Former Bus Depot and Huntley and Palmers Biscuit Factory, Gasworks Road, Reading

An Archaeological Recording Action

for Bewley Homes plc

by Stephen Hammond
Thames Valley Archaeological Services Ltd

Site Code GRR 02/08

October 2002
Summary

Site name: Former Bus Depot and Huntley and Palmers Biscuit Factory, Gasworks Road, Reading, Berkshire

Grid reference: SU 72407350

Site activity: Archaeological Recording Action

Date and duration of project: 18th April–28th June 2002

Project manager: Erlend Hindmarch

Site supervisor: Stephen Hammond

Site code: GRR 02/08

Area of site: 0.38 ha.

Summary of results: The remains of the former Huntley and Palmers Biscuit Factory that once stood on the proposed development site were recorded in the form of a scaled plan and photographic record.

Monuments identified: 19th/20th century Factory.

Location and reference of archive: The site archive is currently held by Thames Valley Archaeological Services Ltd, 47-49 De Beauvoir Road, Reading, Berkshire, RG1 5NR. The complete archive will be deposited with Reading Museum with accession code REDMG:2002.94.

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Former Bus Depot and Huntley and Palmers Biscuit Factory, Gasworks Road, Reading
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Report 02/08b

Introduction

This report documents the results of an archaeological recording action conducted at the former Bus Depot, Gasworks Road, Reading (SU7240 7350) (Fig. 1). The work was commissioned by Mr Robert Miles of Bewley Homes plc, Inhurst House, Brimpton Road, Baughurst, Hampshire, RG26 5JJ.

Reading Borough Council has granted planning permission (01/00899/FUL) for the demolition of existing structures and the construction of eighty-four flats on the site. As a condition of this consent, in order to mitigate the impact that the development would have on any underlying archaeology, a programme of archaeological work was carried out, in the form of a field evaluation (Hindmarch 2002). This did not reveal any finds or deposits relating to the early history of Reading but did show the remains of part of the former Huntley and Palmers Biscuit Factory that used to function on this site (Fig. 2). The Huntley and Palmers works were a major employer in Reading during the 19th and early 20th centuries and the factory remains on the site have considerable socio-historical significance for the town. Accordingly, to satisfy the planning condition, further recording of any features that still remained was required.

This is in accordance with the Department of the Environment’s Planning Policy Guidance, Archaeology and Planning (PPG16 1990), and the Borough’s policies on archaeology. The field investigation was carried out to a specification approved by Mr Kev Beachus of Babtie Environmental, archaeological advisers to the council. Stephen Hammond undertook the fieldwork with the assistance of Pamela Jenkins, Andrew Taylor, Sarah Coles, Lisa Hardy, Julie Cassidy and Euan Affleck between 18th April and 28th June, 2002. The site code is GRR 02/08. The archive is presently held at Thames Valley Archaeological Services, Reading and will be deposited at Reading Museum in due course, with accession code REDMG:2002.94.

Location, topography and geology

The site is located just to the west of the junction between Kenavon Drive and Gasworks Road. It is sited on the northern side of the River Kennet, close to its confluence with the Thames, at c.40m above Ordnance Datum. The underlying geology as shown on maps is a boundary between alluvium and valley gravel (BGS 1946). The
geology observed comprised approximately 2m of silty clay alluvium with coarse gravel beneath. The site was covered with a flat expanse of concrete and ornamental brickwork left after the demolition of the Bus Depot.

**Archaeological background**

The site lies well to the east of the historic core of Reading and the abbey complex, on a promontory of land between the confluence of the Rivers Thames and Kennet. It has been suggested the Danish encampment at Reading in AD871 occupied part of this promontory (Astill 1978, 77) and it was possible that the site was within this area. The topographic location of the site can be described as a low-lying riparian setting. This type of area was much favoured by earlier prehistoric peoples for settlement. In the Newbury area, the Kennet valley has demonstrated this with a dense concentration of Mesolithic sites (Froom 1971). Finds of late Palaeolithic and Mesolithic flints and deposits are recorded along this stretch of the Kennet Valley (e.g., Saunders 1997, 95). In addition there are similarities in location (the development area being near a confluence), with that occupied by Thames Valley Neolithic ceremonial causewayed enclosures. These have been recorded at places such as Abingdon (Avery 1982) and Eton Wick (Ford 1986).

During the 19th century a biscuit factory was built on this site (and adjacent areas) by Huntley and Palmer, which survived well into the 20th century. This was demolished to make way for a bus depot, which was the last structure on the site.

**Huntley and Palmer’s Biscuit Factory - an overview**

The company was founded by Thomas Huntley at 72 London Street in 1826. In 1841 George Palmer joined the business as a partner and the two began trading under the title ‘Huntley and Palmer’. The business grew rapidly and in 1846 the company relocated to King’s Road. The company seems to have enjoyed almost uninterrupted growth throughout the late 19th century. Whereas until 1846 there was only a single factory on a site of roughly 0.25ha, as well as the small London Street bakery, by 1898 there were no less than five separate factories: the South Factory, built in 1857; the North Factory, dating from 1872; H Factory, then in the process of being built; the Cake and Rusk Factory; and the Sugar Wafer Factory (1870s). Added to the manufacturing and packing functions there were tin washers and platers in the tin department, fitters, pattern makers and smiths in the engineering department, plumbers, painters, carpenters and bricklayers in the building department and coopers and box carpenters in the carpenters’ department. Other workers were also needed to run and maintain the railway. The factory grew into a small town in its own right (Corley 1972). One important factor in its growth
was its link with the London Street ironmongers Huntley, Boorne and Stevens. When the factory opened in Kings Road, Huntley and Palmers employed 200 people, but by the beginning of the First World War, when the factory was partially given over to munitions manufacturing, this had increased to 6000. At the height of production, the company employed almost a quarter of Reading’s adult population and Reading was home to the world’s largest biscuit factory. Production was gradually scaled down from 1955 to 1977 when the factory finally closed (Waters 1990).

**Objectives and methodology**

The aims of the recording action were to expose and record the surviving structural remains of the former biscuit factory. It was anticipated that apart from piling and ground beam trenches, the finished ground levels of the new buildings would be set at a height that would not necessitate the removal of all of the remaining footings. Following the recording of the biscuit factory foundations, further archaeological work would only take place in areas that were to be stripped of the biscuit factory foundations as part of the development plans. However, all the factory foundations were eventually removed, and an archaeological presence was needed during their removal to check for archaeology at lower levels.

Concrete and overburden were removed using a 360°-type tracked excavator fitted with a toothed bucket and breaker. A ditching bucket was then used to expose all relevant levels, including floors and foundations, under close archaeological supervision. These were cleaned using appropriate hand tools before being recorded. In outline, the recording methodology was intended to emulate historic building recording rather than traditional archaeological recording with the emphasis being placed on a scaled plan and associated photographic record.

Due to the nature of the recording exercise and considering its size, location and the quantity of overburden that needed to be removed but stored on-site, it was not possible to record the whole site area at one time. Therefore, the site was divided into sections (A–Q) that were photographed and planned independently; these details are held in the archive but this report deals with the site as a whole.

**Results**

Many of the lowest levels of the factory were still intact and had not been destroyed during the construction of the bus depot nor during demolition (Fig. 3). The depot structure was lightweight and required few massive or invasive foundations, the main concrete floor slab resting on made ground. The former factory remains were
well preserved towards the north-west but towards the south-eastern limit of the excavation, the bus depot structure had totally truncated part of the biscuit factory.

The stripping and recording exercise revealed numerous features relating to the biscuit factory. Despite the importance of the biscuit factory in the economic and social history of the town, and a wealth of documentary records, very little is known about this particular part of the site. Only a few detailed plans remain. These were drawn for a variety of purposes, such as a plan of Fire Service Mains dating from 1911 (revised from a 1903 map; not illustrated), and the illustrated plans from 1919 (Fig. 4), 1929 (Fig. 5), 1956 (Fig. 6) and 1958 (Fig. 7). Although these showed the ground plans of buildings, they did not reveal any internal fittings or features. The site maps showed that various factory buildings, ovens, a chimney, and boilers were in use during the early part of the 20th century and that later modifications and functional changes took place between then and when the factory doors closed for the last time. It could reasonably be expected that some remains of the original structures would be found during the recording exercise, along with later additions and modifications. In contrast, information about other factory buildings outside the investigated area was more readily available with a great number of blueprints, architect’s drawings and photographs in Reading Museum.

Comparing plans available with the building remains uncovered, it becomes very clear that the maps can be used as a tool in the identification of certain elements uncovered during the archaeological recording action.

Chimney stack and boiler area

Work in the northern corner of the site revealed the base of a chimney stack and five associated boilers (Fig. 3; Pls 1 and 3). It is known that the chimney itself was demolished in 1977 by an explosive charge, this event being recorded for posterity in the Evening Post (Bryant and Hartley 1977). The available plans show that the chimney had become obsolete from at least 1958. Excavation revealed the chimney collapsed towards the south-west and it was possible to record part of its original top (Pl. 2). The boilers were all bulbous in shape at their south-western ends and were lined with heat-resistant bricks. The boiler furthest north was filled with ash.

A later phase of use of this area is represented by a 7m length of railway track which overlay the foundations of the boilers (Pl. 3). It was aligned NW–SE and continued beyond the north-western limit of the excavation. It was of the same gauge (c. 1.66m or 5ft 5in) as the tracks depicted on the works plans, but is not itself shown on any plan. It is worth noting that the national standard gauge was set at 4ft 8½ in. It is unlikely, therefore, that this track was part of the factory’s permanent (private) railway system, and it appears to have
been a temporary track designed to help manoeuvre some piece of machinery or perhaps a crane of some description, with a heavy load.

Comparing the available plans (Figs 5 and 6) it can be seen that at some point between 1929 and 1956 the function of this area changed from a Boiler House to a Timber Store. Evidence for a change of function and indeed structure can be seen with the addition of extra foundations near, and attached to, the chimney stack base. The construction of the railway track would appear to belong to this remodelling of the site.

**Basement floor**

To the south-west of the chimney stack, a large expanse of dark blue brick flooring was exposed near the limit of excavation (Pl. 4). This is thought to be a basement presumably allowing the staff easy access to the ovens. Set within the flooring, several contemporary concrete pads were observed, presumably column supports or machinery stands.

**Suction pipe**

To the south-east of the boilers, a large cast iron pipe 230mm (9”) in diameter was recorded (Pl. 5). The pipe ran over-ground southwards through a brick archway (1) and then under the flooring level through archway (2) in a wall. As the 1911, 1919, 1929 and 1956 plans all show a pipe in a similar position labelled as a 9” suction pipe; there is little doubt about its origins. The cast iron pipe would have run under the floor through the Breakfast Factory to a retaining valve and suction well and under an area known as the Engine House (Power House on the 1956 plan, Fig. 6) to a water pump outlet. However, brick archway (3) in the south wall of the engine house appears be for a different pipe, not marked on any of the ground-plans.

**Hearth**

South of the boiler area, near the cast iron pipe, a brick hearth full of ash and burning debris was built into a wall (Pl. 6). Heat-resistant brick slabs covered the lower parts of the central square chamber, which had a triangular compartment either side. The exact function of this feature is unknown but it is likely that it would have served the Engine Room/Power House.

**Concrete pads - oven bases**

Three large concrete pads were revealed in a line NE–SW through the middle of the site. The two pads furthest to the south-west were topped with a single layer of bricks in a stretcher bond to form what would seem to be a
flat flooring level (Pl. 7). The third pad, however, did not have this covering and the concrete itself appeared to be a more recent addition. Comparing these data with the plans for the area shows a series of ovens with the same orientation in the Breakfast Factory. They are especially similar to the 1956 map (Fig. 6) where some of the earlier ovens had been removed, although they are not quite the same shape. These concrete blocks could have been supporting pads for post-1958 ovens located in the same position.

A former employee, Mr Ken Lewis, who worked in the factory from the 1950s to its closure in 1977 explained (pers. comm.) that he remembered the layout of Cake Factory and the Breakfast Factory changing. Contrasting the maps reveals that between the compiling of the 1929 and 1956 plans, changes had indeed been implemented. Either these, or even other, later changes would also be consistent with the field observation of alterations to a brick wall parallel to the pads to the north-west. The wall had been reinforced or altered with the addition of concrete, as had some foundations running at right angles to it. Evidence of similar alterations could be seen to the north where a substantial concrete foundation had been added to the brickwork structure containing a cast iron pipe. The foundation respected the pipe and the brick archway that the pipe ran through, so is more than likely to be contemporary with this later alteration to the factory. Similarly, a nearby earlier foundation had been built on, with the addition of concrete in some areas where brickwork used to be. A concrete pillar made using a similar mix appears to have been positioned at a significantly higher level than the foundations and flooring in other areas suggesting that it is perhaps also a later addition.

Ovens?

To the north-west of the concrete ‘oven’ pads, an area of brickwork could be seen that was similar in shape to some of the ovens shown in the Cake Factory on the 1911, 1919, 1929 and 1956 plans, especially those ovens that were arranged in pairs. Despite the brickwork being on a different orientation to the ovens in the plan, the brick remains were full of ash and the differing orientation could be the result of factory alterations.

Engine house 1

An area of brickwork recorded in the eastern corner of the site corresponds to the position of an engine house. Four brick-built pads were found spaced across this area (Pl. 8). The bricks were designed for engineering work such as railway arches and factory engine foundations where great compressive strength was needed. This confirms the idea that these pads were in place to support a series of engines and is consistent with the information present on the 1911, 1919 and 1929 plans.
**Engine house 2**

Another Engine House (2) with an associated water pump outlet was uncovered on the eastern side of the site (Pl. 9). Excavation revealed the area had been partially truncated during the construction of the bus depot. Three brick structures were noted. All three were faced with engineering bricks designed for strength where great compression was needed similar to those found in the area of Engine House 1 (Brick 4, below). Both areas also had a brick floor, in contrast to most of the rest of the site. The brick-built structures were presumably designed to act as platforms for engines or machinery. All three structures had chambers running partially into them and a slab of iron with a circular opening acting as a lintel above them. It was thought previously that these acted as some kind of stoking chambers for furnaces on the site (Hindmarch 2002). This has been proved not to be the case because of their low positions, poor access, limited chamber length, width and lack of other heating system evidence. The area became a Power House by 1956 at the latest and the 1958 plan indicates the use of dynamos in the southern half of the room. These structures must have housed the dynamos.

This area also showed the foundation remains of what used to be a Smithy and the Number 2 Fitting Shop that would have been situated north of the Engine Room. The 1958 plan discloses that within the Smithy would have been a Plating Shop although no evidence for this was found.

**Turntable**

A circular concrete structure was recorded near to the south-western limit of excavation, with what appeared to be the remains of a metal runner around its circumference (Plate 10). This can clearly be seen on the 1911, 1919, 1929 and the 1958 plans although it is strangely absent from the 1956 plan. It would appear to have functioned as a track turntable for one of the steam charged, pollution free, trains that used to travel around Huntley and Palmer’s interior. The turntable would have allowed access to the No 1 Fitting Shop.

**No 1 Fitting shop**

Towards the eastern corner of the site would have been the Number 1 Fitting Shop. Comparing the historic plans to the excavation version demonstrates this appears to be the case as the foundations for the shop are on the same alignment and position. A series of concrete blocks were surrounded by these foundations and examination of these to the east showed they were very substantial in depth (at least 2.50m). Although their function is
unknown it is likely that they provided support for a significant weight. Being in a fitting shop it would be fair to assume that they carried machinery.

Iron Store

An iron store according to the maps would have been located adjoining the Number 1 Fitting Shop, the Engine House/Cloak Room and the Smithy located towards the centre of the excavation site. The foundations recorded in the same area are in exactly the same position as would be consistent with all the plans. It is known from the plans that by 1956 the function of the room had changed to become an Electric Shop or Store.

Other areas

Following recording of the main structures described above, an archaeological presence was maintained during the removal of the remaining biscuit factory structures to see if any archaeology survived at lower horizons. During their removal it became apparent that the foundations were very deep and in many cases cut through the alluvium to gravel. In all the areas where supports were needed to bear heavy machinery, large numbers of pine wooden piles were found below the construction levels (Pl. 11). Therefore, any potential features that had existed would already have been destroyed during the factory’s construction. No finds or archaeological deposits were found during this exercise.

Finds

Due to the nature of the recording action, in general, artefacts were not retained. However, samples of unusual bricks were retained for further assessment.

Ceramic Building Material by David Fellows

Five bricks were retained from the site for assessment (Appendix 1). Three different types of brick were represented – engineering bricks, a refractory firebrick, and a standard moulded brick.

Three of the bricks (Appendix 1: 3–5) were high-density engineering bricks of a blue-grey colour. Each has a glazed surface. Engineering bricks turn blue on firing due to the high levels of iron oxides in the clay. High levels of iron oxide usually produce a deeper red coloured brick, but when the clay has more than 7½% iron oxide, a blue coloured brick results. The red ferric oxide is reduced to a blue-green ferrous oxide, and this
combines with the silica to produce a slag, which melts and runs slightly over the surface of the brick creating the glazed finish. The glazed bricks produced are much stronger and more durable as the glaze fills in the pores and makes the bricks impermeable to water.

One of the bricks was a firebrick (Appendix 1: 2), used where there was a need to resist the damaging effects of high temperatures. The bricks are made from refractory clay, a clay that has a high proportion of alumina in its composition and is free of lime, magnesium and metallic oxides. In general the proportions are 22–35% alumina, 55–75% silica. Clays for refractory bricks were found in the Coal Measures, just beneath the coal seams. The raw clay was finely ground, moulded or machine pressed, and then fired at a temperature of 1500ºC for seven days. Clay for firebricks was available at most coal fields, but that from Stourbridge in the West Midlands was regarded particularly highly (Brunskill, 1990).

The final brick (Appendix 1: 1) is an example of a moulded brick, formed from tempered clay using a brick mould.

Brick making changed greatly with mechanization in the 19th century. Until the middle of the 19th century, bricks were made by hand using moulds. In the middle of the 19th century a technique was developed whereby prepared clay was forced through a metal grille which created lengths of clay of standard dimensions, and these were then cut into brick-sized lengths prior to firing. These bricks are known as wire-cut or extruded bricks.

Soon after the wire-cut process was in widespread use, a new technique known as pressing was perfected. In this, the clay is machine-pressed into moulds so that all of the mould filled uniformly creating a brick that has sharp and well-defined arrises. It was possible using this method to press and repress the same clay clot to increase the density of the brick. This method also had the advantage of creating a recessed ‘frog’ on one or both sides of the brick, which not only economized on clay used, but also enabled the addition of the manufacturer’s name.

These two processes, wire cutting and machine pressing, are still the main methods of brick production.

The selection of bricks shows a good range of industrial brick types from the middle of the 19th century. Further documentary research may establish the provenance of the brick 1. No further scientific analysis of the bricks is recommended.

**Brick Descriptions**

**Brick 1. Area N**

This brick is dark grey, with a fine-sanded surface finish. It has rounded arrises and appears to have been made in a mould, but not necessarily machine pressed. The arrises are suffering from cracking and contact damage.
The brick has a manufacturer’s lettering on one of the faces. This has the word LITHOFALT in lettering 40mm (1½ inches) high, bordered above and below with an impressed line. Rather than a manufacturer’s name, this may be the trademark of the type of brick (with ‘litho’ pertaining to stone, although the rest is harder to interpret).

On several of the faces of the brick are the remains of a hard white lime mortar. One of the surviving patches shows the impression of the flat surface the brick was mortared to, and this shows the narrow joint width – 13mm (½ inch). On the face of the brick opposite the stamp, the surface is covered in a thin layer of what appears to be a decayed dark mortar with an iron oxide surface layer, as if this face of the brick had been laid against an iron structure, which had subsequently rusted. This may relate to a secondary use of the brick – the white mortar being associated with its original use.

The brick appears to have been formed in a sanded mould with the manufacturer’s wording in the mould (the letters themselves show some evidence of sanding), and may well have been hand-made.

**Brick 2. Boiler Area**

This brick is a firebrick and was from the lining of a boiler. It is a brick of variable colour, ranging from orange-red to cream. The clay contains a large number of very fine flinty-gravel inclusions.

The brick was made by the wire-cutting or extrusion process, and evidence for this can be seen on the faces of the brick where the inclusions on the surface of the clay have been dragged by the cutting process, creating linear striations along the length of the brick. Following cutting the brick has been stamped with the manufacturer’s name – C.K. Harrison of Stourbridge (firebricks made by C.K. Harrison of Stourbridge appear for sale in a tilers’ stock list dating from the late 1850s).

Interestingly, there is a very light cream-coloured band at one end of the brick (extending into the brick 5mm). This may have been the result of the brick being dipped into something prior to firing, perhaps to give better heat resistance, or it may be the result of exposure to high temperatures whilst in use in the boiler.

**Brick 3. Engine House 2**

This brick is a blue-grey engineering brick with a glazed surface and has sharp arrises. It consists of a fine and uniform fabric with no visible inclusions, although has some folding visible in the clay showing slight imperfections.

The top face of the brick shows the purplish brown colour the brick would have been without the iron oxide and blue-grey slip formation.
On the underside of the brick there is a rectangular frog 170 x 60mm (6¾ x 2⅜ inches) in size, pressed into the brick a depth of 13mm (½ inch). This consists of four evenly spaced depressions with three raised strips, the two outer depressions being triangular in shape, the two central depressions rhomboidal. Within the frog there remains some fine dark grey friable mortar. Also on the underside of the brick is the impression of another brick, presumably the one on which this brick sat in the kiln during firing, picked out by the sharp edge to the glazing at one end.

The presence of the frog and the density of the brick suggest that this has been manufactured using the machine pressing process, sometime after 1850.

**Brick 4. Engine House 2**

This brick is a dark blue-grey coloured, dense, engineering-type brick. It is even in shape and has sharp arrises. Where one corner has been broken away it can be seen that the blue-grey colour continues within the brick. The brick is made from fine clay with no visible inclusions. On one of the edges, there remains some of the sand used in the mould to stop the clay from sticking, now pinkish in colour following the firing.

On the underside are the remains of the mortar used for bedding the brick. This is of a dark grey colour, is quite hard, and contains very fine gravelly inclusions (<1mm in size). To create the requisite level, the bedding mortar appears to have been applied quite thickly (>13mm, ½ inch thick), and on the brick sampled, it had been applied in two distinct patches rather than on the whole of the bed of the brick.

The density of this brick suggests that it has been manufactured using the machine pressing process, sometime after 1850.

**Brick 5. Engine House 2**

This brick is a blue-grey engineering brick with a dumbbell-shaped frog on its underside. The brick has a very fine and uniform fabric, with no inclusions visible within the clay. The brick is warped along its length and is slightly uneven in size suggesting that when fired the clay was still wet.

The frog is 165mm (6½ inches) long, 25mm (1 inch) wide, with octagonal ends that are 38mm (1½ inches) long and 50mm (2 inches) wide. It is filled with a hard, pale brown lime mortar that contains a large proportion of very fine flinty-gravel inclusions. Mortar can be seen on five of the faces showing the brick to have been bonded in a wall.

The top face of the brick has a linear shallow indent along its length, approximately 25mm (1 inch) from its edge, and this is possibly a hack mark from a brick stacked on it whilst drying prior to firing. It also retains some
of the fine sand used to stop the clay adhering to the brick mould during pressing, now pinkish in colour following the firing.

The presence of the frog and the density of the brick suggest that this has been manufactured using the machine pressing process, sometime after 1850.

**Conclusion**

The recording action has documented the remains of structures present on the site and combined with cartographic research, has enabled conclusions to be made about their function and development over time. The Huntley and Palmer Biscuit Factory has been well documented, especially recently, with a number of books and articles examining the economics of the business, its influence on the town, and the social history of those directly and indirectly involved. The details recorded above, derived from an archaeological approach to the history of Huntley and Palmers cannot in themselves, ‘compete’ with the wealth of documentary evidence that is available. They do, however, provide a source of information to complement the historical, oral, and living memories of the factory by documenting the physical remains of the work place, sometimes in minute detail. In fact, for this section of the factory complex, detailed plans of the structures and internal layout were relatively poorly documented with only a limited number of plans to provide a view of the site during the factory’s lifespan (1911, 1919, 1929, 1956 and 1958). All businesses are dynamic and the functions of buildings and their internal fittings can change. For this part of the factory, it is the archaeological recording described above that has enabled some of these changes to be documented.

**References**

Bryant, R and Hartley, S, 1977, ‘The crunch comes for landmark’ Reading Evening Post
Brunskill, R W, 1990, *Brick Building in Britain*
English Heritage 1997, ‘Research Agenda’ (Draft, 8th April), Archaeology Division, English Heritage, London
Hindmarch, E, 2002, ‘Gasworks Road, Reading, an archaeological evaluation’, Thames Valley Archaeological Services Rep 02/08
## Appendix 1: Brick Dimensions

<table>
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<th>Cat. No.</th>
<th>Location</th>
<th>Length mm (inches)</th>
<th>Width mm (inches)</th>
<th>Thickness mm (inches)</th>
<th>Weight (g)</th>
<th>Density (kg/m$^3$)</th>
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<td>117 (4¾)</td>
<td>54 (2¼)</td>
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<td>2056</td>
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<td>109 (4¼)</td>
<td>72 (2¾)</td>
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Detailed locations:
1. Area N – brick found within lower concrete area
2. Area B – boiler lining
3. Area D – brickwork arch suction pipe running under wall
4. Area E – Engine House 1 flooring brick
5. Area E – Engine House 1 brick surrounding structures with openings into walls
Former Bus Depot and Huntley and Palmers Biscuit Factory, Gasworks Road, Reading, Berkshire, 2002

Figure 1. Location of site within Reading and Berkshire.

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Figure 2. Location of site on Gasworks Road showing evaluation and excavation trenches.
Figure 3. Plan of foundations revealed.
Former Bus Depot, Gasworks Road, Reading, Berkshire, 2002

Figure 4. 1919.
Former Bus Depot, Gasworks Road, Reading, Berkshire, 2002

Figure 5. 1929.
Former Bus Depot, Gasworks Road, Reading, Berkshire, 2002

Figure 6. 1956.
Former Bus Depot, Gasworks Road, Reading, Berkshire, 2002

Figure 7. 1958.
Plate 1. Chimney stack base. Scales: 2m

Plate 2. Chimney top. Scales: 1m

Plate 3. Boiler area and railway track. Scales: 1m
Plate 4. Basement brick flooring. Scales: 2m

Plate 5. Suction pipe and archways. Scales: 2m and 0.5m
Plate 6. Hearth. Scales: 1m and 0.1m

Plate 7. Concrete oven base. Scales: 1m

Plate 8. Engine House 1. Scales 1m
Plate 9. Engine House 2. Scales: 2m and 1m

Plate 10. Turntable. Scales: 1m and 2m

Plate 11. Wooden foundation piles. Scale 2m