- **Wind & Watermills** – material will be passed to the Mills Archive.

We’ll have more to say at our meeting on 20th March. Meanwhile, should you have any questions, please email me at contact@biag.org.uk :
# FORTHCOMING 2016-17 MEETINGS PROGRAMME

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Speaker</th>
</tr>
</thead>
<tbody>
<tr>
<td>10th April 2017</td>
<td>Commercial Ephemera</td>
<td>Martin Andrews</td>
</tr>
<tr>
<td>22nd April 2017</td>
<td>SERIAC 2017, Worthing</td>
<td></td>
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<tr>
<td>29th April 2017</td>
<td>SW&amp;WERIAC 2017, Llanhilleth</td>
<td></td>
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<tr>
<td>15th May 2017</td>
<td>Railway Archaeology</td>
<td>Mark Cassons</td>
</tr>
<tr>
<td>19th June 2017</td>
<td>Evening Walk around London Road</td>
<td>Evelyn Williams</td>
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<tr>
<td>24th June 2017</td>
<td>Ninth Waterways History Conference, Birmingham</td>
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<tr>
<td>5th August 2017</td>
<td>Day Excursion to Swanage and Corfe Castle</td>
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<tr>
<td>25th August 2017</td>
<td>AIA 2017 Conference, Moulton</td>
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<tr>
<td>18th September 2107</td>
<td>Military and Aviation Research</td>
<td>Don Summers</td>
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<tr>
<td>23rd September 2107</td>
<td>Day Excursion to Gloucester</td>
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<tr>
<td>16th October 2017</td>
<td>AGM and Reading Civic Society</td>
<td>Richard Bennett</td>
</tr>
<tr>
<td>20th November 2017</td>
<td>Joseph Bazalgette</td>
<td>David Tinker</td>
</tr>
<tr>
<td>11th December 2017</td>
<td>Film Show and Social Evening</td>
<td></td>
</tr>
</tbody>
</table>

All meetings are held on Monday evenings at the Church Hall of St Mary’s Church, Castle St, Reading RG1 7RD and 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](http://www.cofec.org/stmarys.html)

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**EDITOR’S NOTE:**

We have finally reached the last instalment of excerpts from the 1948 Reading Silver Lining Savings Week Programme. Many thanks again to Peter Pribik for finding it and it shows how much industry in Reading has changed since then. Again, does anyone else have something like this somewhere in their files?

Many thanks to Edwin Trout for his contributions on the visit to Sharpness last year and to Bob Haskins for some additional photos – I particularly liked the view across the Severn estuary from the eastern bridge abutment (although it was taken during another visit!). Thanks also to Brian Boulter for his articles – half-timbered electricity sub-stations must be quite rare! Please keep the articles coming!

John Coulson ([jcoulson@theiet.org](mailto:jcoulson@theiet.org))

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**DATES FOR YOUR DIARY**

**SERIAC 2017 (22 April 2017)**

To be hosted by Sussex Industrial Archaeology Society ([www.sussexias.co.uk](http://www.sussexias.co.uk)) at Worthing College, Sanditon Way, Worthing BN14 9FD.

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
<th>Speaker</th>
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<tbody>
<tr>
<td>0950 - 10.00</td>
<td>Welcome</td>
<td>Sir Freddie Sowrey, President SIAS</td>
</tr>
<tr>
<td>10.00 -10.45</td>
<td>Industrial Archaeology and the Archaeological Community - Fifty Years On</td>
<td>Prof Marilyn Palmer, President AIA</td>
</tr>
<tr>
<td>11.00 - 11.45</td>
<td>The Architecture of T H Myres for the LB&amp;SCR</td>
<td>Alan H J Green, SIAS</td>
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<tr>
<td>11.45 - 12.30</td>
<td>The Development of the British Roadside Letter Box</td>
<td>Paul Snelling, LBSG</td>
</tr>
<tr>
<td>12.30 - 13.45</td>
<td>Lunch</td>
<td></td>
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</tbody>
</table>
Further details and booking form available via BIAG website (www.biag.org.uk).

Note Closing Date 12 April 2017

SWWRIAC 2017 (29 April 2017)
To be hosted by the Oxford House Industrial History Society at Llanhilleth Institute, Meadow St, Llanhilleth, Abertillery, NP13 2JT

50 years of Building Bridges
John Evans
The Coal Trade to France
Brian Davies
Shipbuilding in the Lower Wye Valley
Dr Naylor Frith
Hughesovska and the Welsh development of the Russian Iron Industry
David Cartwright
Tram Roads of the Clydach Gorge
Robin Williams
The Spiteful Story
Len Burland,

Talks followed by a choice of field visits.

Further details and booking form available via BIAG website (www.biag.org.uk).

NINTH WATERWAYS HISTORY CONFERENCE - "WATERWAYS RESEARCH" (24 June 2017)

09.30 Registration
10.00 Opening Admin, Welcome & Introduction Tony Hirst OBE

Session 1 Waterways History Research
Dr Paul Sillitoe, Mike Clarke (President RCHS), Dr Jodie Matthews (Hon Research Fellow, NWM)

Session 2 Researching the People
Prof Timothy Peters (Ironbridge Institute), Loma York (NWM Stoke Bruerne)

Buffet Lunch

Session 3 Researching the Waterways
TBA, Ray Shill, Brian Goggin

Session 4 Outlines of on-going research related topics
To be decided

General Discussion – A Way Ahead for Waterways History Research
1630 Closing Remarks-

Further details and booking form available via BIAG website (www.biag.org.uk)

For general BIAG business, please contact the Secretary: GRAHAM SMITH (Tel: 01635-580356)
114 SHAW ROAD, NEWBURY, BERKS, RG14 1HR or email secretary@biag.org.uk

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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