Members who live in Reading will almost certainly be aware of the existence of Brock Keep even if they’ve never visited it. It is on Oxford Road, about 1½ miles from the town centre – Reading Buses routes 15, 16 and 17 pass the door, making for easy access by public transport.

The Keep itself is of some IA interest because of the nature of its construction. It was built in 1877 as part of Sir Edward Cardwell’s Army reforms, which redistributed barracks around the country to encourage local connections and assist recruitment. Designed at the War Office by architect Major H C Seddon of the Royal Engineers, a number of these Keeps were built in different English counties to act as local landmarks as well as function as gatehouses, armouries and regimental stores. Reading’s Keep is one of the surviving few that have not been demolished or converted. It is grade II listed and is particularly special because of its setting next to its original Army Depot. Its original features are well preserved.
The building is now owned by Reading Borough Council and in the early 1980’s it was used as a shelter for homeless people. Since then it has provided artists’ studios for OpenHand OpenSpace and Reading Space Studios on the upper floors (which were originally used for storage) and exhibition space on the ground floor (which was originally the guardroom and includes three detention cells, one of which has been subdivided to create a kitchenette and an accessible toilet). The exhibition space can also be used for meetings and there is scope for BIAG to meet there should the current arrangement at St Mary’s Castle Street come to an end – one advantage over St Mary’s that there is also ample parking available for anyone travelling by car.

The rear stairwell (actually the one nearest Oxford Road) has the remains (pulley wheels, guide rails etc.) of a manually-operated goods lift and it’s been suggested that this could become a restoration/interpretation project for BIAG members to get involved in. Modern safety issues mean that it’s most unlikely to be made fully functional but it could be an interesting project non-the-less – there’s a similar lift in another keep that could be used as a model for re-creating missing parts.

For those interested in paying a visit, there are frequent public exhibitions in the ground floor space. The studios on the upper floors are sometimes open for special events such ‘Open Studios’ and Heritage Open Days – access to see the stairwells is not normally available except on these occasions.

Images and most of the information are from http://openhandopenspace.blogspot.com/p/keep.html. Much of the building is currently surrounded by scaffolding while restoration work and the construction of a roof-top café are undertaken.

E.JACKSON & SONS

A talk to BIAG by Thomas Macey – 10 December 2018

Edwin Trout

Jackson’s was a 138-year old firm, in the family for four generations, which closed in 2013. It was the only company to reply to Thomas’s letters when he was seeking employment at the age of 16, and he spent 10 years there selling school uniforms.

The shop interior was from the 1960s, the time it was last updated. Behind was a stock room completely full – the family threw out nothing. One day Thomas discovered a cardboard box marked ‘Archives’ and, fascinated, began to discreetly photocopying the contents. When spotted and his interest discovered, he was invited to inspect a filing cabinet’s worth of further records.

Alderman Edward Jackson JP was born in 1849, the eighth of eleven children, in Sherfield-on-Loddon where the family kept a shop. At 16 he was apprenticed to a pawnbroker in Kingston on Thames, where his conduct was highly praised. His training continued in Reading until, at the age of 25, he bought his own shop. He walked for two days from Sherfield and on 13 September 1875 purchased No 6 High Street from Henry Fox. He opened for business at 2pm on Friday 17 September, according to his first account book (which survives in Thomas’ archive). He took £11.7.6 on the first day and annual profits rose steadily from £1,000 to £20,000 between 1875 and 1880.
The family, and an apprentice tailor, lived above the shop. Thomas has a top hat from this period, personally signed by E.J. to indicate it was made on the premises, and details of hand-embroidered GWR rugs on sale for £10.

The Jackson’s Corner site was acquired in 1880, when No.6 was demolished as an obstacle for the new tramway. Jackson was offered first choice of the eponymous plot, which he purchased and designed the premises that were subsequently built. It was on four storeys, with tailoring above the shop, workshops and on the top floor, quarters for live-in staff. The basins and traces of the room dividers were still there in 2013, as were some of the heavy irons (and the gas-fired heaters) from the tailoring department. Originally the King’s Road site was leased to a tenant, before being taken back as the business expanded. The name, ‘Jackson’s Corner’ was proposed by Mrs Jackson in around 1910. Previously it was King’s Road Corner, or rather Corners, as there was a hardware department in Duke St opposite from 1898. (This is now Abbey Corner.)

Jackson would advertise anywhere, and Thomas has a tram ticket with Jackson’s name and strapline. He also has 13 branded hat brushes and 24 coat hangers.

House rules from 1896 survive, with 40 offences and fines of 2/6. Also from 1896 is a photo frame of the 29 employees, prepared for the 21st anniversary of the business, and hung in the MD’s office. It includes Mr Royal, who served for 50 years. Long service was quite a feature. Thomas’s boss to 2013, a Mr [Ball?], had served since 1966. Also from the 1890s are some commemorative china mugs for Queen Victoria’s jubilee.

The firm started to open branches, seven in total. The first was in 1899: 215 London Road, selling men’s and children’s wear. (It was a carpet warehouse not so long ago and the fascia was still in place!) A boot and shoe department operated at No.8 High Street (now Oxfam), and in 1902 the premises were rebuilt with green glazed tiles. (Some evidence of Jackson’s survives in the Oxfam basement.) Also in 1902 a branch opened in Bracknell, the building having long since disappeared. In 1903 a ladies wear department opened for the first time. A couple of rate catalogues survive: one from 1901 and another from 1903. Lines included hats, shirts, initials added to luggage at no extra cost, and umbrella repairs guaranteed to be complete within the hour. Purpose-built premises were built in 1904 at 21-23 Oxford Street.
Edward Jackson, having served on the Council for years – and said to be popular because he seldom spoke – was elected Mayor of Reading for 1905-06, then again in 1906-07. He laid the foundation stone of Oxford Road library, but because of the rain, hardly anyone witnessed it. The trowel is in Reading Museum.

His sons Russell and Robert were becoming active in the business, opening branches respectively in Prospect Street, Caversham (1912) and Goring High Street (1916). Russell became chairman, and both Robert and Mr J. Royal directors.

Poignantly, in view of the centenary marked only a week ago, was a photograph of the Jackson’s football team – kitted out by the company of course. Of the 16 men in the picture, only one returned from the First World War.

A wholesale store was sited in Abbey Street and the company invested in a fleet of nine vans. The company had its own garage in Thorne Lane. The 1920s saw the firm move into farmer’s and dairy clothing, including such specialities as ‘udder cloths’. Thomas displayed a photograph of the firm’s stand at a country show, including the grandfather of one of his colleagues from 2013.

In 1924 the family, committed Baptists, opened the Jackson Memorial Chapel in Sherfield-on-Loddon. It is still in use. And in 1925, they celebrated the firm’s 50th anniversary with a staff get-together at the family home at which a commemorative book of all the staff was presented - This still survives. Edward Jackson died three years later, in 1928.

Neon signs on the facade were planned in 1939, but the outbreak of war put paid to that, as it did the short-lived Maidenhead branch for which no image survives. The war years were lean, with stock bought and sold quickly and cheaply. You could buy a tailor-made suit for as little as £1. The catalogue included a ‘guess the six objects’ competition. Although the firm paid out for second and third prize, no one guessed all six objects. Fire watchers operated from the roof top and the staff quarters were turned over to accommodating American servicemen. A petrol-driven generator was purchased to keep power available.

After the war, Edward of the third generation took over. He installed new facia lights in 1949, which still functioned, albeit erratically, in 2013. Also installed was the Lamson pneumatic tube system for cash transfers. In 2013 it was the last to function in its original setting in the UK, though it was becoming difficult to maintain with cash getting stuck in the pipes. (seen on BIAG visit – ref BIAG News #32, Summer 2014)

The 1950s saw branches closed as the leases expired (the last, Oxford St, didn’t close until the 1970s), and capital invested in the main shop, where school wear became a major selling line. First was an extension of the shop into 6-8 King’s Road, separated from the original premises by a pub. Then in the 1960s, the pub was purchased and became the shop’s main entrance. The clock that was mounted above is now in Reading Museum, the time set from when it broke in 1993.

Jackson’s celebrated 100 years in business in 1975, the staff dressing up in Victorian clothes.

Edward Jackson died in 1993 and Mr Brian Carter (fourth generation) took over. Nice chap, but not much of a businessman, apparently, more concerned with customer service. He epitomised the family atmosphere of the firm. However, in 1993 the tailoring department closed and the tailor, aged 98 but still cycling to work, was forcibly retired. Thomas has the tailor’s scissors in his archive.

Another celebration in 2005, with heritage windows marking 130 years, but sadly in 2012 came the announcement that the shop was to close. Combined with declining business, the maintenance costs were just getting too much: £60,000 for roof repairs, and £30,000 for a lift that was now required. No one wished to take on the challenge.

As the stock was being run down in 2013, the shop was used for filming an episode of Endeavour. It became the fictional retailer, Burridges. For a week the shop was transformed for three days’ filming, with a further week to clear up. Thomas had his photo taken with Shaun Evans, and his book signed by the cast.

Christmas Eve, 24 Dec 2013 was the last day of trading. They shut up shop at 1pm just as the sun broke through the clouds to light a decent photograph. 60 members of staff were made redundant. Soon after, an auction was held to sell the moveable property. 300 attended and £75,000 was raised. Thomas paid £80 for lot 467 – a coat hanger. The premises, including the 1936 stockroom with its Victorian radiators, was stripped out to reveal much that had simply been boarded over, and the building used by various charities. It has recently been demolished behind the retained façade, for development into restaurants and flats.

Thomas has amassed an archive of 250 objects, including a book of 1300 newspaper cuttings that is now held at the BRO. He has sold 1600 copies of his book, and is now re-writing it. We look forward to the new edition.
IT’S NOT EVERY DAY YOU SEE A CHANDELIER IN A POWER STATION!

John Holden

After a busy Christmas and New Year with the family I had a day to myself and faced with the choice of doing some reading in the University special collections or a day outside on a sunny winter day I chose to explore the sites of some London power stations.

On the train in I looked through my notes and decided my first visit was to a sub-station opposite the Sherlock Holmes museum in Baker Street. For a sub-station it was a magnificent building but not outstanding compared to other city buildings.

A short walk later I was at the site of the Grosvenor Gallery power station just behind New Bond Street. Even in the 1890s it was obsolete and converted to a substation for a newer one at Deptford. Now it is just a large windowless building covered in danger signs and with solid steel doors. More like the 1980s from the modern brickwork. Onto the Holborn Viaduct but no sign of number 57, the site of the 1887 Edison power station. The smaller Victorian buildings are replaced by modern office blocks numbered 50 and 60.

The next venue was the Shadwell basin, the home of the London hydraulic power station where my most recent information suggested it was a restaurant - an ideal venue for a meal. I spotted a likely building from across the water and was pleased to see it brightly lit in the dusk. However as I got closer the lights were outside the windows shining in. Skirting around the building to the main entrance it looked like it was being set up for filming. Once inside and talking to some staff I discovered it was being prepared for a fashion show the following day. I was granted permission to photograph the inside as benches for guests were laid out and in what used to be a coal bunker I found a chandelier on a carpet next to a control cabinet for one of the main pumps.

Engraving of Wapping power station 1893

Chandelier

It’s not often you see a chandelier in a power station and the surreal juxtaposition made me feel hungry so I headed back to find somewhere to eat. One coffee later I considered my options and decided to give Bankside a miss and head along the embankment to have a look at Battersea. My first glimpse was very festive as the floodlit chimneys were surrounded by what appeared to be a cloud of red baubles but were later identified to be the red warning lights along the vertical jibs of tower cranes. I later counted fourteen cranes. Crossing the river and walking to the railway bridge I was attracted to some well-lit buildings under the bridge to discover a public exhibition on the Battersea building development. A fascinating display of architectural models, control panels, photographs and videos of the changes to this iconic landmark of London. Even the builders hoardings around parts of the site had been turned into interesting display cabinets.

Walking through Battersea Park and re-crossing the river I found the Lots Road power station as a roofless shell and another building site.

It was then time to return home after a very satisfying day walking around London exploring two substations and four power stations.
A few days ago after researching some topics in the MERL special collections I just wound down by grabbing a few random volumes off the stacks to have a look through. Volume 1 of "The Engineer" for 1893 revealed an article on the London hydraulic power company reminding me of my January walk. With Easter now booked up I must wait until the summer before another explore of some other London power station sites.

FOR THOSE WHO GO DOWN TO THE SEA IN SHIPS

Peter Trout

Shipwreck was an item of discussion after the Goole talk. Over the millennia there have been literally, incredible, uncountable numbers of sinkings and destruction. Some spring quickly to mind - Jonah and the Whale, the Spanish Armada, Lepanto, Robinson Crusoe, the Titanic and the Torrey Canyon. These are but nothing in the total of ships lost. In modern historical times some numerical guesses can be made – the figures are gasp-making even in the 21st century – wrecks due to tsunamis, human error, structural failures, fires, sabotage and piracy among other causes!

Defoe in “The Tour” quotes over 500 ships lost in the Great Storm; barely half the Spanish Armada limped home. In the 18th century, the Royal Navy was ordered to sink the many floating wrecks in the Atlantic and shipping losses in the two World Wars were breathtakingly high. Half of all ships sailing from Britain in the 18th and 19th centuries were lost, a fifth in the deep sea. For example, in the 1860s 2537 UK ships were lost. Lloyds stated that, from 1864 to 1869, one thousand of 10,000 insured ships were lost without trace and, from 1900 to 1910, 46 passenger liners were victims with much loss of life. Speculation or not – the flavour is clear!

The subject is one of fascination for many reasons. Treasure hunting such as for gold and treasure in Spanish galleons in the New World seeking wealth and fortune was expensive and is risky. The story of technical developments from sponge divers to modern submersibles and robots is gripping. These developments have fostered the fellow discipline of Marine Archaeology. Combined with the treasure seekers, other valuables have been recovered such as coal from the Titanic (black gold), Chinese porcelain, wine amphorae and the detritus of wrecks such as the Lusitania have been sold at auction. Superb archaeological finds are many – with more to come and all this is a by-product of technology, together with treasure seeker expertise.

Bronze Age log boats were found by an amateur in the mud on the banks of the Humber. Their inexperience in recovering them lost some parts but the remains represent some of the earliest boats ever found

Perhaps Marine Archaeology began when a frightened sponge diver happened to find “bodies” on a wreck. They turned out to be Greek bronze and marble statues in the Antikythera ship (288BC) where the Greek government sponsored the archaeology. This set a scene in understanding some of the past.

In the same vein, the Sutton Hoo ship burial in the UK produced a horde of items that widened our knowledge of the so-called Dark Ages. Similarly, the discoveries of Viking long ships found they were used not only as warships but to explore routes to America, Russia and the Mediterranean. Typical examples of these ships can be seen in the Viking Museum in Oslo.

The most dramatic example in the UK was the discovery and reclamation of the Mary Rose, Henry the Eighth’s
flagship. A visit to its museum in Portsmouth shows not only half the preserved ship but also the mass of day-to-day items found in it together with its gunnery. Similarly, the Spanish Armada has provided museums with a large range of finds (and don’t forget your Fair Isle jumpers!)

Another maiden voyage disaster was the Vasa, an elaborately decorated ship (cf. Samuel Pepys’ diaries). It was raised and preserved and can now be seen in all its splendour in a museum in Stockholm.

As techniques develop, more and more is being salvaged giving insights into the seafaring past. As with some metal detectorists, some salvors merely hunt for cash – reference the recent scandals of salvage on sunken RN ships which are considered to be war graves. On some wrecks archaeological and other items have been found together with gold ingots and these objects have been given to museums – perhaps this is the best way of financing such work!

Here are two books (among several) that I found absorbing:

**Shipwrecks**, Karen Farrington, Parkgate Books Ltd, 1999 - A journalistic chronology from ancient times to the present.

**Lost Treasure Ships of the 20th Century**, Nigel Pickford, Pavilion, 1999 - The introductory essay is by an international expert touching on items such as Developments in Diving and the Law.

There is no shortage of books on wrecks (I have several). It depends on areas of interest - Regional (eg Cornwall), Mary Rose and so on. The above two books can be borrowed if you are interested.

As a BIAG footnote, Plenty of Newbury built many lifeboats!

**Postscript:**

For those who are struggling with my writing/prose. I recommend musical solace/stimulus such as:

Benjamin Britten – Sea Interludes from Peter Grimes (especially Storm at Sea) or Ralph Vaughan Williams – A Sea Symphony

The more I read, the more I am struck by “Intrepid sailors”, ironically, I refused to do military National Service opting for the Merchant Navy. Sailors on the Atlantic & Arctic in both World Wars deserve our admiration.

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**THE GLENFIELD TUNNEL**

**Edwin Trout**

Visiting Glenfield on the northern edge of Leicester, after a meeting to do with my work, I stumbled across a significant example of local industrial archaeology. This was the Glenfield Tunnel – the world’s longest railway tunnel when it opened in 1832. The first indication was a roadside pub, the Railway Inn, with what appeared to be the route of a track picked out just beyond by the tell-tale straightness of a double hedge. Where it met the road there was a Sustrans cycle track and an information board placed by the City Council in association with the Leicester Industrial Heritage Society. It commemorated the Leicester and Swannington Railway – the first in the Midlands – that was built to bring coal to Leicester from the collieries sited in the north west of the county. The projected route encountered a natural obstacle, a steep ridge blocking its path, and a tunnel was therefore proposed. George Stephenson presented designs, and once agreed, the tunnel’s construction was supervised by his son, Robert. Work commenced in 1830 and was completed in July 1832. The tunnel’s opening was marked by a train hauled by Stephenson’s Comet.

Over a century later the line was closed in 1960 and Leicester City Council bought the tunnel for a mere £5. In 2008 it was strengthened with concrete hoops and is now maintained, and periodically opened to the public, by the Industrial Heritage Society.

I crossed the road, and saw that the new housing opposite bore the name Stephenson Court. The site was formerly occupied by Glenfield Station and, as well as the name plate, its railway heritage was confirmed by a set of buffers displayed as a memorial. The tunnel itself was at the far end of Stephenson Court, its entrance set into the wooded hillside and secured by a heavy gate. Sadly it wasn’t open that day, but I was pleased to have read the signs and discovered an unsuspected survivor of our industrial past – and to see that this remarkable feat of early railway engineering is being maintained for posterity.
The F.L. Miles Co moved to the Woodley flying club in 1932 and started to erect buildings. Woodley was a constant building site throughout the company’s 15-year tenure. Gravel extraction also started on site in these pre-war years.

During the war the site was camouflaged with paint and netting, though bombed several times – once by a pilot who had learned to fly there before the war. Aerial photographs suggest the camouflage was quite effective. The company had its own film and photographic unit, and external film crews used to visit on occasion. The “Just Tiles” roundabout was constructed in 1940 and a Home Guard unit established.

Miles operated a moving, though not motorised, production line, through which aircraft passed upside-down and back the right way up. Still, the process was labour intensive and Miles employed 7000 at its peak. The aeroplanes manufactured there included the Hawk, Hawk Major, Marathon and Magister.

After 1947 the company went into liquidation and the site and assets were taken over by Handley Page (Reading) Co, before it finally relocated to head office at Radlett for reasons of space. Adwest then took over the site and eventually secured planning permission to develop it for housing. Many of the buildings beyond the factory were cleared and houses built in the early 1980s, though there is still some public open green space designated Woodley Airfield on the local bus route.

Two of the last buildings to go had been used variously by Tupperware and to construct the aeroplanes for the film, *Those Magnificent Men in the Flying Machines*.

Latterly part of the factory site has been cleared for housing. The north-facing former Handley Page drawing office was used as office space, offered for cheap rents subject to vacation at short notice, but has been demolished recently. Other former occupiers of the site included Parslows Bakery (later Kingsmill) while Huntley Boorne & Stevens (later Linpac) were the leaseholders up to the time of demolition.

However, some buildings remain. One, now an indoor go-kart track, is where the Magister was once built. Magall Engineering continues in the factory building with the saw-tooth roof, making power steering components for Land Rover and employing 300, and Thames Valley Police stores impounded vehicles on site. The rubber press, known locally as “the earthquake machine”, is has found a new life in China. The former boardroom survives, too, though the archives are now at the Museum.

The Museum itself is housed in one of eight dirt-floored Robin hangars that dotted the site, relocated to vacant wasteland made available by WBC just off the aerodrome’s perimeter. It is currently celebrating its 25th anniversary.

Accompanying the talk was a large-scale map, setting out the relative locations of the aerodrome and associated factory and service buildings. The former ‘Biggles’ night club was not, as is often thought, a control tower, but was originally built as the Falcon Hotel. It was located just the west of the Aeronautical School.
WHAT ARE THESE? THE OUTCOME

Jo Alexander-Jones

Thanks so much to John Joyes and John Holden who proffered answers to my question on what were these two items left to me by my father, as featured in BIAG News No 47, Winter 2018.

The view on this ‘bulb contraption’ is that it is an indicator of that uses the lighting of the bulbs to show change.

![Image of a bulb contraption]

The bulbs are mounted on a wood plinth, typical of early electric pattress mounts before metal or Bakelite plastic was used. However, while the whole thing is of interest it is the light bulbs themselves that are more important, being rare carbon filament ones as shown by the few large circular loops encased. The rarity arises from their age and the fragility of old bulbs in general. I have now moved it up a shelf on the bookcase out of the reach of passing grandchildren and will reduce the frequency of dusting (well any excuse for that!).

The second item is an electrotherapy machine, popular in medical practice in the late 19th and early 20th centuries. It gave an electric shock to ‘cure’ various ailments.

![Image of an electrotherapy machine]

The accompanying attachments in the drawer give the means of directing the shock to the skin, hair or even in to the mouth if so desired. We suspect the bulk of the box contains a battery, but I have yet to find a suitable key to unlock that section.

If you have interesting items that you want to know more about, or maybe you want to share details of items you treasure to enlighten us all why don’t you put a short article in the newsletter. For myself, I am away to open more of my father’s boxes to see what more interesting artefacts I can find.
TUDOR GLASSMAKING

Edwin Trout

These photographs are of Tudor glass making (c.1538) as recreated by historical re-enactors at Kentwell Manor in Suffolk. Every August this stately home reverts to the time of its building, as re-enactors relive every aspect of life – crafts and trades, food and drink, music and even speech – in as authentic a manner as possible. Here they are ‘hand-blowing’ glass at a woodland furnace.
# FORTHCOMING 2019 BIAG MEETINGS PROGRAMME

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Meetings are held on Monday evenings at the church hall of St Mary’s Church, Castle St, Reading RG1 7RD and start promptly 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:**

I owe Graham Smith a humble apology for omitting his article on the Brock Keep from the last issue of the Newsletter! It was a very unfortunate lapse of memory on my part as I feel it discourages members from submitting articles if they do not see them in print promptly. Hopefully, by using it as the headline article in this issue, I can make some amends!

Thanks also to Peter and Edwin Trout for their multiple contributions to this issue which were both interesting and very wide ranging. Not to mention John Holden who not only contributed his article on London Power Stations but also gave us a very interesting talk on arc lights at the March meeting - complete with typical examples from his collection.

Please continue to keep your contributions coming!

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John Coulson
DATES FOR YOUR DIARY FROM OTHER ORGANISATIONS

SWWERIAC 2019 - Saturday 6 April
The South Wales & West of England Regional IA Conference will take place at Saltford Hall, Broadway, BS31 3BY
Topics include the Brunel Swivel Bridge, the Watchet Paper Mill and the Hemingfield Colliery.

SERIAC 2019 - Saturday 13 April
Hosted by the Kent Archaeological Society at the Dartford Grammar School, West Hill, Dartford DA1 2HW
Topics covered include the Ragstone Industry, Short’s aviation factory at Rochester, Kent’s Sound Mirrors, and the history of Crossness Pumping Station. Public transport users are advised to travel by train to Crayford (London travel zone 6) and catch a bus towards Bluewater Shopping Centre for the 1½ mile onward journey.

Experience Archaeology – Crofton Beam Engines – Saturday 4 May to Monday 6 May
This event is a broad-based festival celebrating archaeology of all types and specialisms. There will be talks, displays and family activities. TV’s Phil Harding will be giving a Q&A talk on the Sunday afternoon.
https://www.croftonbeamengines.org/

EMIAC 2019 – Saturday 11 May
The East Midlands Archaeology Conference at The Summit Centre, Pavilion Rd, Kirby-in-Ashfield, NG17 7LL
An industrial heritage day featuring talks and a site visit

AIA Annual Conference – Friday 9 to Wednesday 14 August
Bridgwater & Taunton College, Bridgwater, TA6 4PZ
A comprehensive programme of talks and visits. Delegates can book for the whole conference or separate days.
www.industrialarchaeology.org/conferences/annualconference

Greater London Industrial Archaeology (GLIAS) events
(http://www.glias.org.uk/gliasdiary.html#EVENTS)

- 17 April – Ripples in Time: The building of the Greenwich Power Station and the unintended consequences for the Royal Observatory – Graham Dolan
- 15 May – AGM, then Trinity Buoy Wharf & the proposed historic ships collection for London – R Albanese
- 1 June – Walk: Clerkenwell warehouses, windows and workshops
- 6 July – Walk: Dartford: Walking in the footsteps of Trevithick
- 3 August – Walk: Rickmansworth: Canals and water
- 7 September – Walk: Social housing in Camden
- 5 October – Walk: City of London building stones

Lectures start at 6.30pm in the Gallery, Alan Baxter Ltd, 75 Cowcross Street, EC1M 6EL. Walks start at 2.30pm to reserve a place contact walks@glias.org.uk

For general BIAG business, please contact the Secretary: GRAHAM SMITH via 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) at 3 THE CRESCENT, CRAZIES HILL, READING, RG10 8LW or e-mail newsletter@biag.org.uk