In November, 2016, we were treated to a presentation of a few of the slides from Lawrence Cameron’s collection, which he had given to BIAG. The pictures were taken all over the country, and the subjects were very varied. It was decided to split the collection between various libraries and archives according to their areas of interest – the Great Western Society, the Mills Archive, and so on – but that pictures taken in Berkshire should be given to the Central Library in Reading.

My career in paid employment has been in public libraries in Reading, and around 2004 I had begun the cataloguing and scanning of the images in the local studies collection at the Central Library. These could be photographs, prints, drawings or paintings, and the collection was vast. Much of value came to light, with most of the material having been in storage for many years. By the time I “retired” in 2011, I was only part of the way through, but I have been able to continue with this task, on a voluntary unpaid basis.

The slides relating to Berkshire were comparatively few in number. After editing, I scanned 323. I had managed to catalogue the first 28 of them before the library changed its cataloguing system. There were some “teething troubles,” meaning that for some months I haven’t been able to do any more. This means that at present you can’t see the pictures on the database, but I’ve been assured that we are now reaching a stage where I can receive the necessary training, and start cataloguing again. I’ve been able to do the scanning at home, in readiness, and I thought that BIAG members might like a report on progress to date, and a preview of a few of the pictures, in the newsletter. In due course, you’ll be able to search the library catalogue for images of, say, foundries across the county, breweries in Reading, or Wantage Road Station, and the appropriate images will appear on the screen.

No-one takes 35mm slides these days, but at the time they were the best thing we had, and in comparison with what we had before, they were brilliant. For accuracy in definition and colour reproduction, they could be superb. But one of their disadvantages is that over time, they can fade, or develop strange colour casts. With these slides, dating from the 1970s and 1980s, I have had to spend time trying to correct excesses of blue and purple. Once scanned, corrected and saved, the digital data should not deteriorate – though no-one knows how long it will last, even if properly backed up. And, of course, no-one can know if people in the future will still be interested in looking at the images.

Then, I’m afraid that some of the slides were just so poor that I couldn’t see what the subject was, even though there was a title on the slide, so some editing had to be done, and we have ended up with 323 slides rather than 340. This was usually the result of under-exposure.

Sometimes there was a problem where the photographer had tried to record a piece of machinery in a very restricted space, and so I knew where the machine was, but not what I was looking at. And sometimes the labelling was, from my point of view, inadequate. For instance, there was a slide that showed some brick arching, labelled just “ice house.” Another slide, saying “The Wellington Arms,” appears to show a brick-lined well.

Some of the pictures were taken just over the border – such as Brakspear’s brewery and maltings at Henley, and the pump which supplied water to the large house called The Vyne near Basingstoke. Breweries, maltings and cooperages are represented at Henley, Reading, Wallingford, Hungerford, Theale and Bradfield, and there are foundries, forges, smithies, gasworks, a power station, pumping stations, brickworks, railway stations, signal boxes, a bus garage, etc., etc.
Nothing has been covered systematically, but nevertheless, when put together with the images from other sources which are already in the collection at Reading, they will help tell the story of what happened where, and show what things looked like.

Many of the slides show subjects not already represented in the library collection. I was intrigued by a picture of a large stack of bundles of tree branches at Waltham St. Lawrence. They belonged to Underwood Industries, and were to be used for making brushes.

And there was a photograph of a circular yellow sign with the figure “70” on a green pole, by the High Bridge in Reading. I believe this was the weight limit, aimed specifically at drivers of military vehicles in the Second World War.

During the hours I spent scanning, my mind occasionally wandered. Why is it that people take pictures like this – and why are they usually men? I should know – I take the same kind of pictures myself. Are we planning to give lectures, or to use the pictures to illustrate books? Maybe we have friends who may be interested (but usually they are not), or maybe we just like to look back on where we’ve been. It was while one of the slides was actually on the screen that an e-mail message arrived to tell me that the photographer had died. Naturally I felt sad, but at the same time I felt that he would have been pleased to know that his work was being preserved, and made available to people interested in the same kinds of things as we both were.
In introducing the topic of the night's talk, David invited his audience to imagine the human experience of coping with the effluent of nineteenth century life, illustrating the suggestion with a Victorian cartoon of Sir Michael Faraday handing his business card to Father Thames while conspicuously holding his nose. A map of the Thames basin followed, illustrating the tributaries and artesian wells that provide the natural water supply to and throughout the capital, many of them now – like the River Fleet – culverted and obscured from view. The ancient Romans introduced clay pipes; Henry III had lead pipes installed at Cheapside in 1237; there were Tudor wells in locations such as Clerkenwell, and a waterwheel operated at London Bridge in 1582.

Drainage, David explained, was for surface water. As for sewage, London has a long and chequered history of coping with waste disposal. Foul water was drained to cesspools, cleared of solid waste by 'night soil men'. It was illegal to discharge effluent into the river and from as early as 1531, under the Bill of Sewers, specially appointed commissioners policed this prohibition. By 1801 there were 200,000 cesspits. Waste was harvested by men known as 'tossers'; the noxious activity of recovering waste usually killed them eventually. There were problems of illegal dumping, and explosions caused by accumulating methane.
**London’s population growth**

The population of London grew from 1.5m to 3m in the first 50 years of the nineteenth century, exacerbating the problems of water supply and sewerage and the impact of both on the wider environment. As a measure of the condition of the Thames, it was said that the number of fishermen halved between 1800 and 1825, and 1833 was the last year salmon were seen in the river. Life expectancy in London was low and declining.

<table>
<thead>
<tr>
<th>Year</th>
<th>London</th>
<th>Rural districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>1820</td>
<td>35</td>
<td>-</td>
</tr>
<tr>
<td>1830</td>
<td>29</td>
<td>-</td>
</tr>
<tr>
<td>1850</td>
<td>25</td>
<td>57</td>
</tr>
</tbody>
</table>

**Sewerage in the nineteenth century**

From 1815 new measures were applied to the problems of drainage and sewerage. Earthenware pipes were supplied in large numbers, but poor workmanship – exacerbated by limited training and widespread illiteracy – led to defective installations that were liable to blockages, ponding and overflows. As the city expanded the market for night soil declined in proportion with the increasing distance, and the introduction of the WC (Joseph Bramah in 1778; Thomas Crapper in 1861) added the unintended problem of dilution, with sewage contaminating the drainage system.

Sewers were built to a variety of patterns, with an egg-shaped cross-section the most popular. They were angled so as to encourage the separation of liquids from solids over the fall to outlet, but the Thames was often tide-locked. Much reliance remained on the use of cesspits, which increased with the growth of population:

<table>
<thead>
<tr>
<th>Year</th>
<th>Filthy (each coping with, on average, 160 gallons / day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850</td>
<td>270,000</td>
</tr>
<tr>
<td>1856</td>
<td>328,000</td>
</tr>
</tbody>
</table>

**Animal waste**

Add to human waste that of animals. There were 6000 hog houses at one point, large numbers of animals for food and horses for carriages and other vehicular transport. (It was estimated that there were 1000 carriage journeys an hour in London.) Just think of the state of the streets and how many flies there would be!

**Chadwick’s survey**

Edwin Chadwick, Secretary to the Poor Law Commissioners, organised a survey of 15,000 houses in London, which revealed the scale of poverty and squalor.

- 2,000 ?
- 720 filthy
- 400 ?
- 1,200 privies
- 30 cesspits had burst
- 20 cellars used as cesspits

**Cholera**

Cholera was a further hazard, especially in the 1830s and ‘40s. There were several outbreaks of plague proportions:

<table>
<thead>
<tr>
<th>Year</th>
<th>Dead</th>
</tr>
</thead>
<tbody>
<tr>
<td>1831</td>
<td>6,500</td>
</tr>
<tr>
<td>1848</td>
<td>14,000</td>
</tr>
<tr>
<td>1851</td>
<td>11,000</td>
</tr>
<tr>
<td>1866</td>
<td>6,000</td>
</tr>
</tbody>
</table>

At the time cholera was generally thought to be a miasma, an air-borne disease associated with the smell of effluent, though in 1849 Dr John Snow (Scott?) had concluded it was water-borne.

**Joseph Bazalgette (1819-1891)**

Bazalgette was firstly a railway engineer, but built a career as Metropolitan Commissioner for Sewers and became Chief Engineer to the Metropolitan Board of Works in 1855. In this role he adopted and adapted John Martin’s earlier plans of 1834 for the London Mains Drainage. The plan allowed for sewers with a flow of one and a half miles per hour and a 2 ft fall per mile, with discharge into the Thames downstream on the ebb tide. At the two outflow stations at Beckton and Crossness, sludge would be pumped up into reservoirs to separate before discharge.

Five reports were presented in an effort to initiate the project, but it was not until 1858 and the Great Stink, with the House of Commons’ curtains dowsed in lime that Disraeli pushed through the required Bill in just 16 days. The scheme involved the addition of 82 miles of connecting sewers to an existing network of 450 miles, along with the...
two treatment works. The materials consumed amounted to 318m bricks – pushing up the price – and 880,000 cubic yards of mortar and concrete. Construction took place over the coldest winter of the nineteenth century.

The scheme was extended to include embanking the Thames with the construction of the Victoria, Albert and Chelsea Embankments. These were set out for public benefit, with gardens, statuary and the expansion of St Thomas’s Hospital.

**Crossness**

The southern outfall building was of red brick, with a 207ft-tall chimney, filled with iron columns and polished brass. The Engine House, built to power the pumps that made the 30-40ft rise possible, is fitted with four main engines from James Watt & Co. They are single-cylinder beam engines of 125 horsepower. Each has a 25 ft diameter fly wheel weighing several tons and a 43 ft rocking beam. They can move six tons of sewage per stroke per engine and consumed 5000 tons of coal per annum.

There were changes and improvements over its working life. In 1882 the solids were separated, in 1913 Diesel engines were introduced. It was abandoned in 1956, but has now been restored to full working order and is available to visit, courtesy of the current owner, Thames Water. Abbey Mills at Beckton, just across the water, survives as a building, though without its engines. And until 1998 there were sludge boats operating on the Thames, including the SS Bazalgette.

**Legacy**

Besides his and his wife Maria’s personal legacy of 30 descendants – including several well-known figures in television and the arts – Bazalgette eliminated cholera and “made modern London”. Though he didn’t live to see all his projects come to fruition, he

- built Victoria, Albert and Chelsea Embankments, allowing for public art such as the Sphinx and Cleopatra’s Needle;
- created new streets, including Northumberland Avenue, Charing Cross Road, Shaftesbury Avenue and Queen Victoria Street;
- re-housed 40,000 people;
- built Putney, Hammersmith and Battersea bridges; and
- facilitated the Woolwich Ferry, Blackwall Tunnel and St Thomas’s Hospital.

His memorial – not just all around us – is a relatively modest bust under Hungerford Bridge.

**Today**

The system continues today, with the Thames Tideway as its latest addition, largely following the course of the Thames. Beckton sewage works is the largest in Europe. Today, however, accumulations of fat are one of the major hazards of waste disposal, especially under the Leicester Square area. But conversely, there are now 121 species of fish in the Thames, including sea horses – surely a measure of great improvement.
BARROW HILL ROUNDHOUSE

John Joyes

Earlier in the year I had the opportunity of a visit to Barrow Hill Roundhouse railway museum near Chesterfield, while closed to the public for building of new visitor facilities. See www.barrowhill.org

Standing in the middle of the turntable, I took a number of panoramic photos, which for amusement I stitched together to make a full 360 degrees The photo would look pretty silly in the newsletter, being too long and thin, but anybody interested can look at it here and do some more serious zooming-in. http://www.ge.tt/8RgWIFn2

Apart from one curiously-shaped locomotive boiler with an instant conversion to broad-gauge, I thought the photo-stitching software has done a very good job.

Those of a certain age will remember the panoramic school photos, the annual event with the entire school assembled in a circle with that aged tripod-mounted camera that used to pan slowly round. Allegedly, someone fast enough could run round the back and appear at both ends of the photo, and to prove the point in my panorama you can see my host for the visit scurrying to get out of my shots, appearing twice!

A TASTE OF BERKSHIRE INDUSTRY ON DISPLAY AT ENGLEFIELD

Edwin Trout

In October a number of us from BIAG independently visited the pair of steam-powered sawmill engines at the Englefield Estate, on the occasion of a periodic steaming day that sees the engines in operation. Actually, on this occasion, perhaps for reasons of repair, it was a mobile engine outside that generated the sawmill equipment. Steaming Day was also an opportunity for the two installed engines to be supplemented by an array of visiting traction engines and small static motors, not to mention the resident vintage fire tender. Indeed it was the range of engines on view that gave rise to this short note, as among their name plates could be seen those of three firms representing Berkshire's formerly extensive mechanical engineering industry.

First, of course, was Wilders – the family firm that during the nineteenth century established sibling branches at the Berkshire towns of Reading and Wallingford, as well as at Crowmarsh and Henley in Oxfordshire and Guildford in Surrey. The larger of the sawmill engines bore the prominent nameplate of ‘John Wilder, Reading’, dated 1900. Wilders were in Reading from 1810 to 1920.
Just outside the engine house, among the display of static engines sheltering under the roof of an open-sided barn, was a pump made by Reading firm, Pulsometer (est 1875). Sadly this was undated, but likely to have been built in the first half of the twentieth century, between the company’s move to the Oxford Road site in 1900 and its merger with Miroslav Sigmund’s Czech business in 1938.

Then, standing apart, there was a water bowser from the firm of Thomas Baker of Compton, at one time one of Wilder’s major competitors and, in 1869, a rival for factory space in Wallingford – close to where Richard Wilder was to build his works in Goldsmiths Lane.

So without much fanfare, on a low-key local occasion aimed at an audience of enthusiasts, it was possible to catch a glimpse of Berkshire’s industrial past continuing into the future through preservation.
HUNTELY & PALMERS FIREBOAT
(extract from “Fire Cover” - The Fire Brigade Society magazine*)

from Derek Davis
(*reproduced by kind permission of the Fire Brigade Society www.thefirebrigadesociety.co.uk )

Following an article that recently appeared in the Stag about the fireboat ‘Massey Shaw’ it may interest readers to know that Reading has a claim to fame in Fireboat history.

It was in 1904 that Huntley & Palmers took delivery of the first ever petrol driven fire boat. Made by Merryweathers at Greenwich to specifications by Huntley & Palmers themselves, it entered service a few days after leaving the factory on March 19th, 1904. One journalist of the time commented, ‘the boat cannot be considered artistic, but she is well suited for the local conditions.’ These local conditions were that the boat had to travel under low bridges and cover approx 1800 feet of river frontage, in places 5 stories high. The specifications are that she was 31 foot long, 9 ft 8 ins in beam and had a draught of 2 ft 8 ins. The main reason for these strange dimensions is that at best some river bridges only gave 4 ft 8 ins headroom above water level. Her speed was 4 to 6 mph, not that that really mattered. There were two sets of three cylinder pumps of the patent Merryweather ‘Harfield’ design, each delivering 300 gpm at a pressure of 100 lb per square inch. The pumps were driven through spur gearing by two 30 hp four cylinder petrol motors, and they are thrown in and out of gear by hand controlled expanding clutches. Propulsion is gained by a jet of water. In the engine room, electric light was used because of the danger of gas lamps, the first time and only because Huntley & Palmers chief engineer insisted on its use. When the fireboat arrived at Reading, fire fighting equipment consisted of only lengths of hose and branches, outlets being provided on deck. Later, in late 1905, a monitor was also fixed and this provided the major fire fighting jet. The boat became a star for a number of years, articles appearing in not only fire brigade journals for engineers, boat-manship papers also. The Illustrated London News and The Lady, its photograph was seen by readers across the world. Soon after the boat arrived, a major fire occurred at Serpells in South Street and the Berkshire Chronicle put as an after-thought that the fire boat might have been run to the bottom of Sidmouth Street and with long lines of hose, supplied the steamers and manual pumps at the fire. The paragraph concluded, ‘This may be valuable means of coping with outbreaks near the river and the Biscuit Factory.’

Several years went by and alterations were made to the boat, the steering system and the anchors. Its docking point was normally by the scale shop, half way between the bridge in Gas Works Road and the walkways in the factory. Several photographs remain of this mooring position. Most members of Huntley & Palmers Reading Biscuit Factory Fire Brigade received training on the boat and its workings. Its normal crew was either 5 or 8, made up of engineers, engine room attendant and officers.

In the drill book, on the last pages, are the orders and instructions for the Fire Boat Drill. The last actual drill to be documented took place on March 14th, 1921, under the command of Captain L. V. Smith, the Chief Officer T. Lawrence with the following engineers acting as crew; Ellison, Josey, Cas and Casburn. The engine room attendant was the Resident Freeman, Mr. F. Watson. No proof has come to light of the boat ever being used in anger but several old members of the brigade have stated that it was used to recover, after searching for, a body of an old person who fell into the Kennet.

As already said, the boat was in no way artistic, but attempts were made to keep the paint work in good condition. This is the reason for photographs taken at the time of its delivery, the lower exhaust boxes having Huntley & Palmers on the side and after a few years this lettering being replaced, the only form of naming being the stars on the lifebuoys and thentp collision buoys. The upper superstructure was light grey in colour, whilst the hull was dark grey. Most illustrious visitors to the Biscuit Factory were shown the fire brigade in action and in 1906 when the Maharajah of Nepal visited Reading, he was photographed watching a demonstration of the motor fire float. In 1909, the directors of the company, gave medals to the longer serving members of the fire brigade. After the ceremony, the brigade was drilled and 20 jets plus the monitor on the fire float were brought into action. It was part of the duties of the Resident Firemen at the Factory, to run the boat and check the equipment on decks. The Merryweather catalogue for 1906, not only gives details of the boat but also some sales pette including the fact that it only requires one man to operate the machinery, there was instant starting of engines, immediate production of full power and that in 20 seconds the jets used for the propulsion can be redirected to fire fighting purposes. The crew continued to train on the boat until in 1928 the company installed new piers that until quite recently could be seen from Forbury Bridge. When these piers were fully operational, the fire boat was taken out of service and according to Huntley & Palmers own staff magazine, broken up.

Nigel Crompton,
Historic Projects Officer,
The Fire Brigade Society
WINDMILL IN TRANSIT??

John Joyes

Attached some photos spotted on way to BIAG meeting on Monday 16 October, half a mill in transit on the back of a lorry. Anybody recognise it?

Turning towards Reading from A4074 Caversham, outside the Griffin. The lorry was Keeleys of Knowl Hill. I'm not really a mill person, I thought at first it was a watermill, but looking at it again, maybe a windmill. Those nice curved forms on the back of the truck might be the hood, and the rim of the crown wheel looks like it might be for braking. Neither features much use in a watermill.

Editor’s Note: Agree the parts are likely to be from a windmill and it looks as though they have been recently refurbished. I wondered if they might be from Wilton Windmill but, looking at their website, their refurbishment was done in 2016!

BEYOND OUR BORDERS

Bob Haskins

Beyond Our Borders: Number 4 – Ebenezer Row, Staveley

Staveley is a town within the borough of Chesterfield in (North) Derbyshire that developed around coal mines and the Staveley Coal and Iron Company Works. The town has never recovered from the rundown and eventual closure of the ironworks in the 1960s. However, with the planned opening of the HS2 maintenance depot on the north-eastern outskirts should encourage renewal.


What can be found within a few paces of the town centre of Staveley within Porter Street (SK433747) is this attractive tenement range of ten workers cottages built in 1860. They are of red brick construction of two stories plus attic each having one gabled dormer with semi-circular sash window. The row was restored by Chesterfield Borough Council in 1977 when the front porches were added. The whole result is a surprise and delight in a rather rundown neglected part of the country. I've been unable to establish who this Ebenezer was who gave his name to the row. It may be from a Hebrew word meaning 'stone of help'.


No 5 – WINTON SQUARE, STOKE-ON-TRENT

Bob Haskins

If you ever get a chance to alight at Stoke-on-Trent railway station do take a few minutes to delight in the visual splendour of Winton Square before catching a bus to Hanley, the heart of The Potteries (a ten-minute ride, with a frequent service). Winton Square is an entire North Staffordshire Railway development comprising office headquarters, company principle station and a hotel, built in 1848 by Sir Henry Hunt (1810-1899) the company’s civil engineer. Winton Square was designated a conservation area in 1972.
The station is in the Jacobean style, of two storeys with three widely spaced Dutch gables and gabled wings built using local Staffordshire brick. The roof has Tudor chimneys and is covered with tiles of two colours. There is seven bay arcaded loggia with Tuscan columns supporting a balcony. Opposite the station is the hotel of three stories on a E-shaped plan designed to complement. It has diapered brickwork and strapwork dressing to the windows but is somewhat spoilt by the modern porch that hides a fine entrance.

Facing the station and positioned outside the hotel is a statue of Josiah Wedgwood (1730-1795) by Edward Davis unveiled in 1863.

The whole square is shaded by plane trees and thoughtfully placed seating to allow you to while away a few minutes whilst waiting for a train. London Euston is under one hour forty minutes away and Manchester (Piccadilly) around forty minutes.
FOLKESTONE’S LEAS LIFT TO CEASE OPERATION (JANUARY 2017)*

The company which runs this historic seaside lift is “calling it a day” from financial difficulties. The Leas Lift Community Interest Company (LLCIC) will give up its licence at the end of January 2017. The Health and Safety Executive (HSE) had found the lift’s braking system “unreliable and prone to failure”, but the operator noted its original mechanism had safely carried more than 35m passengers in the past 131 years.

HSE had issued an improvement notice with a deadline for work to be completed by March 2017; failure to do so would render the lift operators liable to prosecution. Works included fitting a new safety system costing £80,000, which the company could not secure in that time-frame. The operator had faced challenges since taking over the lift, having overseen works which leave the lift in its best condition since its opening in September 1885. The lift is routinely closed for the winter, expecting to re-open at Easter. Instead, it will ‘mothball’ the lift to safeguard its uncertain future. On Fri 27Jan, the company will hold a farewell reception for invited guests before parking the carriages mid-track for the last time at midday. It will then shut down the installation and hand the keys back to the owners, the Folkestone Estate.  

* Reproduced from the January 2017 issue of “The Bulletin” (The Journal of the TfL Industrial & Social History Group) by kind permission of the Managing Editor.

('Kent Online' at http://www.kentonline.co.uk/folkestone/news/end-of-an-era-for-118576/)}
“The Bulletin” Editor’s Note: While safety has to be a priority, the underpinning issue is more and more the funding (and access to the necessary skills) required to maintain that reliability. Any (not just heritage) organisation running equipment, machinery, trains, buses etc, on a marginal ‘bottom line’, restricted access to funds and using facilities no longer easily repairable faces ongoing conflicts of interest, safety and sustainability. We have invisibly moved from living memory to one of recorded memory: the gaps in those latter records are the critical elements. If you have specialist technical knowledge, it is as essential to ensure it is passed on or recorded as it is for others to seek that from you and others, and commit it to future access.

* Reproduced from the January 2017 issue of “The Bulletin” (The Journal of the TfL Industrial & Social History Group) by kind permission of the Managing Editor.

FORTHCOMING 2018 MEETINGS PROGRAMME

<table>
<thead>
<tr>
<th>Date</th>
<th>Topic</th>
<th>Speaker(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>19 February 2018</td>
<td>Concrete Housing</td>
<td>John McGuinness</td>
</tr>
<tr>
<td>19 March 2018</td>
<td>London Docklands – its rise, fall and rebirth</td>
<td>Colin Oakes</td>
</tr>
<tr>
<td>16 April 2018</td>
<td>Lawrence Cameron memorial slide show (to be followed by briefing on the SERIAC arrangements)</td>
<td>Bob Haskins/Peter Trout</td>
</tr>
<tr>
<td>21 May 2018</td>
<td>125 years of Raleigh Bicycles</td>
<td>Tony Hadland</td>
</tr>
<tr>
<td>17 September 2018</td>
<td>Didcot Railway Centre – its Past, Present and Future</td>
<td>Ann Middleton</td>
</tr>
<tr>
<td>15 October 2018</td>
<td>AGM + members’ presentations</td>
<td></td>
</tr>
<tr>
<td>19 November 2018</td>
<td>Architectural Ceramics</td>
<td>David Tinkler</td>
</tr>
<tr>
<td>10 December 2018</td>
<td>Film Show &amp; 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

**EDITOR’S NOTE:**

Again, this issue is rather bigger than usual –because there have been contributions from members which I have had to hold over from the previous issue. That is a trend we are very keen to encourage so, as always, please keep the articles coming – the reservoir for the next issue is now almost empty!

Many thanks to Edwin Trout for his reports on the Bazalgette talk at the November meeting and on his visit to the open day at Englefield and to John Joyes for his roving camera!. I hope David Cliffe’s article on Lawrence Cameron’s slides will encourage members to attend the regular meeting in April which will feature his slides. (For space reasons, I had to make a selection from those that David sent me). Bob Haskins’ “Beyond our Borders” continues and there are more to come! . The idea is to feature visits of IA interest to sites outside our immediate area and we are keen to encourage any other members who make similar trips to write them up so they can be featured as well. Thanks also to Bent Weber for sending me copies of “The Bulletin”. I have featured an article from it that highlights the growing problem of finding people with the relevant skills to maintain and run old machinery safely – this is a growing concern in the heritage world!

John Coulson

**DATES FOR YOUR DIARY**

**SWWRIAC 2018 – Saturday 14 April 2018**

This will be hosted by Somerset IAS and will be held at the Village Hall in West Coker near Yeovil. Further details are now available on the SIAS website [www.sias.me.uk](http://www.sias.me.uk)
A reminder that SERIAC is being hosted by BIAG in Windsor. Please make a note in your diaries and keep the date free! The outline programme is as follows:

- Welcome & Housekeeping
- The Miles Aircraft Factory (Ken Fostekew)
- Illustrating Catalogues: Jabez Hare, Commercial Wood Engraver (Martin Andrews)
- Blotters, Board & Banknotes (Sheila Viner)
- Lunch
- The Hush-Hush Factory at Tubney Wood (Rosemary Kitto)
- Preservation of Public Road Transport in the Thames Valley (Colin Billington)
- The Slough Industrial Estate and its Railway (Jaye Isherwood)
- Closing Remarks and invitation to SERIAC 2019
- Site Visits
  Thames Valley & Great Western Omnibus Trust
  Windsor Walking Tour
  Archive Transport Film Show

Further details from Graham Smith (Tel: 01635 580356, email: secretary@biag.org.uk)

AIA Conference, University of Nottingham – Friday 31 August to Tuesday 4 September

Please note this replaces the previously billed conference in Caithness from 22 to 27th June which is going ahead with a different sponsor.

The Nottingham conference will include visits to the only remaining bell foundry in the UK (Taylor’s of Loughborough), rotative beam engines at Leicester and Papplewick together with other local places of interest.

For further details, see https://industrial-archaeology.org/conferences/annual-conference

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:

JOHN COULSON (Tel: 0118 9402526)
3 THE CRESCENT, CRAZIES HILL, READING, RG10 8LW
or e-mail newsletter@biag.org.uk (please note new e-mail address)