Visible from the Thames, the Kennet and Avon canal, the New Town area and out to Caversham and the University campus, the Reading Kenavon Drive Gas holder is now living on borrowed time. With urban renewal having taken place all around the old gas site the remaining central site is now being considered for residential property development.

SGN, who owns the site and is in the business of gas distribution, is proposing the removal of the gas holder and its replacement with 130 new homes.

Earlier this year there was a consultation on the proposals that I attended, where the developers explained the plans and welcomingly, they had brought along a heritage specialist to discuss any local worries about the site plans. Sadly, the event was poorly attended but it did give me the opportunity to spend time with the heritage consultant. In conversation, we discussed the heritage value of the gas holder, what could be done to retain the building or at least its memory and the wider commercial situation.

While in Reading we may love the gas holder it is not considered an iconic design, being from an era much later than those being preserved in places like King’s Cross and this view is supported by our gas holder not having made it on to any preservation or protection listing. Incorporating a gas holder around residential properties is an expensive option for a developer, which might be viable for the heady property prices in central London, but for Reading it would make the plan uneconomic without local Government support and that support is not currently on the radar.

However, SGN and their associates are looking at ways of incorporating the holder’s materials in to the fabric of the flats and surrounds to act as a memorial. SGN has a history of recording its gas heritage as can be seen on their website (www.sgn.co.uk) where they host recordings of the now lost Emsworth and Salisbury gas holders, so I am hopeful that there will be something to remind us of this industrial past.
Now I am a born and bred gas lass, but for those not so close to the industry you may ask “what exactly is a gas holder” – and before I start it is a gas holder and not a gasometer; there is no measurement function built in to these structures. We gas people get quite fussy about our terminology, as I am sure does any industry. By the mid-1800s coal gas was beginning to provide street lighting and increasingly heating and lighting for our homes. By early in the last century we see the metal giants of gas holders featuring in nearly every large conurbation as the need for gas grew in urban areas. While the gas companies had the capacity to generate sufficient gas from coal (and later from offshore gas fields) the issue was that usage wasn’t linear, so the gas holders acted as the needed storage capacity. They were filled during low usages times and then emptied when the need for fuel grew; normally on a daily regime. These days our gas network has capacity built in to the pipelines and a sophisticated network management system that negates the need for a local storage system. Hence, we see more and more gas holders being removed. When I started in gas research in Fulham the London Research Station was in the site of the Imperial Gas Company works at Sands End, which had originated in 1824. The site was dominated by a beautiful, ornately decorated Georgian gasholder which was completed in 1830 and reputed to be the oldest gasholder in the World (picture care of the Imperial Road Gas Holder project). It is now a Grade II listed building and being preserved for the future. Many of my then colleagues were from the old gas company and would tell me of having to sit on the top of the gas holder on special days to add weight to the lid and push out more gas. In those days I believed them, now I am not so sure, but it was a good tale to hear. However, there is a photograph of local ladies taking tea on top of the gas holder at King’s Cross and what a view they must have had even if they weren’t helping to pump out the town’s gas.

What is now visible in Kenavon Drive is the metal trellis girder that housed the gas holder. It is a telescopic gas holder, the first of which was put in to production in 1824 in Leeds. They work by having a series of lifts, or holding vessels, which sit like Russian dolls inside each other. As the smallest, inner lift is filled it rises to full extension and then the next lift would fill. Once the whole holder was filled the gas would be ready to flow back out to the mains piping and around the local area. At the same time the lifts would fall in reverse order as they emptied. The system used water to seal the rim overlap between the two lifts thus preventing gas leakage and air ingress, and importantly the conditions to allow ignition. To provide the water the sites had large underground water storage facilities. The Kenavon Road site will still have the lifts, storage tanks and associated machinery in place which will all need careful removal and disposal, and it is also likely that similar to most gas sites the ground will be highly contaminated. All of this makes the re-use of a gas site an expensive operation and may well be one of the reasons why this is the last area to be developed in this part of Reading.
The whole of this area along the Kennet and Avon canal has historic interest with much focussed on the gas industry (as well as the pleasure of the water and the wildlife). Here is the bridge that links the gas works sited on either side of the canal to each other and a peep through the fencing on the east canal side shows the machinery and pumps that worked the gas flows needed to fuel Reading.

If you walk up towards the main town you will find the old Southern Gas sports and social club cited, quite appropriately, on Gas Works Lane. I never visited the site when open, but I visit it frequently to see if it has changed – sadly it only decays and becomes more vandalised. However, I was a frequent visitor to the North Thames gas sports and social club, on the top floor of the Gas Research Centre, and offering a bar open at lunchtime for us to use – what would health and safety say now!!

Hopefully, one day this forgotten building will be refurbished as it is a fine example of Victorian architecture and being next to the canal and a bridge has a great view of the bank’s greenery and often passing boats and wildfowl.

Getting back to the Kenavon Drive gas holder I will be following up with SGN over the forthcoming months to check on the progress of this development and more importantly the plans for my beloved gas holder. Hopefully, we may even be allowed a visit to the site while the industrial infrastructure is still in place to record details – watch this space to find out more.

A sad footnote to our likely loss has since occurred. While visiting my father’s house in Sydenham, South London I popped up to see the gas holders at nearby Bell Green. They are still cared for and kept painted even if blue is not the most historic of colours. I looked up some further information on this site only to find that they are now down to be demolished. In this case the plan is being actively challenged by the Sydenham Society, which is a strongly supported local history group; the spokesman’s comment was “The decision to allow the demolition of these iconic cast iron structures is, in our view, vandalism. Demolishing the gas holders will inevitably lead to a bland streetscape, of the kind that is found everywhere.” However, I suspect they will not win their fight as the value of this land in easy commuting distance to central London is likely
BIAG VISIT TO BRITISH MOTOR HERITAGE LTD – 20 June 2018

John Coulson

I mentioned this visit briefly in the Editor’s Note in the last issue of BIAG News but was unable to include much more information about it due to space limitations. Hopefully, we can now make amends!

To quote from their brochure “British Motor Heritage traces its roots back to 1975 when it was part of British Leyland. We have now been producing new bodyshells and panelwork for British classic cars for thirty years. When the last MGBs and MG Midgets rolled off the production lines at Abingdon and, more recently, the Mini at Longbridge, Heritage took over the original press dies and jigs in order that the manufacture of genuine replacement panels and bodyshells could continue. We currently manufacture 42 derivatives of bodyshells and has built total production volume of over 6599 for the MGB, MGR V8, MG Midget, Austin Healey Sprite, Original Mini and Mini Clubman using original press tools and assembly jigs”.

The factory is located at Range Road in Witney and on arrival we were treated to coffee and given a talk about the Company’s background and work. We were then taken on a tour of the factory and for anyone who went on the visit in November 2016 to the Mini factory at Cowley, the contrast could not have been more marked! No robots here assembling body panels – it was all done in the traditional way using clamps and manually operated spot welding. Probably not as cost effective but we were all more familiar with that kind of engineering!
We saw a variety of body parts being made including an MGB bodyshell, an E-type Jaguar bonnet and a complete bodyshell for a traditional Mini.

The factory tour lasted approximately two hours, following which we went into the centre of Witney for lunch at The Company of Weavers (a Wetherspoons pub). After lunch we drove to Combe Mill at Long Hanborough (www.combemill.co.uk) arriving at about 2:00pm.

Combe Mill is the original sawmill and workshop of the Blenheim Palace Estate. This working industrial museum offers visitors a good insight into what work was like in Victorian times on a rural estate. The Mill is operated as a working hands-on museum by the Combe Mill Society and run entirely by volunteers.

It was not a steaming day for the beam engine that was originally used to drive the sawmill and workshop machinery, however it was interesting to see that, although it had been condemned, the original Cornish boiler had been preserved and steam was now generated by a modern boiler located in a shed outside!

We left Combe Mill for home at about 4pm after a very interesting and instructive day. Many thanks to Graham Smith for his efficient organisation!

If you would like further information, the BMH website is www.bmh-ltd.com
Tewkesbury is situated at the confluence of the Rivers Severn and the Warwickshire (Shakespeare’s) Avon with their respective tributaries, the Swilgate and the Carrant Brook. It is often described as quintessentially the most English town of the midlands, yet when Daniel Defoe visited in 1723, he found a very large and prosperous town famous for the manufacture of stockings. Outside Nottinghamshire and Leicestershire Tewkesbury was the most important national centre for the stocking weaving trade. In the 16th and 17th centuries it was also known as a centre for mustard, now being revived by the Tewkesbury Mustard Company.

Following the reformation and the sale and break-up of the Abbey and manorial estates Tewkesbury became a borough in 1575. Around this time John Ogilby, the Scottish cartographer, noted the production of cloth, leather products, malting, the corn trade and general river traffic as being the major industries. However, the expansion after the 16th century was limited due to the dangers from flooding by the River Severn. To accommodate the need for additional housing, they were either built higher or at right angles to the main streets, hence the rows of cottages approached by narrow alleyways that can be seen today. By the mid-19th century over a hundred such alleys and courtyards opened off the three main streets; Church Street, High Street and Barton Street. Today there are around thirty remaining.

From the mid-18th century the importance of Tewkesbury declined as the town failed to adapt to the transition from cottage-based industries to the factory system of production. This was not helped by the opening of the Gloucester & Birmingham Railway in 1840 that bypassed the town, though there was as branch built from Ashchurch that extended to the Quay in 1844.

There was little new building in Tewkesbury between the 1850s and the 1930s. Apart from a rash of unwelcome redevelopment in the 1960s and 1970s new building has been pushed to suburban estates. With help from a vibrant civic society the built environment of Tewkesbury is being protected, studied and recorded.

**MORNING WALK**

*Members met in the Long-Term Car Park in Tewkesbury at 1000 and set off on a guided walk around the town as follows:*

**Swilgate Bridge** (SO888322) Road bridge over the River Swilgate. 1635, repaired 1750, widened and raised 1756 and 1827. Sandstone, brick and concrete. A single arch bridge carrying the main road from Tewkesbury to Gloucester that was turnpiked in the mid-18th century. On the upstream side a central keystone to the brick arch carries the date 1827. There is a benchmark on the downstream parapet. It was formerly known as Holm Bridge and is Grade II listed.

**Mill Avon** is really a leat. It was excavated possibly as early as Saxon times, but more likely by the Abbey monks to provide ease of navigation and or water-power for the earliest mill. It is not navigable.

**Severn Ham** is the largest water meadow on the Severn. In winter these water meadows flood performing a vital role of keeping water out of the town. It is a Site of Special Scientific Interest because of its abundance of rare plant life and as a breeding ground for Redshank and Corn Bunting.
The building of the Abbey was started c. 1087 by Robert Fitzhamon and was consecrated in 1121. The inside of the building has massive Norman pillars and the central tower is said to be one of the finest Norman towers in the world. It is a Grade I listed building.

Tewkesbury Abbey from Severn Ham

The Patent Renewable Stocking Factory in East Street with Tewkesbury Civic Society plaque. Tewkesbury was home to stocking manufacture from the early 17th century, largely as a cottage industry. In 1766 Parliament passed an act regulating the quality of cotton stockings and was known as the Tewkesbury Act. From 1860-68, this building housed the only steam-powered stocking factory in the town – The Patent Renewable Stocking Factory. By 1886 the factory had been converted to housing.

Tewkesbury Railways

The branch from Ashchurch to Tewkesbury was opened by the Birmingham and Gloucester Railway on 21st July 1840. It was horse worked until 18th February 1844. The First Railway Station (SO894329) was situated between the High Street and Oldbury Road and opened on 21st July 1840 by the Birmingham & Gloucester Railway as the terminus of a 1¼ mile branch from their main line at Ashchurch. In 1844 the line was extended across the High Street and the River Avon to serve two mills and a loop on the quay to serve the Tewkesbury brewery. The station closed in 1864 when the line was extended to Great Malvern on a different alignment, and a replacement station built (the 2nd station). The site continued to be used for goods into the 1950s. The first station and was in use until 16th May 1864 when the Tewkesbury to Malvern line opened and a new station was built. The original line ran across the High Street down Quay Street across the Mill Avon to serve the mills but was lifted in December 1957. The loop in Quay Street also served the Brewery The Tewkesbury and Malvern Railway became part of the Midland Railway in 1877. The Tewkesbury to Malvern line closed to passengers in 1961 and to goods in 1963. The Ashchurch to Tewkesbury line closed to passengers in 1961 and to goods in 1964. The current station, Ashchurch for Tewkesbury, was opened on 30th May 1997 and is 3½ km (2¼ m) from Tewkesbury.
2nd Railway Station (SO899330) opened on 16th May 1864 and closed to passengers in 1961 and to goods in November 1964.

Livestock Auction House in Oldbury Road was constructed in 1870 to house the livestock auction office. From 1949 – 1987 it was used by Warner’s Garage. Livestock marketing ended in Tewkesbury in 1967.

Former Tewkesbury Brewery of Blizard, Colman and Co. built c1860 has a carving of a hand clutching a wheatsheaf. It is a Grade II listed building.

Quay Bridge over the River Mill Avon dated 1822 on central plaque. Single 52ft span segmental cast iron arch bridge on five ribs with open work spandrels of linked circles set in sandstone abutments. The arms of the town are displayed on the central panel. It is also Grade II listed.

Borough or Healing’s Flour Mills (SO892329). Opened in 1869 by Samuel Healing and closed in 2006. At one time grain from America and Canada was transported from the docks at Avonmouth. The mill was extended in 1889 to accommodate the Carter Automatic Rolling machinery to process the hard wheat imported from North America and by 1892 production had reached 25 sacks of flour per hour, more than twice the capacity of the largest Gloucester mills. The Borough Mills connected to the Ashchurch, Tewkesbury & Malvern Railway; while appearing as a siding it
was the 1840 line constructed as a branch of the Birmingham-Gloucester Railway with a small terminus station in the High Street.

The foundations of Abbey Mill (see first photograph) are thought to date back to the late 12th century when the River Avon was diverted into the town to power the mill of the Benedictine Monastery. The present building is late 18th century and was in use until 1933. The mill is mentioned in the self-improvement novel John Halifax, Gentleman by Dinah Craike as Abel Fletcher's Mill. The novel is set around Tewksbury (Nortonbury) and was published in 1856. Baptist Chapel perhaps the oldest remaining Baptist Chapel with a small burial ground in Baptist Chapel Court which was in use since 1655. It is timber framed, originally a three-bay house of c1500 probably formally converted to a chapel soon after the Act of Toleration in 1689.

The group then enjoyed a Lunch break at one of Tewkesbury’s coaching inns, the Royal Hop Pole in Church Street, immortalized by Charles Dickens in his novel Pickwick Papers published in 1837.

AFTERNOON WALK

Avon Lock (SO892331) is operated by the Avon Navigation Trust (ANT) and drops the boater down from the River Avon to the River Severn. The River Avon was first made navigable to Stratford-upon-Avon by William Sandys of Fladbury in the period 1635-9. Today it is managed by the independent Avon Navigation Trust.

King John’s Bridge (SO893332) known as Long Bridge until the 19th century spans the River Avon was opened in 1197 and rebuilt in stone and concrete in 1962 keeping many of the original features of the cutwaters and ribbed arches. It has four arches plus a flood arch. It is Grade II* listed.

Mythe Bridge (SO888337) is a single 170 ft span cast iron bridge built by Thomas Telford to carry the Tewkesbury to Ledbury road across the River Severn, it opened in 1826. Note the six tall Gothic pointed arches in the abutments to allow the passage of flood water. The ironwork was cast by William Hazledine at his Shrewsbury foundry. It has
six cast-iron arch ribs, each with eight segments of five panels of open web X-type design. The bridge cost £36,000 and was originally a toll-bridge. Tolls were removed in 1891. It is Grade II* listed.

**Turnpike Shelter** very little remains of the toll keepers’ shelter of 1826. It was built in sandstone with a slate roof to a design by Thomas Telford and is a Grade II listed building.

**Toll Keepers House** of coursed lias with sandstone dressings and a slate roof, built to a design by Thomas Telford in 1826/30. It is also a Grade II listed building.

*Finally, the Group retired to The Crown Inn at Kemerton for a well-earned evening meal before heading homewards.*

**Places of Interest**

- **John Moor Countryside Museum** 41–42 Church Street, Tewkesbury, GL20 5SN. Admission £1.25 (concession £1.00). [www.johnmooremuseum.org/](http://www.johnmooremuseum.org/)
- **Tewkesbury Abbey** Church Street, Tewkesbury, GL20 5RZ. Open 09.00 – 18.00., admission free. Café open 11.00 – 14.00. [www.tewkesburyabbey.org.uk/](http://www.tewkesburyabbey.org.uk/)
- **Tewkesbury Museum** 64 Barton Street, Tewkesbury, GL20 5PX. Open 10.00 – 16.00, admission £1.00 (concession £0.75). [www.tewkesburymuseum.org/](http://www.tewkesburymuseum.org/)
- **Tourist Information Centre** 100 Church Street, Tewkesbury, GL20 5AB. Open 10.00 – 16.00, admission free. [www.tewkesburyheritage.co.uk](http://www.tewkesburyheritage.co.uk)

**Bibliography**

- Tewkesbury by Anthea Jones (pub. Phillimore & Co. 1987)
- Tewkesbury 1923 OS Map (pub. Alan Godfrey Maps)
WHAT ARE THESE?

Jo Alexander Jones

I have recently inherited a number of ‘objects’ from my father, who was a laboratory technician at Kings College, London University for all of his life and made items for lecture experiments. Does anyone have an idea what these two objects could be for? Sadly, they were in a cupboard, so I didn’t know of them until it was too late to ask.

Two light bulbs on a plinth with circuitry

Wooden box with circuitry

An approximately 18” high box with a flip top, a drawer full of items and two holes in the front. The top of the opening area has a small plaque saying 200-250.
At the end of August I managed to cross another target off the list by cycling the Bath Two Tunnels Trail, formed on the route of the former Somerset and Dorset Joint Railway. The railway closed in 1966, a victim of the Beeching cuts, and the tunnel portals were buried, even though the tunnels were known to be in good condition. The line formerly carried the “Pines Express” which ran from Manchester to Bournemouth; the last Pines ran in 1962 hauled under steam by Evening Star.

In 2013 in a £1.8M project, the tunnel portals were dug out, and the line re-opened between Bath and the Somerset village of Wellow, as a cycle and walking track. Not much left of its railway past; the station platforms remain but not much else. Display boards along the route show the major features.

Combe Down tunnel (1874), just over a mile long, was the longest un-ventilated railway tunnel in Britain, and it's now the longest cycle tunnel, possibly in the world. Both this and the shorter Devonshire tunnel (409 metres) are now minimally illuminated, I wished I had taken a cycle headlamp, and it's quite spooky in the dark, which the designers have taken into account with soothing music gently wafting through the central portion. Not much they could do about the temperature though, I should have taken a coat. Back in the sunshine, the route also takes in the impressive Midford and Tucking Mill viaducts.
Having reached Bath, I returned via the river Avon and Kennet and Avon Canal towpath. The bottom lock from the canal onto the river is frighteningly deep, and on exit from Bath the canal clings alarmingly to the side of an embankment before passing through a very elegant stretch in keeping with the grandeur of this part of Bath.

Kennet and Avon Canal

At Claverton, a leat from above a weir on the River Avon drives a waterwheel-driven pump supplying water to the canal 48 feet above. Opened in 1813, it ran until 1952. Restored and operated by volunteers, it pumped water again in 1975 and is now open and working selected days throughout the summer. Sadly, my day was not one of them, which at least gives me an excuse for a return visit.

Claverton Pumping Station

At Dundas, the canal does a sharp turn and crosses the aqueduct built by John Rennie in 1805 and restored in 1984, with the river Avon and railway below. I daresay the best photos are to be obtained at river level, but my knee was not going to cope with the climb, but it is impressive from any view.

Dundas Aqueduct

Having arrived for my day out with my folding cycle by air at a small private airstrip near Wellow, I was able to get some aerial photos on the way home. After five hours in the saddle, I was a bit sore, but with plenty of watering holes along the route, an excellent day out and highly recommended.
Number 9 – Dalton Pumping Station

Dalton water pumping station (NZ410469) can be found South-West of Seaham in County Durham at Cold Hesledon close to the A19 trunk road. It is also very close to the top of the inclined plane of the old South Hetton Railway that runs down to Seaham Harbour from the former Hawthorn coal mine and coking plant.

The water pumping station was built to the design of Thomas Hawksley* for the Sunderland and South Shields Water Company in 1873-9. It houses a pair of 72” single-acting Cornish non-rotative beam engines built by Davey Bros and was driven by superheated steam. The machinery has not been used nor maintained since the World War two although the machinery is believed to be still largely intact.

The pumping engine house was built in the Venetian Gothic Revival style and was set in an ornamental park with three cooling ponds and a reservoir arranged as a formal water garden.

It is a Grade II* listed building.
Photograph 9.2  Dalton Pumping Station looking East

Photograph 9.3  Dalton Pumping Station looking North
Thomas Hawksley (1807-1893) was a civil engineer associated with many early water supply projects notably: Liverpool, Sheffield, Leicester, Leeds, Derby and Cambridge. He also designed the nearby Grade II* listed Ryhope Pumping Station in Sunderland that is now a museum. 

http://www.ryhopeengines.org.uk/

Within one hundred meters of the pumping station site you can join the South Hetton (NZ411467) incline and a forty-five minute walk will take you down to Seaham Harbour.

From the end of the railway incline it's a short walk into the town centre and a ten minute walk up a railway incline from North Railway Street to Seaham station with an hourly forty minute service to Newcastle.

Supplementary Note (John Coulson)

By coincidence, I happen to have access to a copy of the Conservation Statement published by the North of England Civic Trust for Dalton Pumping Station in May 2010. This provides some further information that may be of interest:

- The Pumping Station was built in 1873-79 to a design by Hawksley, then consultant engineer to the Sunderland and South Shields Water Company. His design comprised the buildings, reservoirs and ancillary buildings and is his only design in the Venetian Gothic style. The landscaping was carefully designed and integral to the Station.
- The first engine ran in 1878, - one of a pair of 72 inch single acting Cornish non-rotative beam engines, manufactured by Davy Brothers Ltd of Sheffield at a cost of £8500 with an operating steam pressure of 30 psi. It is thought they were the only example of Cornish engines running on superheated steam, The Station became fully operational in 1879 drawing water from a depth of approximately 450 ft in two stages of 268 ft and 182 ft by bucket lift and ramp pump operation respectively. The reversion to using single acting non-rotative Cornish engines was unusual. – the use of double-acting rotative beam engines was more common at the time. However, it is thought that this was due to the extra depth of the well here - for example his earlier Ryhope Pumping station pumped water from a depth of only 250 ft.
- In 1922 the original eight Cornish Boilers were replaced by four Lancashire boilers manufactured by Galloways Ltd of Manchester and equipped with mechanical stokers. The boilers were removed, and the boiler house building was used for light engineering after WWII.
- In the 1930s mining subsidence from the nearby Murton Colliery caused leaks from the service reservoir and cooling ponds plus damage to the buildings and well. The Coal Company was asked to bear the cost of repairs!
- The pumps were recommissioned in 1940 following the destruction by enemy action of electric power to the Station, However the engines had deteriorated and (also apparently caused by mining subsidence) the pumping spears below ground level had fractured. The engines have not been used since.
- Extensive repair and consolidation works were carried out in 1997-99 with the assistance of a grant from English Heritage. These secured its structural soundness and removal of the Station from the “Heritage at Risk” register. The work also included painting and gilding the engines. However, as is inevitable with a
site with continued lack of occupancy, there has been some deterioration since and welfare of the site is at risk.

- It is thought that the original “campanile style” chimney was removed some time in the 1960s, apparently due to problems created by mining subsidence. An RAF aerial photograph from that era shows the chimney still intact.

FORTHCOMING 2019 MEETINGS PROGRAMME

<table>
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<tr>
<th>Date</th>
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<td>Peter Trout/Graham Smith</td>
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<tr>
<td>21 January 2019</td>
<td>Goole, Canal Town</td>
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<td>18 February 2019</td>
<td>Boulton &amp; Watt</td>
<td>John Joyes</td>
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<td>18 March 2019</td>
<td>The First Electric Light Technology of the Victorian Era</td>
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<td>15 April 2019</td>
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<tr>
<td>20 May 2019</td>
<td>Lawrence Cameron slides – interactive session</td>
<td>Peter Trout/Bob Haskins</td>
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The programme and meeting dates for the autumn will be advised later.

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 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)

EDITOR’S NOTE:

Many thanks to Jo Alexander Jones and John Joyes for their contributions to this issue – we seem to be continuing to develop a wider base of members contributing which is excellent news. Also, once again, many thanks to Bob Haskins both for his continuing “Beyond our Borders” series and his extensive notes for the visit to Tewkesbury that he organised. I have used these as a basis for an edited trip description in this issue and, if I have left out anything of major significance, my apologies to him in advance. We should also thank him for a very interesting day!

Please keep your contributions coming!

John Coulson
DATES FOR YOUR DIARY

SWWERIAC 2019 Saturday 6 April

South Wales & West of England Regional IA Conference, Saltford Hall. Saltford. BS31 3BY (www.bias.org.uk)

SERIAC 2019 Saturday 13 April

This is planned to be held at the Mick Jagger Theatre at Dartford Grammar School and will be run by the Kent Archaeological Society. The provisional list of topics includes the Ragstone Industry, Brickmaking, Short’s underground Seaplane factory at Rochester, Rochester Bridge, Kent’s Sound Mirrors, and Maintaining old railway locomotives on the Spa Valley Railway. There are unlikely to be any post-meeting visits. Public transport users are probably best advised to travel by train to Crayford (the edge of London travel zone 6) and catch a bus heading towards Bluewater Shopping Centre for the 1½ mile journey from there. Further details will be available closer to the date (www.kentarchaeology.org.uk).

AIA Annual Conference (9-14 August)

Bridgwater & Taunton College, Bridgwater, TA6 4PZ (www.industrialarchaeology.org/conferences/annualconference)

Crofton Beam Engines – Winter Open Days

Crofton Beam Engines will be holding a series of public open days on Saturdays from 1000 to 1500 hrs over the winter period, so visitors can view maintenance work being carried out over the winter. Planned dates are as follows but please check the Crofton website (www.croftonbeamengines.org) before you travel in case of any changes.

2018: Dec 15
2019: Jan 19, Feb 16, Mar 16

FORTHCOMING GLIAS EVENTS

The Greater London Industrial Archaeology Society (GLIAS) Have now kindly agreed to include details of BIAG events in their Diary so, in future, we will also include details of their planned events: For further details, see their website http://www.glias.org.uk/gliasdiary.html#EVENTS

GLIAS regular lectures will be held at 6.30pm in the Gallery, Alan Baxter Ltd, 75 Cowcross Street, EC1M 6EL. The Gallery is through the archway and in the basement at the rear of the building. There is a lift from the main entrance.

- 20 March Weds LONDON’S LOST RAILWAY TERMINI, by Tony Riley.
- 17 April Weds RIPPLES IN TIME, THE BUILDING OF GREENWICH POWER STATION & THE UNINTENDED CONSEQUENCES FOR THE ROYAL OBSERVATORY by Graham Dolan.
- tbc May AGM (6.15 pm) TBC

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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or e-mail newsletter@biag.org.uk (please note new e-mail address)