



NORTHAMPTONSHIRE'S INDUSTRIAL HERITAGE

NEWSLETTER



BALH Newsletter of the Year Award 2017

ISSUE 145 - WINTER 2018

Northamptonshire Industrial Archaeology Group

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From the Editor

It's time to reflect once again on the past year and NIAG's activities. The Group has recently passed its 50th birthday when a number of enthusiastic people got together, back in the late 1960s, to form what has now become a very successful group with a strong industrial heritage base. Whilst some members may question the fact that this has not been raised during the year, it could be said that 2017 has been one where we have had our own successes, the Award for the best newsletter, the AIA conference held in August and our own EMIAC based at the NTAR facilities in Northampton. We do not always need a celebration but just time to reflect on our activities over that period of time and to remember those who are no longer with us. Perhaps this is the time to ask members who became involved back then to send in their memories and, if possible, photos and I will include a section to reflect the past 50 odd years in a forthcoming newsletter.

As I write another 100 year-old company has or will be '*hitting the dust*' at the end of 2017 due to lack of sales and the continuing onslaught of the modern electronic era – selfies, email, etc. Competition from abroad and other businesses have also contributed to its demise. See page 23 for the story.

I hope that you have all had a happy Christmas and will go on to have an enjoyable New Year with good health and happiness. Can't always be guaranteed but we can but all hope.

Once again I have to thank everyone, especially the committee, who have contributed to this newsletter, and as I have said on many occasions, without you all there wouldn't be a newsletter so thank you and keep the reports and news items coming.

With all best wishes.

Ed

SUMMER VISITS OF 2017 - CONTINUE

Finedon Ironstone walk – 26th May

Nine members participated in the walk which took place on a pleasant early summer evening. The object of the walk was to look at the remains of some of the quarrying activities of Walter Neilson and the Wellingborough Iron Company [WICo]. Eric Tonks in *The Ironstone Quarries of the Midlands Part 4 [IQM]* says that Neilson was '*after James Pain probably the most important independent operator*' in the local ironstone industry. The extraction of iron ore in the Finedon area has a very complicated history with a number of firms and takeovers of leases involved so a little knowledge of the history was given before the walk commenced.

Walter Neilsen was a member of a Glasgow family of ironmasters who were

at the forefront of the Scottish iron industry. They had ironworks at Mossend (between Coatbridge and Motherwell) and Summerlee (Coatbridge); these works were linked together in 1887 with the registration of the Summerlee and Mossend Iron & Steel Co with a capital of £400,000 in £1,000 shares and nine members of the family as partners.

The family became involved with the Cransley Iron Co Ltd who had ironworks just outside of Kettering and a list of shareholders of that company dated 21st February 1881 includes, Walter Neilson senior 500 shares (he was a nephew of James Beaumont Neilson whose name is identified with one of the greatest advances in ironmaking – the hot blast), Hugh Neilson brother of Walter 1068 shares, Walter Neilson junior 505 shares, and a further family member. Another shareholder of the company was Francis Sharp, a wool stapler and farmer of Finedon who may have known of the existence of ore in that locality. It is possible that Neilson's quarries in the Finedon area were originally opened to supply the furnaces at Cransley as the ore in that area was of poor quality.

Having met on the Wellingborough Road we first looked at Woodfield Cottage which is listed in the 1881 census as the home of 31 year-old Walter Neilson, described as an Ironstone Master employing 42 men and seven boys. Woodfield Cottage is noted in the Northampton Mercury as coming up for auction on 28th May 1879; also to be sold by auction on the same day was The Laurels, Burton Latimer which was in the occupation of Mr Walter Neilson. Continuing a little further along Wellingborough Road we turned into Ewenfield Road which is named after Walter Neilson's later home, Ewenfield House in Monument Road, Ayr, where he died on 30th May 1921. Two other streets in Finedon also bear names relating to the Neilson family; Summerlee Road named after their ironworks and Kenmure Road named after the home of Walter Neilson senior in Maryhill, Glasgow.

We then made our way to look at a very deep gullet just to the south of Finedon passing on the way the sunken fields that bear witness to the activities of Neilson. These former quarries were served by a 2ft 4in gauge tramway from '*Neilsons Sidings*' on the Midland Railway at Wellingborough, the tunnel under the main road being bored in 1892. The lower section was cable operated to a tippler and calcine clamps, the upper section was probably horse worked. After calcining the ore was taken away by the MR; a description of the working of the tramway is contained in *IQM Part 4*.

Opencast operations continued until 1908 when the overburden became too deep due to a geological fault and experimental headings were driven to test for mining. Neilson lacked mining experience and the mines and quarries stood idle for about two years. The leases were acquired in 1911 by the Wellingborough Iron Company [*WICo*] who engaged the services of a German mining engineer. He had previously been employed by the Islip Iron Company and was interned

in WW1 and never returned to the mines. According to Tonks the tramway to the main line continued to operate until 1929 when output was diverted by the WICo onto their metre gauge line. However the 2ft 4in gauge tramway was retained in Thingdon mines, as the original mines were known, and also used in the Glebe mines opened by WICo. Horses were used for haulage in the mines and to a tippler where the ore was tipped into metre gauge wagons for transport to the ironworks. Glebe mines were eventually linked up with Thingdon mines and diesel locos were used in them after modernisation in 1934 until closure and opencast working c1944. Looking at the depth of the remaining gullet it was obvious why mining became necessary in the days before large mechanical excavating equipment was available.

We made our way back to the main road and headed out of Finedon in the Wellingborough direction. As we left the town we were able to see that the fields are at a lower level than the road. This area was probably the site of Neilson's original quarries as the first known lease, dated 25th March 1880, was for just over 22 acres of land in the angle between Finedon Road and Harrowden Road. This was leased from Mrs Frances Mackworth Dolben for a term of 21 years and worked from c1881. A further lease dated 25th March 1883 for a smaller area to the north east of Harrowden Road and adjacent to Finedon Road as far as Bell Hill was for a term of 18 years. Access to this area required a tunnel under Harrowden Road and we were able to see the remains of this across the field. It was constructed c1883 and Neilson worked this latter area during the 1883-7 period. The *Kettering Leader* in March 1890 notes that the Irthlingborough Highway Board had requested that the bridge either be made good or filled in; if the former Mr Neilson would be asked to sign an agreement to keep it in good repair.

On the death of Miss Ellen Mackworth Dolben in February 1912 the Finedon Hall Estate of 250 acres was sold to George Keeble and Edward Henry Jellett. Keeble also bought the hall and grounds at auction in June 1912 but resold the hall in August of the same year. The pair carried on where Neilson had left off c26 years earlier, felling trees in Hall Avenue to get at the ore. Production most probably started in 1913 as permission from Finedon UDC to lay tramway across Harrowden Road was dated June 1913. R. E. Campbell purchased property in 1914 and sold it to the Ebbw Vale Iron Co the following year. A 2ft gauge tramway which was laid in the quarries tipped into standard gauge wagons which were taken to calcine clamps and then to sidings on the main line. This tramway took yet another route to the main line. The quarries were kept open during WW1 and Neilson's bridge under Harrowden Road was used once again but this time to quarry ore to the west; the ore was said to be of poor quality and operations ceased in 1921.

Continuing along the main road we made our way to the site of the tunnel under the road that gave access to the Neilson workings that we had looked at first.

Very little of the bridge is now visible but of note are the sunken fields on both sides of the road. It is likely that the course of the tramway followed the hedge line on the west side of the road; it is impossible to trace its course on the east side. From this vantage point it is possible to appreciate the considerable fall in height down to the main line which necessitated the use of the cable worked incline.

From here we retraced our steps back to Finedon in the fading light.

Mick Dix

Source: original research; The Ironstone Quarries of the Midlands, Part IV, Eric Tonks, Runpast Publishing, 1990; Finedon otherwise Thingdon, John L H Bailey, privately published, 1975.

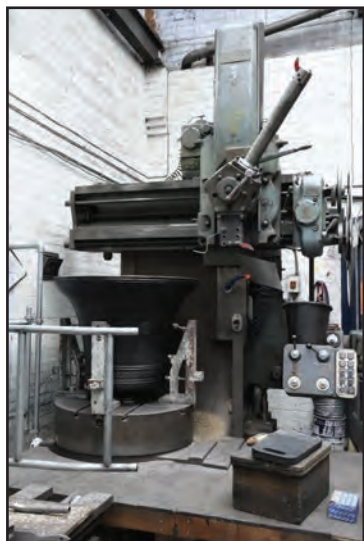
---oooOooo---

John Taylor Bell Foundry, Loughborough - 8th June

Since the recent closure of the Whitechapel bell foundry, the John Taylor bell foundry is the only remaining one of its type in the UK.

To enter its portals regresses you to the 1890s when it was first built on this site. The windows are high arched and mucky, its foundry floor is moulding sand, its machine shop still retains some line shafting and its wood block floor. You imagine the workers chatting during a tea break, about the super new liner that was launched yesterday at Belfast, called *Titanic*, or politics about this up and coming character in Germany who seems to be getting the country back on its feet again.

The bells are cast in bronze - 80% brass and 20% tin and a bell of up to 16 tons can be cast. The large sizes are cast into moulds in the floor. The moulds are hand made using a damp mix of new and some old moulding sand with a horse dung binder and after forming are dried in an oven. They can also cast small quantities of iron which they use for the clappers and some of the hangers. The machine shop/assembly shop is devoted mainly to fabricating the hanging mechanisms and consists of numerous radial drills of varying vintage and a horizontal mill.



At the time when this factory was built, John Taylor discovered a technique that would produce a better tone from his bells. This was to give him a unique advantage over his rivals for years to come. He discovered that there were five musical notes; three different

octaves of the main note plus two other notes all within one bell, and a sweeter sound is obtained if the bell is tuned to all five. His business rivals only tuned to one. They were originally tuned using a tuning fork and then removing small amounts of metal from the inside diameter on a vertical lathe until the correct note was achieved. Modernity finally caught up when a computer system was purchased to replace the tuning fork method combined with a computer controlled vertical lathe (*photo p.4*).

Irrespective to any extra work coming their way due to the closure of the Whitechapel Foundry, they have two years work in their order book, so hopefully this 120 year old time capsule will continue to operate and give a glimpse into this unique but fast-disappearing piece of our industrial past.

Ron Hanson

---oooOooo---

To Leeds and Back - The 2017 Rail Tour - 17th June

Our amazing run of luck with the weather continued into 2017, even if our Railtour did take us back to Manchester, where we last encountered railtour rain quite a few years ago.

The day started with a run over familiar territory from Kettering to Leicester, where a quick change of trains took us on to Sheffield. Here, the anticipated steam-hauled special train did not materialise, but we were nevertheless soon on our way on yet another crowded service to Leeds, where two hours were then spent on lunch and examining various aspects of the city.



Victorian Arcades, Leeds

© Barry Taylor 2017

Fortunately, our next train across the Pennines was less popular, and we were able to comfortably obtain fleeting glimpses of typical mill towns such as Halifax, Todmorden,

and Hebden Bridge, before descending after Summit Tunnel towards Rochdale and Manchester Victoria. The opportunity of a walk across the city centre in sweltering heat was declined, and we instead took to the free shuttle bus, which then proved to be even more uncomfortable!

A short break at Piccadilly station afforded the opportunity of ice creams and cold drinks, before we boarded our next train, which took us through the scenic landscape of the Hope Valley back to Sheffield.

The only real blemish on the day then followed when East Midlands Trains allowed passengers to board our homeward service before loading the seat reservation information, resulting in many of our party having to hurriedly search for unoccupied seats after having been apparently well-settled for the journey ahead.

Nevertheless, an on-time arrival back at Kettering completed a very good day, with convivial company, plenty of wonderful scenery and much of interest to see throughout.

Barry Taylor

---oooOooo---

Earls Barton Walk – 23rd June

It was a fine evening for our walk around the centre of Earls Barton, looking at the buildings associated with its history, both industrial and otherwise. Earls Barton sits on the edge of the Nene Valley and has been in existence since at least Saxon times. It has seen a range of industries over the years. The leather industry was prevalent, with both tanning and currying or finishing of leather being carried out in the village from as early as the 13th century. Similarly there were boot and shoemakers from medieval times but in the 18th century the more organised industry developed, as in other Northamptonshire towns and villages. Other crafts and cottage industries included lacemaking and rush mat making. On the northern and eastern edges of the village ironstone quarrying was undertaken in the early 20th century.

Earls Barton's industrial development over the past 200 years would have been influenced by the transport routes associated with the valley. There was originally a trackway from the ford over the River Nene at Little Irchester which passed through Great Doddington and Earls Barton and onwards to Northampton. Much of this is still in existence today, albeit as a minor road. The Wellingborough to Northampton turnpike (now the A4500) came later, as did the modern A45 in the bottom of the valley. From the 18th century, the River Nene was navigable up to Northampton and linked in with the Grand Junction Canal from 1815. In 1845, the LNWR's Blisworth to Peterborough railway line opened along the bottom of the valley, with access for the village at Castle Ashby and Earls Barton station some two miles away down Station Road.

Beginning our walk on the north side of the church we looked at the circular mound



and ditch on which the church stands. (*photo right*) Most authors think what is now called Berry Mount was a Saxon enhancement - perhaps a *burgh* or fortification - of an earlier earthwork attached to an iron-age fort. To date there has been no archaeological digging here. The church is famous for its Saxon tower built in about 975 AD, characterised by the *long and short work* of stones at each corner, the pilasters of stone decoration which look like timber, some of which are mitred at their ends, and the balusters that form the mullions to the upper windows which look as if they have been turned on a lathe.

Exiting the churchyard onto West Street, we noted that the Baptist Chapel, on the same site for about 200 years, has recently closed. On the north side of West Street is a former bakehouse in a yard behind its former bakery shop. Almost opposite on the south side, is a detached Victorian villa called *The Poplars*, one-time home to Daniel Sheffield a shoemaker and benefactor of the village. Adjacent to The Poplars until the 1980s, had been a range of two and three-storey buildings running south away from the road, at various times a shoe factory, a leatherworks and a location for the production of *Wren* shoe polish (it had picture of a wren on the tin).

At the junction of West Street and Park Street is the remains of a derelict single-storey detached stone building which used to be a butcher's shop for the farm next door to it. Apparently, rails, hanging hooks and other features remain in-situ in what is possibly one of the oldest retail buildings in the village.

On the east side of Park Street is a row of terraced houses, some of which had outworkers' workshops behind them. At numbers 11 and 13, William Dunkley began a shoemaking business in the cellars and in the 2-storey garden workshop which still exists. Later, in 1879, his son Charles built a factory close-by in Park Street which was used by the company until the 1930s. From 1938 it was used by Johnson Leathers until demolition in the 1980s when modern houses were built on the site.

The Dunkleys also manufactured children's shoes in London End at the bottom of Park Street. Here there is now just a two-storey stone cottage with brick quoins called Old Factory Cottage. However, adjacent is a 10 foot high stone wall in which can be seen a doorway and two infilled windows, all that remains of a three-storey shoe factory built in the 1860s. A report in *Northampton Mercury* for 1865 described an accident in which an 8 year old girl died after falling through a series of trapdoors between the floors, which it is claimed led to the used of external loading doors and wall-mounted cranes in shoe factories.

Also in London End opposite the end of Park Street is a large thatched cottage which was the village workhouse between 1776 and 1837. In nearby Sunnyside



is a row of terraced houses, built in the latter part of the 19th century, with their fronts facing over the Nene Valley and outworkers' workshops at the back, adjacent to the road.

Walking through an alley to Station Road, we came to the modern Barker's shoe factory, still producing some footwear. Arthur Barker started making shoes in 1880 in a small workshop in New Barton. He then had a factory built further down Station Road where the company produced welted footwear until the modern factory was constructed in 1986. Barkers were taken over by Phoenix International, an Indian company, in the 1990s but footwear is still being produced on-site and you can buy Barkers welted shoes at their factory shop.

In Harcourt Square is the former three-storey shoe factory built by Ward & Sheffield and opened in 1869, probably the earliest shoe factory building still standing in Earls Barton. Established in 1850 as Ward & Weed, the company name was changed to Ward & Sheffield in 1858 when the aforementioned Daniel Sheffield became a partner. The company was at the Harcourt Square factory until the 1950s when it was taken over by W Botterill of Bozeat who produced Gola football boots there for three years and then built a new factory on the industrial estate on the edge of village. The Harcourt Square factory is now converted to flats. On a previous visit in 2003, one of the residents commented that the flats were comfortable but the original Victorian metal window frames led to a lot of condensation.

In Broad Street the original 1868 British School, built to augment the church school opened some 25 years earlier, is still in use albeit much extended. On the gable of No 32 Broad Street adjacent to the 1871 Methodist Chapel, a ghost sign barely legible today recorded the fact that the shop used to be *Robinson, Hatter, Hosier & General Draper*. Further along Broad Street, Nos 54-56 used to be an outdoor beer house called the *Battle of Inkerman* dating from the 1850s. It sold ales from Mannings brewery in Northampton and was used as a meeting place for village friendly societies.

On The Square is Jeyes shop, a combined pharmacy, gift shop and café which also houses the Earls Barton Museum. The owner, retired pharmacist David Jeyes, is a descendant of Philadelphus Jeyes, the Northampton chemist and inventor of Jeyes Fluid in 1877. Round the corner on High Street is the modern Co-op store on the site of the first Co-op shop in the county, built in 1859. The latter was replaced by a large three-storey store in 1897 having a hall for events on the top floor. There were also butchery, wet fish and greengrocery shops further up High Street, together with a bakery and an abattoir in the yard behind. In 1961 the top floor of the 3-storey store was removed and the whole lot demolished in 1989 when the present store was built.

Further up High Street is the former Fox & Hounds pub, used as the HQ of the Enclosure Commissioners in 1772. In the yard behind the pub, was the smithy,

with the blacksmith's house next door. Opposite the former pub, in Tebbutts Yard is a three-storey factory which was once a branch factory for Earls Barton shoe manufacturers White & Co, who had their main factory in Doddington Road and later moved to Station Road. Nearby in High Street is the Stag's Head pub which is thought to have existed since the latter part of the 18th century. It was first a beer house but by 1841 was listed as a public house. In the early 1900s, the landlord Alf Jackson was the first person in the village to own a motor car which he used as a taxi. He later ran charabanc services.

Much of the information for this walk comes from Earls Barton Museum and from the late Joyce Palmer's book *Earls Barton – The History of a Northamptonshire Parish*.

Peter Perkins

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Foxton Locks Walk – 7th July 2017

This evening's walk around Foxton Locks just over the county border in Leicestershire complemented Mary Matts' talk to NIAG on the same subject in November 2016. The report on this talk appeared in the Summer 2017 Newsletter No 143 page 8. For details of the history of the site including the locks, the inclined plane and the buildings, please refer to that report.

Twelve members assembled in the long-stay car park on the Foxton to Gumley road, having discovered that, despite what various websites reported, the pay-and-display regulations apply 24 hours a day! We walked down by the side of the locks, looking at the ten riser locks with their associated side ponds opened in 1814, the top and bottom lock-keepers' cottages and Foxton Locks Inn, the original part of which was the toll house for canal traffic.

We then explored the site of the inclined plane which used water-filled caissons to move boats up and down the slope between 1900 and 1910 in an attempt to speed up traffic through the Foxton area. On the edge of the short-stay car park, not far from the bottom of the inclined plane, was one of the pulley wheels which once stood at the top of the inclines and supported the cables that controlled the movement of the counterbalanced caissons. On a previous NIAG visit we had learned that this had just been fished out of the canal where it had been dumped when the inclined plane equipment was dismantled. The inclined plane itself is now completely uncovered, the trees which for many years had smothered the lower half, having been removed so that the full extent of the slope can be appreciated.

There was some discussion about several aspects of the workings of the inclined plane, some of which could not be resolved at the time:

- How many cables linked the two counterbalanced caissons? It seems that there were three. The caissons were directly connected by means

of a single wire rope attached at the centre of each tank. There were also two hauling wires attached to the outer edges of each caisson which passed round a single winding drum, arranged so that as one caisson was raised the other was lowered. The rotation of the drum was controlled by a 25hp steam engine located in the boiler house.

- Did the winding drum pivot about a vertical axis? A contemporary picture suggested that what looked like a winding drum, located in the control cabin on top of the boiler house, was pivoted on a horizontal axis. This was confirmed by two of our members who, in the interests of research, sought out the canalside hostelry afterwards and felt obliged to partake of their wares in order to view additional photos of the inclined plane on display there!
- Why did the angle of the incline change at the top of the slope, necessitating a complicated arrangement for the profile of guide rails for the front and back wheels supporting the caissons? The change of angle at the top of the slope was to compensate for the apparent reduction in weight of the caisson when it was lowered into the water at the bottom of the inclined plane. As Terry W commented, this could have been avoided if they had used a *dry dock* at the bottom of the slope.

From the top of the inclined plane we made our way back alongside the approach



canal once again *in water*, to our starting point. It is clear that a considerable amount of money has been spent over the past few years on the whole site and it does have a much more manicured appearance than one remembers, even 10 years ago. Plans to reinstall the inclined plane to a working state may have come to nought but is it still a popular destination for visitors on a sunny day.

Peter Perkins

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Wellingborough Railway Walk - 21 June 2017

With rain threatening, 16 members gathered in the embankment car park alongside the River Nene in Wellingborough for our final summer walk of 2017. First, we looked across at the Whitworth Mills complex on the opposite bank of the river, with its 1886 brick-built, steam-driven roller mill dwarfed by the

adjacent silos. We then walked along the towpath to where the track-bed of the railway link line (that once connected the LNWR's Northampton-Peterborough line to the Midland main-line) crossed the river. Only one mile in length and opened in 1857, it lasted until 1966, when the Northampton to Peterborough line closed. Today a footbridge replaces the railway bridge at this point providing a shortcut for pedestrians working at Whitworths or at one of the large warehouses bordering the A45 expressway, to walk into Wellingborough.

Ascending onto the track-bed of the railway we walked north along the embankment, pausing only to look over to the former gasworks, now Nene Court Retail Park, noting that the embankment was wider at this point and there were the remains of a tipping dock, presumably where coal was tipped from wagons to supply the gasworks. Mike Brown pointed out Harts microbrewery in one of the brick buildings on the gasworks site.

Further on we reached the site of the bridge over Irthlingborough Road featured by Ron Whittaker in Newsletter 143 for Summer 2017. The piles of bricks which were used to form the northern abutment of the bridge were still in the same location as in Ron's photo! Descending from the railway embankment, we walked east along Irthlingborough Road, firstly past the site of a tannery which subsequently became a sausage skin factory on the south side of the road. On the north side used to be Wellingborough East Mill or Hobill's Mill (named after a miller there in the 1890s) which sat astride the leat running parallel to the River Isle. There had been a mill here since at least the 16th century and it was still intact in 1905 but by the 1960s was ruinous. Today there is no sign of the mill building and a modern house stands on the site of the mill-house.

East of the River Isle on the north side of the road, which the 1900 map shows as the location of *Well House*, are some post-war iron railings and gates, presumably fronting a later industrial site but now empty. At the same point, on the south side of the road was the site of a 1960s abattoir, now demolished. Beyond this point, Irthlingborough Road ascends a gradient to pass over the Midland main-line, before heading towards Irthlingborough past the site of Butlin's 1866 Irthlingborough ironstone furnaces, now an industrial estate.

Returning to the junction of Irthlingborough Road and The Embankment we looked at the modern block of flats which replaced HW Chapman's cardboard box factory some 15 years ago. The factory had an art-deco style clock-tower in the centre of the façade. The flats also have a clock-



© Peter Perkins

tower, mimicking the original, albeit on the corner of the site rather than in the centre.

At Nene Court Retail Park we were able to view the former gasworks from the west side. It was built in 1901 and replaced the 1833 gasworks (of which nothing remains) located on London Road. The former retort house, now retail units, still has its chimney, with the base appearing in an office (*photo previous page*) and the pump house is now a café. One has to congratulate the owners for an imaginative reuse of this former industrial site.

Returning along the road called The Embankment, we were pleased to finish the walk before the rain arrived. Much of this area will undoubtedly be affected by a new feeder road for the Stanton Cross development east of Wellingborough station, which will eventually provide over 3,500 homes, employment areas and shopping facilities. The road is planned to start at Wellingborough Embankment, passing alongside the Nene and then curve northwards over the Midland main-line, close to the existing Irthlingborough Road crossing.

Peter Perkins

ARTICLES

Collyweston Tiles - a new lease of life

An article about one of the oldest slate mines in the country at Collyweston, Northants was sent in by member Matthew Naylor and thanks are due to him for bringing this to my attention. This also follows on from a short piece in Issue 143 – page 21.

For centuries it was the material which protected buildings across Britain – both humble and magnificent – from the elements, before the slate workings which produced it were abandoned in the late 1960s. As reclaimed slate from derelict farm buildings became cheaper to find, Collyweston slate from mines in Northamptonshire and Lincolnshire was no longer required.

But now one of the country's oldest Collyweston mines has re-opened and its distinctive limestone tiles will soon adorn one of the roofs at King's College, Cambridge. The 600-year-old mine, on the outskirts of the Northamptonshire village of Collyweston, had been turned into a builder's yard following its closure half a century ago. That changed when Nigel Smith, the yard owner's son, hit on the idea of once again exploiting the material. "*Reclaimed slate has become harder to find and so more expensive, so we thought 'we're sitting on top of tons of the stuff, why not use it?'*"

Mining consultants told Mr Smith he would be able to extract around 200 tons of Collyweston slate a year over the next 10 years before the mine was exhausted. At the same time he was approached by King's College to supply them with £350,000 worth of slate for a new roof to replace the existing one on Bodley

Memories of the 2017 Trips and Visits



EMIAC at Cromford showing a general view of the Mill



Combe Mill



One of the clocks

© Ron Whittaker



Ironwork detail in the smithy



At George James & Sons Blacksmiths



Above: Noticed on the Kettering walk.

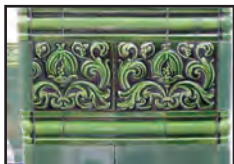


Taylor's Bellfoundry, Loughborough



*Above: Testing a bell's swing
Right: Placing lettering in the outer moulds*

Award Day in June.
At Holloway Road Tube Station,
London with detail below of the
art deco tilework

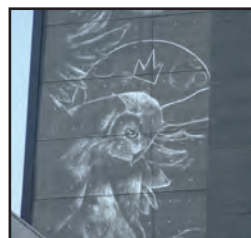


The 2017 Rail Tour: To Leeds and back

Left: Leeds Corn Exchange - © Barry Taylor

Below left: The former Post Office building

Below: Detail on a building



Manchester Victoria Station



The flour mill at Halifax



Earls Barton

Top left: Roofs in Sunnyside

Top right: The former butcher's shop

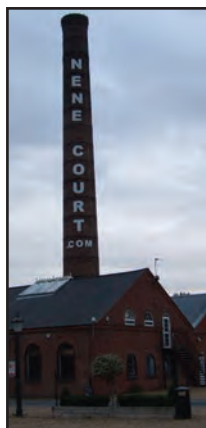
Right: Glass panel detail on a former pub



London Transport Depot, Acton

Top: A selection of buses

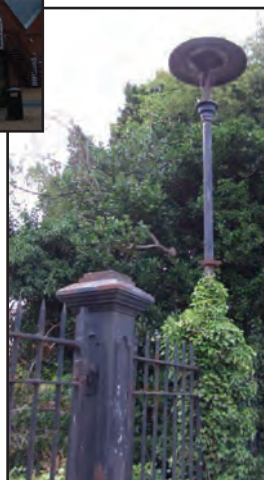
Bottom: Part of the collection of tube stock and signs



Wellingborough

Left: The former retort house in the Nene Court Retail Park

Right:
Rusting
gate and
lamp posts
of a former
industrial site
on the site of
Well House





Above: Members enjoying the view
Right: Deep discussion about the incline

Foxton Locks



Wellesbourne Airfield - the home
of the last Vulcan
Below left: members enjoy a
demonstration
Below right: The bomb bay.



EMIAC at the National Training Academy for Rail, Northampton

Below: In the classroom
Right: The hands-on training area



Court, whose un-insulated tiles have become thin and degraded from being exposed to condensation caused by its central heating.

“That sealed the decision to re-open really.” said Mr Smith. *“Now we’ve also been approached by other building owners, including Clare College, Cambridge, with a view to supplying and fitting a new slate roof for them.”* Slate from Collyweston mines across the region – including the abandoned one bought in the 1980s by Mr Hope’s father Claude – can be found on farm buildings and ancient manor houses around Britain. The material was used on London’s Guildhall – the home of the City of London Corporation – and can even be found on a 19th Century manor house on Long Island, New York.

But not everyone welcomed the idea of the Collyweston mine re-opening. The Parish Council – fearing noise and traffic which mining would bring – objected to planning permission, before it was eventually granted by East Northamptonshire Council as a way of helping to preserve the local character of villages in the area. Mr Smith said: *“The parish councillors asked why people couldn’t use concrete imitation tiles instead. Some of the villagers were also nervous about us re-opening, until we showed them round the mine. They are very supportive now.”*

The Claude N Smith Collyweston slate mine has now hired three miners, along with two *clivers* and two *dressers* to work the seams, which extend for hundreds of acres 20 feet beneath arable land around the village. The clivers split the mined blocks of slate along their natural veins after they have been frozen for eight hours at a time, before the dressers finish off the individual tiles.

Before work began on extracting slate from the mine decades of rubbish dumped there had to be removed. But there was also the tricky question of a colony of bats which had made the old mine its home. These have now been moved to one half of the mine while other areas are worked. When those seams are exhausted the bats will be moved across so the process of mining can continue.

Historic England stipulated that the slate used to restore the roof at Bodley Court, laid originally in 1893, should come from the Collyweston mine, due to its historical significance. Work began on mining the slate (March) and the new roof is expected to be finished in 2018. The King’s College Clerk of works, said: *“There is evidence that Collyweston limestone slate was used as far back as the Romans”*. The Dormus Bursar at King’s added: *“This distinctive stone, which is used on a number of buildings throughout this part of the country, adds to the architectural character of the College and sits well with the nature of the Court.”*

*The Daily Telegraph – 8th March 2017
and Northern Mine Research Society newsletter May 2017.*

The Curfew Tower Bells, Windsor Castle.

There are eight bells hung for change-ringing in the Curfew Tower. The first bells were transferred from a bell tower on the south side of Lower Ward, now the residence of the Governor of the Military Knights to the Curfew Tower in 1478-79, when the tower was called the Clewer Tower. At the time of the transfer there were only five bells, which were named Aston, George, John, Mary and Jesus. In 1612 all the bells were recast, and a new large clock bell was cast to make a ring of six. Three of these six remain today, the present 4th, 6th and 7th, but the tenor, the heaviest bell, caused trouble; it was recast five times and eventually sold. In 1623 another tenor was bought second-hand. In 1650 the ring of the six bells was augmented to a ring of eight, by recasting the treble, the lightest bell, and adding two smaller bells. Two of these three smallest bells remain today, as the 2nd and 3rd. The new treble was recast in 1741, as was the 5th in 1745 and again in 1898.

British church bells traditionally bear inscriptions, recording the date of casting, their dedication or bell-founder. (IW stands for John Wallis of Salisbury). The eight bells that are hung in the Curfew Tower today have the following inscriptions and approximate weights in Imperial measure:

Bell	Inscription	Weight		
		cwt	qrs	lbs
Treble	THOMAS LESTER OF LONDON MADE ME FEBRUARY THE 20 1741	6	1	0
2nd	INCIPE DVLCE CEQVAR 1650 W WHITMORE MADE MEE	6	2	0
3rd	1650 W W	7	2	0
4th	VENITE EXVLTEMVS I W 1 1612	9	2	0
5th	IN HONORE S.GEORGII MARTIRIS ET S.EDWARDI REGIS AC CONFESSORIS A.D.1898	12	0	22
6th	VOX DEI GLORIOSA EST I W 1612	14	0	0
7th	NOSAVRIBVS NOBIS VOS CORDIBUS DEO SONATE I W 1612	19	2	0
Tenor	SEARVE THE LORD WITH FERE I W 1614	22	0	0

The bells are hung for ringing in an anticlockwise circle, which is unusual, as in most ringing towers the bells are hung clockwise. They are rung on special occasions, the list of ringing days comprising mainly Royal birthdays and key anniversaries, major Church festivals, the feasts of the four national Patron Saints, and the Patronal Festivals. The current list includes:

January	1st	New Year's Day
February	6th	Accession Day
March	1st	St David's Day
	17th	St Patrick's Day
April	21st	HM The Queen
	23rd	St George's Day
June	2nd	Coronation Day
	10th	HRH The Prince Philip, Duke of Edinburgh
July	2nd	Feast of the Visitation of the Blessed Virgin Mary
	4th	HRH Prince Michael of Kent
August	15th	HRH The Princess Anne, The Princess Royal
	26th	HH Prince Richard, Duke of Gloucester
November	14th	HRH The Prince Charles, Prince of Wales
	20th	The Queen and The Duke of Edinburgh's Wedding Anniversary HRH The Prince Charles, Prince of Wales
	30th	St Andrew's Day
December	25th	Christmas Day and HRH Princess Alexandra, The Hon. Lady Ogilvy

In addition the bells are rung for Easter Day, Ascension Day, Garter Day and any State Visits. They are rung for weddings in the Chapel when requested. The Band of ringers is appointed by the Dean and Canons of Windsor, and consists of eight ringers, who elect one of the Band to be Steward of the Bellringers. The Steward makes sure that there are eight for each ringing occasion and liaises with the Chapter Office for special rings. To be able to have eight available, there are several ringers who fill in when necessary because of illness, holidays and the like.

To date only fourteen peals have been rung on the bells. These were:

- 1 Rung on 21st February 1748 – 5,040 changes of Union Triples.
- 2 Rung on 10th April 1787 – 5,040 changes of Grandsire Triples.
- 3 Rung on 24th October 1891– 5,040 changes of Grandsire Triples.
- 4 Rung on 6th May 1935 – 5,056 changes of Plain Bob Major, for the Silver Jubilee of King George V.
- 5 Rung on 8th June 1945 - 5,040 changes of Grandsire Triples, for Victory in Europe Day.
- 6 Rung on 9th May 1951 - 5,040 changes of Grandsire Triples, for the Installation of King Frederick of Denmark as a Knight of the Garter, and for the Festival of Britain..

- 7 Rung on 19th February 1960 – 5,040 changes of Grandsire Triples, for the birth of Prince Andrew.
- 8 Rung on 3rd November 1961 - 5,040 changes of Grandsire Triples, for the birth of Viscount Linley, son of Princess Margaret, Countess of Snowdon.
- 9 Rung on 11th March 1964 - 5,040 changes of Grandsire Triples, for the birth of Prince Edward.
- 10 Rung on 7th June 1977 - 5,040 changes of Grandsire Triples, for the Silver Jubilee of the Queen.
- 11 Rung on 21st April 1986 - 5,040 changes of Grandsire Triples, for the sixtieth birthday of The Queen.
- 12 Rung on 4th August 1990 - 5,040 changes of Grandsire Triples, for the ninetieth birthday of Queen Elizabeth, The Queen Mother.
- 13 Rung on 20th November 1997 - 5,040 changes of Grandsire Triples, for the Golden Wedding Anniversary of The Queen and The Duke of Edinburgh.
- 14 Rung on 4th August 2000 - 5,040 changes of Grandsire Triples, for the hundredth birthday of Queen Elizabeth the Queen Mother.

(There have probably been more since this article was written in 2010 - Ed).

It takes over three hours ringing non-stop to ring a peal, which is over 5,000 different changes, the bells being rung in different order in each 'change'. Grandsire and Plain Bob are two of the many hundreds of methods that are rung on bells. You will notice that thirteen of the fourteen peals rung have been 'Triples' and the other peal was a 'Major'. The term Triples indicates that seven of the eight bells are changing, while the eighth bell, the tenor, is 'rung behind' as the last bell rung in each change; in a Major method, however, all eight bells are changing. The maximum number of different changes on seven bells is 5,040 changes; on eight bells it is 40,320 changes, which take over twenty hours of non-stop ringing.

Each year the Bank of ringers attempts to ring quarter-peals (1,260 changes) on the birthdays of The Queen, The Duke of Edinburgh, The Prince of Wales, the days of the four Patron Saints, and the three Patronal Festivals of the Chapel. This takes about fifty minutes to ring non-stop. It can never be guaranteed that a peal or quarter peal be rung, for if a rope breaks or a ringer goes wrong in the method being rung, it cannot be counted as a peal or quarter peal. The attempt to ring a peal on the Diamond wedding Anniversary of The Queen and The Duke of Edinburgh in November 2007 unfortunately was not successful.

Taken from the Friends of St George's and Descendants of the Knights of the Garter members magazine 2010. Article by Vic Mitchell.

UPDATES

The Catesby Tunnel project

The managing director of the company behind the plans for installing an aerodynamic testing facility in the former Railway tunnel at Catesby (see issue 142 page 21) is confident that the project will be a ‘win – win – win’ situation. He has also addressed the need to apply for listed status after he felt the developers were not respecting the site’s heritage. This is because of the potential damage which could/would be caused to the Victorian tunnel. However there are no plans to touch or destroy any of the 30 million Staffordshire bricks.

From the MD’s point of view he says “*the bats get somewhere better, the ecology is managed to looked after, the tunnel is preserved, we create jobs in the science park, we give UK companies a unique piece of equipment that eventually people in Europe will come here to test, and we can do things with education too.*” There are also plans, subject to the usual insurance and safety checks, to open the tunnel up at weekends for people to walk and bike through it.

The construction of the facility would take place in stages. First is the creation of the test track in the 2.7km-long tunnel. This will necessitate the need to preserve the existing structure with the end result seeing the historic site brought back to life, unlike previous plans to infill it with concrete, having been unused since 1966. A potential installation of a mini-museum or visitor centre somewhere on the land to showcase the tunnel’s heritage is also in the plans. The second phase will see the former station yard transformed into a science park bringing together original equipment manufacturers that make cars, provide services and product bits and universities who do R&D, thus trying to bring the whole thing together to solve problems around vehicle testing.

Adapted from an article in the Daventry Express – 24th August 2017

Question marks over proposed freight plan

A Government report suggests the construction of two rail freight interchanges south of Northampton may not be beneficial to national infrastructure, hinting that railway should instead prioritise commuter use.

Northampton Chronicle & Echo – 19th October 2017

This piece relates to the controversial plans to build a rail freight terminal in the Milton Malsor area. See issue 139, page 18. Ed

MISCELLANY ITEMS OF INTEREST

Power station to be refurbished

Commissioned in 1963 Ffestiniog hydro-electric power station was Britain’s first major pumped-storage scheme for generating electricity; its function is to supply electrical energy to the national grid when there are rapid short-term

changes in demand. Water held in a lake some 1,000 ft above the power station flows through four large pipes powering turbines to drive the generators before being discharged to a lower lake. At times of low demand, usually at night, the generators become motors driving pumps to return the water to the upper lake. Ffestiniog's four generators can provide 360 megawatts in less than a minute and continue for about four hours.

A £50million refurbishment will extend the plant's life by another 20 years. Two of the four units that were due for closure in 2020 will be refurbished; updates to the other two units, which can keep running to 2025 without a big refit, could follow. The work will also include replacing two 70-tonne steel inlet valves and other equipment to reduce the start-up down to about 30 seconds.

In days gone by, Ffestiniog would have been used to cover peak demands whilst thermal [conventional] power stations came on stream. It is expected that its role will increase as more wind and solar plants are built. It is usually called upon by the National Grid to generate for between five and twenty minutes at a time to balance short-term drops in supply such as a lull in wind power or clouds passing over a major solar array.

Source: Gosden, Emily (2017) Original green power station is given a new lease of life. *The Times*, 16th August, p.34-35.

Terry Waterfield

Big Ben – The £29m four-year facelift

Some interesting facts and figures regarding the facelift of the Nation's very famous Bell.

Bells: A portable X-ray machine will be brought into scan the bells for internal cracking. It is not planned to move any of the bells.

Known as The Great Bell Big Ben weighs in at 13.5 tons and is made of tin and copper and (usually) strikes every hour to the note of E. It is accompanied by four quarter bells, which chime every 15 minutes. It is 7.2ft in height.

The diameter of Big Ben is 8.9ft. A modern electric motor will be installed temporarily to drive the clock hands until the clock mechanism is reinstated, allowing one working clock face to be visible throughout the works.

The existing black and gold colouring around the clock faces which was applied in the 1980s is to be replaced with a colour scheme reflecting the original, believed to have been gold and green.

Many of the 312 pieces of pot opal glass used to make up each of the four 23ft diameter clock faces is to be replaced. The clock mechanism will be dismantled completely for the first time in its 158-year history and X-rayed for metal



fatigue.

On August 10th 1976 during the infamously long, hot summer, a mechanical failure caused the pendulum weights to fall down the shaft – and Big Ben was silenced for nearly nine months while repairs were carried out.

Pennies stacked on the pendulum have acted as weights to help regulate it since its completion in 1859.

Each roof slab will be removed, numbered individually, taken off site and examined for cracks, then replaced in exactly the same place.

Parts of the tower have been painted, stopping the building from being able to ‘breathe’ naturally and leading to problems with condensation.

When stone becomes saturated and water freezes, stone may split. Workers will identify where the water is coming from.

The bells are fixed and struck by hammers from outside rather than swinging and being struck from inside by clappers. The hammers will be locked during the work.

A new lift is to be installed within the existing ventilation shaft for emergency evacuation (currently carried out using an abseiling rig) and to improve accessibility for disabled people who can’t tackle the 334 steps to the belfry.

About a third of the way (or 114 steps) up inside the tower, this is where MPs in breach of codes of conduct were once imprisoned. Last used in 1880 when newly elected MP for Northamptonshire Charles Bradlaugh, an atheist, refused to swear allegiance to Queen Victoria on the Bible.

Formerly known as the Clock Tower, the 315ft structure around the bell was renamed the Elizabeth Tower in 2012, in honour of the Queen’s Diamond Jubilee.

Sandbags are to be found at the bottom of the tower to minimise damage if any of the weights fall. They run down the central shaft on long cables attached to the clock’s gear trains.

Daily Mail – 15th August 2017

There will be more about the history of the Bell Tower in the next newsletter. Ed

J Salmon – Postcard manufacturer

J Salmon of Sevenoaks, founded in 1880, has announced it will close at the end of the year more than likely as a result of social media and electronic messaging killing off traditional cards and a lack of demand. Letter writing has also dwindled, depriving future generations of valuable insights into the past.

Daily Express – 26th September 2017

End of the postcard as country’s oldest publisher closes due to rise of selfies

Britain’s oldest postcard publishers is closing after almost 140 years because of the rise of the selfie.

J. Salmon which has been a family-run business since it was founded has announced to its customers that it proposes to publish its last traditional

postcards and calendars in December.

It blames shrinking markets and the huge increase in the popularity of social media for a dramatic decline in traditional holiday postcard sales in recent years. Thanks to the arrival of Facebook, Instagram and Whatsapp sales have fallen from 20 million 25 years ago to around 5 million today - with increased competition from overseas printers and publishers. Changing spending and holiday patterns and new technology have had a huge effect on the business.

Charles Salmon, 61, and his brother Henry, 56, joint managing directors, have sent a letter to suppliers and newsagents and tourist shops announcing *'a proposal to withdraw from publishing'*.

Charles said: *"Changing spending and holiday patterns and new technology have had a huge effect on the business. People are going for shorter breaks, not for a fortnight, so you're back home before your postcards have arrived."*

Salmon's is the country's oldest postcard and calendar publisher - founded in 1880 as a stationer and general printer the business began publishing postcards in the 1890s followed by calendars. It is now in its fifth generation and continues to print at its site in Sevenoaks in Kent

The Telegraph – 24th September 2017 – website.

Another report tells us that:

J Salmon, the oldest calendar and post card publisher in the UK is proposing to withdraw from publishing at the end of this year (2017), after over 100 years of trading. The Kent-based publisher cites a lack of succession management options as being part of the main reason for the proposed changes, together with economic considerations.

The company has been owned by the Salmon family since it was founded in 1880. It is currently run by Charles and Harry Salmon, the fifth generation of the family to be involved in the business.

In a statement issued by Charles and Harry, the company's joint managing directors they said: *"It is with great regret that the company is today announcing a proposal to withdraw from publishing. Increasingly challenging trading conditions and changes to the nature and size of the market for its publications have resulted in uncertainty over the viability of its trade going forward, and its current structure as a UK based printer publisher. We have also had to consider that there are no more members of the family who wish to join the business."* In a letter to the company's many retail customers, Charles and Harry thanked them for their support over the years and gave the assurance that *'the company will continue to trade normally until the end of 2017'* and will supply the full range of its products until then.

While calendars and postcards remain at the core of the business, its portfolio also includes greeting cards, diaries, guide books, gift books, recipe books, prints and placemats. In addition to Salmon's wide range of local interest calendars, which spans over 150 titles, it is also respected for its general interest calendars as well as its functional *'Red and Black'* range. Salmon has always been proud that

all its products are designed and printed in Britain at its site in Sevenoaks, Kent.

PG Buzznet – website and written by Jakki Brown on the 27th July 2017

The humble cabbie shelter wins Grade II status

An Edwardian shelter for cab drivers built in Grosvenor Gardens in 1904 is one of only a few left in London and is now Grade II listed. It gave drivers of horse-drawn hansoms an alternative to visiting public houses while they waited for fares. The shelter is still used today.

Other buildings listed include The Royal Navy's wireless station in Stockton-on-Tees, built in 1912, two houses from the mid-1970s also made the listing as well as the Jewish Cemetery in Willesden, London. Today the list has about 400,000 entries, including 710 windmills, 514 pigsties, 72 piers, 16 plague crosses, 13 dung pits, three scoreboards and a de Havilland Blue streak rocket. All helping to tell England's extraordinary story.

The Times and The Daily Mail – 7th August 2017

New rail hub will greet HS2 in the North

Plans for one of Britain's biggest transport hubs were detailed on the 6th November as part of a proposal to drive HS2 into northern England. Council chiefs want to develop more than 280,000 sq m of shops, offices and restaurants in Leeds city centre to coincide with the new high-speed line terminus.

The HS 2 line – expected to reach Leeds by 2033 – would have its terminus alongside the city's existing mainline station, the busiest in the north of England. Designs for the station were announced as part of a six-week public consultation. The consortium behind the project has hired Hiro Aso, the architect involved in the award-winning redevelopment of King's Cross station in London, which opened in 2012. The architect said that the Leeds scheme would be ten times bigger. "King's Cross was a rehearsal."

HS2 will open between London and Birmingham in 2026 with 250mph trains running between the two cities. The full Y-shaped line will open by 2033, with trains running to Manchester in one direction and the East Midlands, Sheffield and Leeds in the other.

The Times, 7th November 2017

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NEWS FROM AROUND THE COUNTY

The A45 Flore Bypass

This bypass known as The A45 Daventry Development Link road is on course for completion in the spring of 2018. The construction of 7 bridges over the future single carriageway is currently underway with cranes aiding with the installation of giant beams, some of which weight around 30 tonnes. These bridges reconnect existing roads which have been cut across by the link road, while the Dodmoor Bridge rises above the canal and railway line. Once finished

the new road will facilitate the Monksmoor and Middlemore developments in Daventry, relieve traffic in Weedon and Flore, improve transport links between Northampton and Daventry, and improve access to the M1.

Daventry Express – 10th August 2017

Cynic as I am, it will remain to see whether this road will do what they (DDC) say it will. All we know as locals to this area, is that the A5 itself will become 'bunded up' with lorries and cars at the roundabout which is to be built about ½ mile up the A5 from the Weedon crossroads– no bridge here we understand! No doubt in a few years time it will be a case of 'oops we should have had a bridge across this main north/south arterial road'. Ed

Volvo (Daventry) to take on apprentices

Volvo has begun training staff members at its new £6million Daventry facility where, in 2020, it intends to accommodate hundreds of apprentices as part of an ongoing recruitment drive. The building on Prospect Way, Daventry, will officially open when the final construction work finishes in early October, but it has been used for training since mid-August. More than 200 employees have been in training at the state-of-the-art facility whose features include an auditorium, a car workshop – equipped with 16 vehicle bays – and classroom spaces which all feature remote video and web-based technologies that will also support off-site training.

The UK operations director said: “*Volvo’s rapidly developing engineering and design gave rise to a change in our training environment to ensure our employees have access to the most advanced facility possible. We have tackled this head on with the investment in Daventry, and the feedback so far has been overwhelmingly positive.*”

Volvo plans to increase its technical workforce by almost half in three years, and the facility will train people looking to begin their careers in manufacturing.

Northampton Chronicle & Echo – 21st September 2017

OF THIS AND THAT

EMIAC 93 – held at the NTAR in October

The report of this conference will appear in a later issue, but just to note that it went extremely well. All the presentations were highly professional and delegates enjoyed the excellent facilities which were provided by the National Training Academy for Rail here in Northampton. It should be said that members of NIAG swelled the ranks of the delegates by three to one and without them it would have been something of a washout since our sister organisations’ members failed to materialise in any great numbers. We can only hope that those who did attend from those organisations went back to their groups and told them what an excellent day they had missed. Thank you to all our members who attended the day and helped to make this a success.

Ed.

AGM and Committee

The AGM in November was taken by Terry Waterfield who had been given a target of 7 minutes to complete! This he managed to do with aplomb and set a new target for 2018. It was gratifying to note that Peter will continue as our Secretary and Terry as Treasurer. All remaining committee members continue for a further year, however there is still the matter of that elusive seventh member. As Treasurer Terry spoke about the finances and for the new members present clarified a few points in the accounts. Whilst the accounts looked healthy the never ending rise in costs means that our trading account surplus has dropped to £40. With increases in our insurance and web costs for 2018 Terry proposed that the subscriptions be increased by £1 to take effect from August 2018. This was unanimously agreed by the meeting.

This was followed by an excellent presentation on Wicksteed Park, the report will appear in a later issue.

Winter Talks 2018

- 13th January Members night – a mixture of topics from members.
8th February History and Operation of Steam Trams 1880-1926 – Tony Taylor.
8th March Kings Cross - Terry Waterfield.

Dates for the Diary

- 19th May EMIAC 94 - Electricity from Coal - West Park Leisure Centre, Long Eaton, Derbyshire. 9.30 am to 4.30 pm. This is being hosted by the Derbyshire Archaeological Society. Please see enclosed leaflet for booking details.

New Book

Title: The Toll Roads of Buckinghamshire 1706-1881 : A4 format, 326 pages.

Author Peter Gulland

The toll or turnpike roads of the 18/19th centuries were the making of the main road network we use today. The author brings together detailed research in the county's turnpike trusts records with on-the-ground observations of the roads they built.

Published by Buckinghamshire Archaeological Society

Cost : £15 includes post and packing. Cheques payable to Bucks Archaeological Society. Send to Bucks Archaeological Society, County Museum, Church Street, Aylesbury, HP20 2QP.

----oooOooo----

And Finally:

'A postcard from Leeds'

Staying on the theme around postcards. Whilst sorting out some old postcards I came across one from my Mother to my Father in 1951 in which it says

Friday 2.30 pm

I am coming on the 4.30 (Queen of Scots) tomorrow (Sat). Should arrive about 8pm Kings X. Jane may be with me Get a loaf of bread if possible I shall have a meal on the train. Ethel.

I have to presume after all these years (no one to ask now) that I stayed up in Leeds with my Grandad, Aunt, Uncle and cousins for a few more days. On the other hand more than likely I returned with Mum and did he, or not, manage to get that loaf? We shall never know .

I think the key elements in this card are *Queen of Scots*, the time factor being 3½ hours and the 'meal on the train'. The train being a 'Pullman' with comfy seats that I remember well as no doubt many members also will and the meal would have been two courses - main and sweet.

Jane W



The postcard was printed by Chadwick Views, 147 Roundhay Road, Leeds 9 and was franked at 7.45pm being delivered to our home in London the following morning.

---oooOooo---

Coming Up

Last of the summer reports: Acton Depot and Vulcan

The EMIAC report from October 2017

More interesting information about Big Ben

Unless stated all photographs are credited to Jane and Terry Waterfield.

Disclaimer.

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NIAG Committee

- President: Geoffrey Starmer, 34 The Crescent, Northampton,
NN1 4SB
- Secretary Peter Perkins, 116 Northampton Road, Earls Barton,
Northampton, NN6 0HF
secretary@niag.org.uk
- Treasurer Terry Waterfield, 6 Bakers Lane, Norton, Daventry,
NN11 2EL – 01327 312850
treasurer@niag.org.uk
- Web site: Terry Waterfield
- Members: Mick Dix, Ron Hanson, Mike Ringwood,
David Waller.

Web Site: niag.org.uk

Newsletter Editor

Mrs Jane S Waterfield, 6 Bakers Lane, Norton, Daventry NN11 2EL
Tel: 01327 312850 - e.mail: newsletter@niag.org.uk

Newsletter

Next Issue: **April 2018**

Deadline for all articles and information 1st March 2018. Anything received after this date will be held over to the next edition.

Article guidelines: Ideally should be no more than about 1200 words, unless the article is of a special interest and accompanied by photographs or diagrams. Shorter articles are always welcome. Photographs will be inserted if submitted and the Editor is happy to discuss the author's requirements.

Please submit by e-mail, fax or mail. Where possible photographs are encouraged to illustrate all articles. When submitting photographs via e-mail, the picture should be no larger than 250,000 pixels in JPEG format and should be sent as separate attachments. Please give information about the photograph. Photographs/slides sent by post (first class) will be returned to you the same way. Please also include your name and address so that you can be credited with taking those photographs and don't forget to put a caption with them.