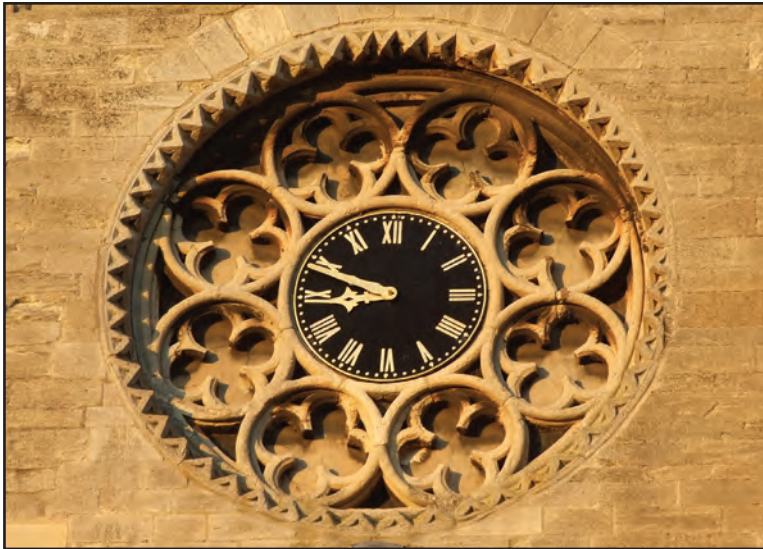




NORTHAMPTONSHIRE'S
INDUSTRIAL HERITAGE

NEWSLETTER



BALH Newsletter of the Year Award 2017

ISSUE 149 - WINTER 2019

Northamptonshire Industrial Archaeology Group

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Photograph front cover: Clock, St Mary the Virgin Church, Higham Ferrers.
© Jane Waterfield 2018

From the Editor

Recently Terry has been assisting Peter in putting a new publication into the format which will eventually go to the printers. A marvellous new book about Edward Barwell, an extended version of the talk that he gave at the last NIAG EMIAC in 2017 and again his talk during the last Winter session. Meanwhile I have been looking through the old copies of newsletters and reading past reports on visits and the winter talks in readiness of the 150th issue due in April.

We took the stand and publications to the 180th Anniversary of Roade Railway Cutting on the 8th September. More on page 25. A much smaller display went with us to the last EMIAC at Market Harborough; a decision not taken lightly but which, in this case, proved to be a blessing as the table provided was somewhat small. Reports for both EMIACs in 2018 in the next issue.

There is more news on the saga of the Wolverton train sheds, which looks like being completely demolished and houses built, and a little story about the restoration of a former Railway Station to its former glory. These stories can be found on page 20. Two stories that make one think about whether history is to be kept or not.

I have managed to find out about what is to happen with the Studies Collection at the Central Library since the Studies Manager left the Council back in October as there was concern that we could lose this valuable source of research material. Page 26 will fill you in.

As this edition goes to 'bed' thought you would like to know that after 40 something years the Flore Bypass was opened on the 15th November - a tad late but nonetheless up and functioning.

Finally a warm welcome to all those who have joined NIAG this past year and a thank you to all those of you who continue to support NIAG. We look forward to seeing you during 2019.

Ed

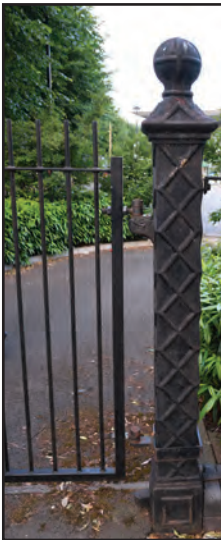
SUMMER VISITS OF 2018 - CONTINUED

Wellingborough Ironstone walk – 8th June

We started our walk in Cannon Street at the site of the East End ironworks, the first blast furnace to be erected in Northamptonshire in the nineteenth century; the site now being occupied by the Waendel Leisure Centre. Local iron ore was first smelted by William/Thomas Butlin in an experimental furnace at Northampton in February 1852 and as a result a cold blast furnace was erected at East End, Wellingborough by Thomas Butlin & Co and put into blast about June 1853. Statistics show that a second furnace was built around 1863 and both continued, sometimes with only one in blast, in the ownership of Thomas Butlin

& Co until 1875, after which the plant was taken over by Lyttle's Iron Agency Ltd although probably only leased from Butlin's. The works closed in 1876 and was subsequently demolished.

Although East End ironworks was sited close to the supply of iron ore it was not very conveniently situated for supplies of other raw materials it being some distance from both the railway and the river. Subsequently Butlin's erected a new plant including a hot blast furnace adjacent to the Midland Railway in Irthlingborough Road, Wellingborough in 1867 and erected a second furnace on the site in 1869. These developments known as the Irthlingborough works led to them leaving the East End site and the Midland Free Press of July 15th 1876 under the heading Wellingborough says that '*The Iron furnaces of Messrs Butlin & Co. in East End are still out of blast, and the iron diggings are not carried on with the old spirit*'.



Entrance to the leisure centre.

Nothing of the furnaces remains at the East End site today and the adjacent area is covered by late nineteenth century terraced housing; even Furnace Street, which was on the opposite side of Cannon Street to the works, has been re-developed and re-named in recent years. After closure of the East End works some ore was still quarried in the locality and was either taken to the Irthlingborough works or sold and taken away from Wellingborough by rail as Butlin's also had a thriving business selling iron ore. Although the company was known as Thomas Butlin it was always run by William Butlin and later on at the Irthlingborough works by his son William Henry Butlin.

From the ironworks site we made our way along Finedon Road to Eastfield Park which is situated in one of the early quarries. The park is below the level of the surrounding roads and as we walked around the perimeter we were able to see the ore bed which has been left under one of the adjacent roads. After walking around the park we emerged slightly farther along Finedon Road which we crossed to see the site of further workings on the south side of the road. These workings were situated on part of the six fields the Company leased, comprising 56 acres, from Henry B Whitworth for a period of fourteen years from Michaelmas 1859, renewable for another fourteen years if required. The lease included an area between Finedon Road and Mill Road and had been a larger area before part of it was taken for the building of the railway. Again most of this area has been developed but it has obviously been quarried as the houses are below the level of the road.

The Thomas Butlin ironstone workings were taken over by a partnership formed on 16th December 1861 of William Butlin, Edwin Butlin, George Edward

Bevan and Alfred Eaton under the name of Butlin, Bevan & Co. who took over the unexpired part of the leases on the following day. A further lease for 12 acres of land from the Church Commissioners was dated 25th March 1862 the site of which was a couple of fields south of Finedon Road and immediately east of what became Eastfield Road; this was where we made our way to next. Some of this area remains undeveloped at the moment but presumably not for much longer. Whilst here a puzzled local resident came out to see us but when we explained our interest he soon disappeared! From here we walked back along Finedon Road to Cannon Street and back to where we started.

Mick Dix

Source: original research; The Ironstone Quarries of the Midlands, Part IV, Eric Tonks, Runpast Publishing, 1990; A History of Wellingborough, Joyce and Maurice Palmer, Steepleprint Ltd, 1972.

---oooOooo---

Higham Ferrers - 22nd June

This walk was similar to one for NIAG almost exactly 20 years ago, led by Chris Addison as part her Northamptonshire Heritage survey of small Northamptonshire towns, but this time without her expertise!

Higham Ferrers is a town with medieval origins, Borough status having been granted in 1251 by Wm de Ferrers, Earl of Derby. It had a castle dating from shortly after 1066 although the only visible remains relate to the supply of food for the castle inhabitants in the way of fish, rabbits and doves. Henry Chichele is arguably the most important person to hail from the town, becoming Archbishop of Canterbury in 1414. Born around 1363, he was the founder of All Souls' College in Oxford, as well as Chichele College and the Bede House in Higham Ferrers. He died in 1443 and is buried in Canterbury Cathedral. More recently at the end of the 19th century, Higham Ferrers became involved in the boot and shoe and leather industries, with a number of shoe manufacturers and leather companies working in the town. All these have long gone, along with most of their buildings and only a couple of former shoe factories are still standing.

Beginning on the Market Place, we noted that it had originally been triangular until being encroached-on by the row of buildings on the west side, most of which appear to date from the 18th century. The Market Cross, a single shaft of stone some 14 feet high originates from 1280, with a conical base replacing the original steps sometime towards the end of the 19th century. The Town Hall on the south side of the Market Place dates from 1809. There is a Seal of the Borough of Higham Ferrers high up on the façade (*photo left*) which had



us pondering as to its meaning. It consists of a circle, circumscribed *Sigillum Municipii de Higham Ferrers* and within it a hand with two fingers extended and nine human heads in profile. I am very grateful to John Peet who very kindly did some research after the visit and supplied me with the following information. It seems that there is no clear explanation of its meaning and an earlier version had ten heads instead of nine. The most likely explanation is that it is a medieval way of representing the laying-on of a blessing, since a hand with two fingers extended was often seen in this way in medieval drawings. If so, the heads may have illustrated a scene from the New Testament where ten of the Apostles received a blessing from Christ after the Resurrection.

Walking along Wood Street we noted that apart from the former Midland Bank building, virtually all is new housing, with the side road called Chamberlain Way the only reminder of the site of the WW Chamberlain shoe component factory which stood there. On the corner with Midland Road is the Elizabethan manor house which was used by WW Chamberlain (later becoming Chamberlain Phipps) as their HQ in the latter half of the 20th century.

Passing the site of the entrance to Higham Ferrers station – the Midland Railway’s Rushden and Higham branch operated from 1894 to 1959 – and the Parish Rooms now the Library, we came to two former shoe factory buildings. The first was the Charles Parker shoe factory dating from 1906, ‘*undoubtedly designed by Alexander Anderson*’ according to the new edition of Pevsner. Only the ornate office block survives, the single-storey saw-tooth roofed sheds behind it having been demolished to form a large car park. In the 1930s this factory was taken over by John White Footwear who was already manufacturing shoes in several factories in Rushden. The factory building to the north of the Parker factory was built in 1936 for John White as their headquarters; it was designed by Sir Albert Richardson in Neo-Georgian style. (He also designed the art-deco factory for John White in Lime Street, Rushden around the same time.) John White closed in the 1990s and both shoe factory buildings in Midland Road are now used as offices for other businesses. Directly opposite them are a group of post-war bungalows built for retired John White employees, also designed by Sir Albert Richardson.

Further down Midland Road, the carved stone name frieze which used to stand on the parapet of The Victoria Leather Company factory on this site is now mounted in the garden wall of one of the new houses that replaced it.

We next visited the large open area bounded by College Street, Kimbolton Road and Midland Road, denoted on 19th century maps as the site of the castle; it is now known that the site of the castle was further south, close to the church. However the mounds in this area are now thought to have been a ‘Coneygarth’ or rabbit warren, with rabbits being bred here to provide food for the castle. Similarly the ditches once thought to form a moat were actually fishponds,

supplying fish for the castle.

On the west side of College Street are the remains of Chichele College founded by Henry Chichele in 1422. It was originally designed around a quadrangle



much as the older colleges in Cambridge and Oxford. Dissolved in 1542 by Henry VIII, parts of the south and east ranges were adapted to form a smaller building, which in the 18th century served as an inn. By the early 20th century it was reduced to a single farm cottage with an attached granary and today the remains are looked

after by English Heritage (*photo above*).

Walking along Saffron Lane, past the Saffron Moat used in the 15th century to provide fish for the College Fellows, we searched unsuccessfully for evidence of former factories and workshops, sadly now all gone. Returning to the Market Place we ventured into the churchyard to see the Archbishop Chichele School, a 3-bay chantry chapel constructed in the perpendicular style of architecture. It was built c.1443 (after the death of Chichele) for a school which was first established in 1391; it is now used as a chapel. In the far corner of the churchyard is Archbishop Chichele's Bede House, founded in 1423 for 12 old men and a woman attendant. They vacated the building in the 16th century and it is currently used as a parish hall.

Our final port of call saw us walk into the garden of the Green Dragon to find the remains of the ancient dovecote. Only three walls remain, complete with nesting boxes and these are thought to be a rebuild of the one on this site which supplied the castle with fresh meat in medieval times. Twenty years ago our walk finished in the garden of the Green Dragon with a relaxing drink. This evening, with bouncers guarding the entrance to the bars, come 9 p.m. the noise from a resident pop group sent us scurrying away in haste! Oh for the peaceful Friday evenings of old!

Peter Perkins

----oooOooo----

Decorative Ironwork walk in Northampton - 29th June

Sixteen members gathered in St Giles Churchyard at the beginning of a walk to examine what remains of the 19th century decorative architectural ironwork in this part of Northampton. Such ironwork could have been produced by any of the foundries operating at the time in Northampton or further afield; names such

as Lion Foundry, Globe Foundry, Vulcan Foundry, not to mention Barwell's Eagle Foundry, the subject of my current research and partly the reason for this walk. An 1865 catalogue of Barwell & Co. has recently been discovered in a Norfolk museum which carries some their decorative ironwork and I had hoped this would help us to identify some of the ironwork on our walk.

We started by looking at the grave of Edward Harrison Barwell, owner of the Eagle Foundry in Bridge Street who produced all types of ironwork from 1823 until his death in 1870. The graves of Edward, his wife and two of his sons are marked by two stone slabs each of which is surmounted by two cast-iron name plates. It is presumed that these iron name plates were cast at the Eagle Foundry. (After Edward's death, the foundry was taken over by Rice & Co. who had moved to South Bridge Road by the 1930s and continued working until 1997.)

In reality there are only two items of 19th century ironwork in this part of Northampton about which something is known of its history. The first we looked at was in St Giles Terrace where a row of terraced houses (Nos.1-8) dating from

sometime between 1847 and 1878 has a set of railings with gates (*photo left*). Sections of fencing consist of individual railings of square cross-section with decorative cast-iron heads being fixed into long horizontal rails, each section being supported at its ends by cast-iron posts with tulip decoration and classical urn finials. The gates are cast in one



© Peter Perkins 2018

piece and two of these carry the name Barwell & Co on the lock plate which suggests they were erected after 1833 and before 1870. The gate pattern is also illustrated in the Barwell 1865 catalogue, albeit with a different railing head design. It was the only match with a catalogue item we found all evening!

Outside No. 76 Derngate we looked at cast-iron railings which are very similar in design to some still in existence in Leamington Spa, known to be by Barwell & Hagger (the partnership between EH Barwell and Thomas Hagger at the Eagle foundry lasting from 1826 to 1833). Cast in sections of ten railings and fastened together, they are supported at the ends by cast-iron posts with classical urn finials. The railings look 'as new' and suggest they have either been sand-blasted to remove old paint or are recent castings. However, photographs taken by W Bassett-Lowke in 1916 show that this style of railing was present outside both 76 and 78 Derngate before the bay window was added to No.78 and before Charles Rennie Macintosh's interior decoration made that house famous. The fact that the railings outside No.76 are currently fixed to posts with 'jubilee clips' would

suggest the railings are the originals. Surely no one would go to the trouble of having new railings cast and then securing them in such a way! Thus it seems highly likely that these railings date from c.1830 and were probably made by Barwell & Hagger at the Eagle Foundry. The houses themselves, being in part of Derngate once called 'Waterloo', are likely to date from sometime after 1815. A summary of the other 19th century decorative ironwork seen on the walk is provided below, none of which can be attributed with any certainty to a specific foundry. The date range given in brackets after each entry is an estimate, from local maps, of when the houses were built which may serve as a guide to the date of the ironwork. However, it is always possible that the ironwork may post-date the house!

St Giles Churchyard

Several graves in the churchyard are surrounded by decorative ironwork dating from around the 1870s. Some of these had decorative cast-iron posts with twisted rails and we wondered if these would have been twisted by machine rather than by hand. Others were conventional railings with vertical bars set into horizontal members.

9 & 11 Spencer Parade

Two cast-iron porches, each being a different design. (1807-1841)

4-5 Billing Road

Assembled railings with cast-iron gates and gateposts, similar in structure to the Barwell railings at 1-8 St Giles Terrace but with subtle differences and no name on the gate lock. (1847-1878)

7-8 Cheyne Walk

Cast-iron railings with decorative supports dividing the two properties. (1807-1841)

10 Cheyne Walk

Two identical cast-iron balconies at first floor level. (1807-1841)

82 Derngate

Cast-iron porch. (1807-1841)

53 Derngate

Low, cast-iron railing consisting of vine leaves and grapes, the base of which is embedded in a concrete wall. (1847-1878)

9-11 Castilian Street

Assembled railings with cast-iron gates and gateposts, similar to those at 4-5 Billing Road. (1847-1878)

21-24 Albion Place

Assembled railings with cast-iron gates and gateposts, similar to those at 4-5 Billing Road. (1847-1878)

12-13 Albion Place

Pair of conjoined cast-iron porches. (1807-1841)

15 Albion Place

Cast-iron porch. (1807-1841)

18 Albion Place

Elaborate cast-iron balcony/veranda at 1st floor level. (1807-1841)

Footnote:

While in Castilian Street, John Peet drew our attention to the Taylor Memorial Hall on the west side of the street designed by Alexander Anderson (he also designed the Charles Parker shoe factory seen in Higham Ferrers on the previous week's walk) and built in 1921, with his signature in the mortar above the doorway. We also noted that there are some 20th century railings outside the property with inserted decorative cast-iron panels.

Peter Perkins

---oooOooo---

Irchester Country Park: Wembley Quarry and Narrow Gauge Railway – 5th July

Angie Moore, one of the park rangers, accompanied our group of 12 pointing out many of the more slightly hidden bits, flora and fauna, and talked about the history.

The 200 acres of parkland is the old Wembley Ironstone Quarry. Iron ore had been extracted since Roman times but not worked commercially until the mid-19th century. In the 1920s the Cargo Fleet Iron Co. was blasting the rock face and transporting material by rail to the calcining banks before being taken to its furnaces in Teesside. Calcining, the slow burning of ore typically mixed with coal slack and covered in earth could take 3 or 4 months. By burning off the volatiles it would reduce the weight and enhance the iron content to about 40%.

The over burden was dug out with a 300-ton Ruston face shovel and piled up in ridges behind the working area, creating an artificial hill and dale landscape of mud and broken rock. This was planted with commercial timber, which grew more slowly than expected in the very poor soil conditions, giving us today's unique landscape as with a slow growth rate none of the wood was ever commercially felled. Types of trees included Pine, Larch, Poplar and Alder. Typical uses would be pit props, telegraph poles, match sticks and planking. Alder does not rot in wet conditions so is useful for river embankments. Many of the trees are now reaching the end of their lives and are left where they fall.

Quarrying ceased around 1944 as by then the over burden was about 16 meters and the ore quality poor. The final gullet exposes no less than three geological formations. Beds of sand, clay and limestone record changes in the sea level and environment over 13 million years of Middle Jurassic period. Some of the marine beds are fossiliferous and plant horizons are recognised by rootlets.

Northampton County Council purchased the derelict quarry in 1971. The woodland was managed for wildlife and old access tracks became footpaths. A narrow-gauge railway museum was established in 1987. The original Cargo Fleet Quarry Office became the Quarryman's Café.

We started by walking up to the new viewing platform open in 2017 with a lottery grant. We could clearly see the variation in thickness of the various bands of rocks in the quarry face. (*Nice group picture taken by Peter for Jane - see below*). We came back to the café via Railway gully; an old track bed which involved some steep descents to get to it. Walking through the dappled shade we discussed the ponds which have formed in depressions and their affect on the flora and fauna. Many species of newt are thriving.

En route to the Narrow-Gauge Railway (NGR) museum we stopped to view an original calcining bank that was never used. With the help of the local rabbit population, who seem to like burrowing in it, Iron ore is clearly visible where small collapses have taken place.

We spent a very interesting hour or so at the NGR. Keith Adams who is a founding member explained the origins, the future intentions and gave a very good account of the items on display both in the yard and museum building.

The NGR is a microcosm for anything narrow gauge. It has examples of three different track gauges including bits of the 1ft 8inch track used at Ravensthorpe reservoir when sand was the filter medium. Apparently different filter tanks were used for a period of time then drained. The sand would be dug out by hand, dried, cleaned then replaced. The process was a never-ending cycle.

The main demonstration line is metre gauge. Three locos are from the Wellingborough Iron Co. representing the iron stone quarrying industry. The 3ft gauge items represent quarrying of gypsum, limestone, ironstone and saw mill products. For the aficionado a protected WW1 Tin Turtle is also on display.

The museum is open on Sundays and thanks should be extended to both Angie and Keith for enhancing our day.

Should further material be sought Tonks, as always, is a good source of information and has very good maps. Diana Sutherland's book deals with the geology. There is a concise description in last years AIA conference booklet we received.

Mike Ringwood

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© Peter Perkins 2018

Rail Tour: Faversham and the Kent Coast – 14th July

After our annual Raitour there has often been speculative discussion about the destination of next year's tour, and on occasions the possibility of Paris has been somewhat whimsically raised in certain quarters.

Well this year we almost made it – we certainly did use part of the Eurostar route through Kent, and there might even have been the possibility of a glimpse of the French coast during our journey.

As it was, a large group of around twenty members assembled at London St. Pancras station to catch one of the sleek modern Southeastern Trains *Javelin* units to our initial destination of Faversham. Our usual June date had been changed to coincide with the annual Faversham Nautical Day on July 14th, which celebrates the former status of the town as a thriving coastal port on the Thames estuary. Regular trade disappeared long ago, but small sailing vessels are still able to reach the town for the event, and several were lined up along the quaysides for inspection, with many local producers plying their wares on the banks alongside other local groups and societies.

The town itself offered a wide variety of fascinating architecture, including



many listed buildings, a local market, and an historic brewery, and close-by were the remains of a once extensive local gunpowder industry.

After a three hour wander in welcome, but sometimes overpowering heat, members were then glad to reassemble at the station to continue the journey onwards along the

Kent coast, courtesy of a rather unusual ticketing arrangement that allowed a round trip back to London. (*The trains mercifully cool – Ed*)

The north Kent coast resorts of Whitstable, Herne Bay, Birchington-on Sea, Margate, Broadstairs and Ramsgate were soon passed, with even a few glimpses of the sea en-route. The journey then continued southwards through Sandwich, Deal, and Walmer until the south coast proper was reached at Dover, following which our train ran along the spectacular stretch of line beneath the White Cliffs to Folkestone. Here we turned inland for Ashford, where the Eurostar high speed line was joined for a very quick run back to St. Pancras, and an on-time arrival just before 6pm allowed members to make their own way back to Northamptonshire to complete an interesting and varied day.

Barry Taylor

ARTICLES

Waitrose and the new CNG Fuels depot at Junction 16 of the M1

A new Northampton refuelling station and 58 Waitrose gas trucks will take part in the UK's first large-scale study of low-carbon alternative to diesel. CNG Fuels is to open a renewable biomethane refuelling station at Northampton as part of the UK's first large-scale study of how compressed natural gas (CNG) can help slash road transport emissions. The project, which has received funding from the Office for Low Emissions Vehicles (OLEV) in partnership with Innovate UK, aims to encourage UK fleet operators to switch from diesel to cost effective, low-carbon biomethane fuel by demonstrating performance benefits and by showing that CNG stations support growing demand for gas.

The new public access refuelling station will open this autumn (2018) at the Red Lion Truck Stop, off junction 16 of the M1, as the report puts it '*just up the road*' from Magna Park, Milton Keynes, one of the UK's largest distribution parks where Waitrose and John Lewis have their national distribution hub. This station will be used by a new Waitrose fleet of 58 state-of-the-art dedicated CNG fuelled powered trucks engaged in long-haul, inter-city and urban runs, including six trialling zero-emissions refrigeration units powered by the truck's gas engine.

The station will be able to refuel more than 350 trucks a day and can be supplied by mobile CNG trailers if an emergency cuts off its gas supply. Two mobile CNG trailers, the first of their kind in the UK, will stand by to maintain service to the new station if an emergency cuts off its gas pipeline. They will provide a continuous back-up supply, taking turns bringing gas from the nearest operational station. (*The report does not say where this is*). The 40-foot trailers each hold seven tonnes of gas in composite cylinders, enough to refuel 70 trucks.

Waitrose already has a fleet of 49 dedicated CNG fuelled powered trucks with nine more set to enter into service this autumn. The fleet will take part in the trial alongside four trucks operated by sister retailer John Lewis. The company expects the vehicles' lower running costs to achieve lifetime savings of between £75,000 and £100,000 per truck compared with diesel equivalents, according to the general manager of central transport at the John Lewis Partnership. He said: "*We're committed to reducing the emissions from our fleet. This study will help us quantify not just the carbon emissions reduction of using biomethane but also the benefits of using our industry-leading clean refrigeration equipment which we expect to show significant benefits for air quality. We've worked with the University of Cambridge on a number of projects in the past, so look forward to the outcome of this latest collaboration.*"

CNG Fuels is developing a nationwide network of fuelling stations on major haulage routes which are fed by the UK gas grid before the gas is compressed into fuel at the point of delivery. It claims demand has nearly tripled over the past year at its flagship station in Leyland, Lancashire as more haulage operators

explore switching to cleaner gas-powered fleets. The chief financial officer of CNG Fuels said the 100 per cent renewable biomethane fuels could help cut carbon emissions, improve air quality and save money for fleet operators. *“This study will help convince others to make the shift and demonstrates that this is a solution that can be scaled up rapidly within fleets,”* he said. *“Fleet operators and drivers are enjoying the ‘diesel-like’ simplicity of biomethane fuel while making a major impact on our environment by tackling the challenges associated with lowering HGV emissions.”*

The trial is due to finish in September 2019 and a team from the University of Cambridge will produce a report on the performance of a large dedicated CNG fleet and its refuelling infrastructure for OLEV, which is part funding the project through its £20m Low Emission Freight and Logistics Trial initiative.

Other information:

Ten new Scania-manufactured CNG trucks entered operation for Waitrose in January and will be used to make deliveries to the company’s stores in the Midlands and the North. They are the first in Europe to use twin 26-inch diameter carbon fibre fuel tanks which store gas at 250 bar of pressure to increase range from around 300 miles to as much as 500. It will allow them to always run entirely on biomethane, which is 35% to 40% cheaper than diesel and emits 70% less CO₂.

The carbon fibre tanks, which are already in use in the US, were adapted and certified for the European market by Agility Fuel Solutions, thereby offering significant advantages over the standard European set-up of eight steel gas tanks. The vehicles are half a tonne lighter, hold more gas and can cover a greater distance depending on the load being carried.

Each of Waitrose’s new CNG trucks costs 50% more than one which runs on diesel, but are expected to repay the extra costs in two to three years with fuel savings of £15,000 to £20,000 a year depending on mileage. Each lorry will also save more than 100 tonnes of CO₂ a year (versus diesel).

Justin Laney, general manager central transport for the John Lewis Partnership, said: *“With Europe’s most advanced CNG trucks, we will be able to make deliveries to our stores without having to refuel away from base. Using biomethane will deliver significant environmental and operational benefits to our business. It’s much cleaner and quieter than diesel, and we can run five gas trucks for the same emissions as one diesel lorry.”*

Philip Field, CEO of CNG Fuels, added: *“High pressure carbon-fibre fuel tanks demolish the ‘range anxiety’ concerns that have made many hauliers reluctant to move away from diesel to CNG. Renewable biomethane is far cheaper and cleaner than diesel, and, with a range of up to 500 miles, it is a game-changer for road transport operators.”*

About CNG Fuels:

The company was established in 2014 and has its headquarters in Solihull, West Midlands. It is today the UK market leader for the supply of compressed natural gas for commercial vehicles. Its gas is sourced entirely from renewable

Memories of the summer of 2018

Northampton Stone Walk



Leather Collection, Northampton
one of the vast items in store.



Above: Studying a geological map of Northampton.
Left: Weldon Stone is used on the façade of the former Malcolm Inglis factory in Fish Street.



Bletchley Park



Top left: Thermionic Valves.
Left: Working on the EDSAC Computer.
Above left: Computer tape.
Above right: Members learning about the 'Witch' computer.

Sywell Aerodrome





Strutt's Cotton Spinning Mill, Belper



Water system machinery.

The Mill from across the river.



Decorative Ironwork in Northampton
Cast iron first floor balcony 18 Albion Place.
© Peter Perkins 2018



Beeches Light Railway

Above: The setting.
Left: The engines.



© Kay Ringwood 2018



EMAC 94 : Erewash Canal, Long Eaton



180th Anniversary of the Road Cutting
Unveiling the Transport Heritage Plaque.
© Tony Hall 2018



Higham Ferrers : The ancient dovecote.

*Rail Tour
2018*



Faversham.



Dover Castle from the train.



The Elizabeth Bridge aka Dartford Crossing from the train.



Group gathering for the tour.

*The Vulcan bomber at
Wellesbourne*

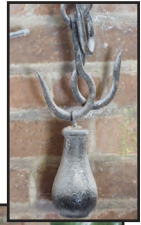


Inside the bomb bay.





Charlecote Mill



The Mill leet.



Corsetry.

*EMIAC 85:
Market Harborough*



Hardwater Mill

Archimedes Screw on right.



biomethane, which is cheaper and emits less carbon well-to-wheel than any other HGV fuel. The biomethane is made from food production waste, approved under the Renewable Transport Fuel Obligation (RTFO), and generates Renewable Transport Fuel Certificates (RTFC). CNG Fuels is also the country's only dedicated provider of public access CNG refuelling infrastructure. It operates the UK's two highest capacity CNG stations, in Leyland (Lancs) and Crewe (Cheshire), and is able to supply fleet operators within a hundred miles. A nationwide refuelling network is now being developed.

Information taken from the websites of *cngfuels.com*; *businessgreen.com*; *commercialfleet.org*. of various dates 2018.

---oooOooo---

Shoe Book reviews

In the early days of the Costume Society we visited Eton to see the 15th century wall-paintings. So I was pleased to see *Wall Paintings of Eton* by Emily Howe, Henrietta McBurney, David Park, Stephen Rickerby & Lisa Shekede, 192 page large hardback ISBN 978-1-85759-787-5, many colour photographs. The condition of most of the paintings is, understandably, not the best. As usual, the shoes at the bottom have suffered rather more than the higher parts. In the Catalogue section from p.93 there are a few line drawings of the scenes showing barefoot, soled hose, shoes including toe-shapes, sole, and ankle-, calf- and knee-boots, for which I was very grateful. Part III from p.143 has similar descriptions of the early 16th century schoolboys in black, low cut, bar shoes.

Claiming to be 'The Girls Guide to Everything', Camilla Morton's *How to Walk in High Heels* was the Sunday Times Bestseller, 2005, 486 page paperback ISBN 0 340 83606 7. The 14 page Index is alphabetical: shoe designers and shoe trees each with 1 page reference, 'shoes' with 16 subjects. 'Heels,' as in so many fashion notes for some years now, is not the plural of heel, but means shoes with heel too high for the human body (p.20 offers '*How to put a heel on*'). P.25 tells us: In Europe...good luck charm is to place a shoe inside a wall when building a house. But it is not just Europe, nor shoes, nor just for luck, and very rarely when building: we cannot expect one person to tell us accurately about 'Everything'.

Judith Miller *Shoes* 304 page, small book, Octopus Publishing Group, 2009, Miller's (? USA), ISBN 978-1-84533-463-5. The 2 page introduction shows a tiny picture of a pair of woman's 18th century buckle shoes (caption: a pair of late 19th C shoes with paste buckles); followed by 'Shoes have become one of the fashion success stories of our time.' As they have been essential since prehistory, it seems a strange beginning. Next is 'pre 1910' followed by Mid-19th c. of mostly textile uppers and indoor slippers, dating unreliable (until 1920s), and souvenirs from foreign travel included. The 20th c. fares better, and includes some well-known makers. Page 300 lists Shoe Museums, omitting Europe and the good collection in Los Angeles County Museum of Art, or has that been

transferred to Walnut Creek, CA ?

The Boutonneur, the 2-monthly Newsletter of The Buttonhook Society, inevitably shows button boots and shoes, too often undated with no scale. For 2017, No.224 p.7 is all children's (When is someone going to write the definitive history of children's shoes, long overdue?). P.8 undated 'Shoes for the Little Pets', Sears, Roebuck & Co., Chicago Catalogue: boots and shoes in plain black, red, grey and their mixture, plus white and pink. No.225 p.9 pair of black ankle boots and a pair of spats on wooden trees. p.11 3 pairs boots. P.12 advert for the Society's 'new book' by Paul, *The Holy Grails of Buttonhook Collecting*. No.226 p.1 same advert. p.6 shows the common, folding wooden boot-jack; it holds pair of folding boot-hooks, for pulling on knee boots through the woven loop stitched inside the top of boots' side-seams, with illustration, together with a T-shaped boot-jack for removing them. Back page of no.227 shows one folded shut, too small for most to identify. January 2018 no.228 p.1 pr of (probably) child's, with 3 others p.9. No.229 p.1 may be all children's; p.7 'Excelsior/ The Original Button Card/ with 10 PATENT FASTENERS', the latter mounted on a side-button leg boot, clumsily out of scale, ?American. P.8 'From 1980s Buttonhook Price Guide' tells us 'buttons first came into style in the late 1860s.' There are buttons continually from prehistoric times, and buttonhooks from at least 1611 (when termed Buttoners). There is also a complicated drawing for the 1916 patent no. 1,197,358, collar button hook. P.10-12 more boots: p.11 bottom row look like men's samples, with p.12 a 1926 child in the ghastly leggings still worn in the 1930s, guaranteed to nip your fingers.

Peter Perkins *The Industrial Heritage of Northampton's Boot and Shoe Quarter* Published by Northamptonshire Industrial Archaeology Group 2015, 51 page book, ISBN 978-0-9576647-2-2. The 2 centre pages have a map of the various areas of the town's Boot and Shoe Conservation Area. The gazetteer gives a short history of each factory with small photograph, including names of shoe firms. Page 45 is Glossary of Term; p.46-49 a very useful 'Index of Names'. The Newsletter of the Northamptonshire Industrial Archaeology Group (NIAG) is almost always useful for information on the County's boot and shoe industry. Issue 144, Autumn 2017 p.11 describes 4 sites of Desborough's B&S factories; p.15 similar for Kettering, better known for heavy work and making machines. P.19-21 quotes Northampton's C&E 'celebrating 70 Years of Doc Martens shoes at Wollaston'. Note the factory was probably there in 1947, but then called Griggs (DM soles created in 1960). P.22 quotes C&E reporting the 'debut' of the 'National Leather Collection' in Northampton's Grosvenor Centre, very difficult to find, via Market Sq. entrance, take lift immediately on right, to 2nd floor. Established in London by Claude Spiers and John Waterer, it has yet to find a permanent home. Waterer always wanted it to come to Northampton, to be close to the Shoe Collection, presently closed. Issue 145 p.6-8 has another Peter Perkins article, this about the 'Earls Barton Walk', telling us that B&S had been

made there from the 13th c., with the more recent Wren's shoe polish factory; also outworkers 'shops' (=workshops) have survived behind houses. Barkers has been making shoes there since the 1880s and other factories are mentioned. *A short guide to researching your Northamptonshire Boot and Shoemaking Ancestors* was produced by the County's Council and Northampton Museum; no page numbers, undated (I found it in 2017) 8 pages, 5 as Introduction, with the rest Appendix 1 – 7, 7 being a Bibliography, with 2 more listed on the last page. A B&W illustration of a hand-sewn workshop is on the cover, but the other 5 are too poor to be of use; no captions.

Medieval Clothing and Textiles 13, 2017, edited by Robin Netherton & Gale R. Owen-Crocker includes an article by Christine E. Meek, 'Calciamentum: Footwear in Late Medieval Lucca', with photograph on the cover of a platform-sole mule, higher at heel end, so presumably post 1400.

And finally, another thoroughly-researched, large book by Nazim Mustafaev, 112 pages, *Celluloid Heel, based on shoe and accessories collection*, Shoe Icons 2018; Russian in one column, English in the other, including American terms where different. After an amusing black & white print from the 1933 American *The Shoe Buyers Manual*, most are colour photographs of all the heels (I was very pleased to see p.76, a 1920-22 shoe with its label, Manfield & Sons, not just 'Great Britain', but Northampton, then our best and most famous Boot & Shoe Manufacturer (its founder, Moses Philip Manfield receives a brief mention in Northamptonshire Record Society's *Northamptonshire Past and Present* no.70, p.86 for supporting 'Parliamentary votes for women' in the 1870s). Inevitably most 'jewelled' heels are 1920 – 30s, but it also includes B&W earlier patents for sheet celluloid. And even a transparent sample of modern imitation tortoise-shell and mother-of-pearl, finally found after much searching, from China.

June Swann

UPDATES

Blisworth Depot

The proposed Rail Central freight depot will be connected to both the West Coast Main Line and the Northampton loop. Public consultation closed on April 23rd and planning permission is now being sought.

Rail Magazine – 6-19th June 2018

Kilsby Tunnel

The Grade 2-listed Great Northern ventilation shaft is being given special attention during renovation of the 1½ mile tunnel. It contains around a million bricks and weighs over 4,000 tonnes.

Rail Magazine – 6-19th June 2018

Wolverton Works appeal thrown out by High Court

A last-ditch attempt to save the historic Wolverton works from the bulldozer has failed. However, the future of the site is again enshrouded in uncertainty following a ‘surprise’ sudden sale.

The London & Birmingham Railway opened the works on September 17th 1838 and it is likely to be under new ownership for its 180th anniversary, according to the current operator Knorr-Bremse’s [KB] announcement on August 5th that it had sold the rail renovation business to a German-based holding company called Mutares. KB bought the rail business on 27th August 2013 four weeks after it had entered administration, when previous operator Railcare ran out of cash, and has therefore run Wolverton and Springburn for five years. This sale, which many locals consider not coincidental, closely followed the High Court’s dismissal on 30th July for the appeal made on 23rd May 2018 by Historic England [HE] against the controversial planning consent to demolish 99% of the works. The court’s ruling was described as ‘very disappointing’ by HE because Wolverton Works is the most complete example of a major UK Victorian railway works, and is within a conservation area, and because the ruling means that in theory no conservation area is safe from demolition and redevelopment.

The planned First World War memorial to the 212 Wolverton men who died in that war has now been ready for erection since the start of last year but St Modwen (property developer) continues to refuse to answer questions about where it can be sited. Apparently all photography has been banned within the works itself.

The recent signing of a 25-year lease between St Modwen and KB now seems to have been designed to offer continuity of rail-related work at Wolverton to satisfy planning constraints rather than the probability of such work continuing.

*Adapted from a longer article in Heritage Railway –
24th August to 20th September 2018.*

Another case of ‘who cares about our heritage’ as it’s all about the builders, developers, planners and that ‘root of all evil’ money. Ed

*Another article titled **Wolverton demolition review rejected – Knorr-Bremse sold** appeared in the September issue of the Railway Magazine*

A judicial review in the High Court into the decision to build 375 houses on part of the Wolverton works site has been dismissed. Although Milton Keynes Council approved planning consent for the homes last year, the project has been controversial, with campaigners having accused the council of ignoring the historical importance of Wolverton, it being the first works to use electricity in 1901. Historic England had requested the review as it was concerned about the impact on a nearby conservation area. The Judge dismissed the challenge because he felt that Historic England ‘had not demonstrated any illegality in the council’s decision’. The site owner St Modwen has agreed to keep gable ends on

three buildings as a reminder of the site's history. However, all buildings will be demolished except for an old lifting shop and a retaining wall.

What is not clear is where the Royal Train will be relocated to, as that is stabled in a modern shed at the rear of the complex.

The Railway Magazine – September 2018

Church's Shoes expansion into former Bus Depot

Church's shoes are still intending to expand its factory five years after land was secured for the deal. Recent discussions had been held between the councillor responsible for regeneration on the Northampton Borough Council and Church's. It is Church's intention to proceed with the project '*in due course*'. Five years on from the securing of the former bus depot questions are now being asked as to whether the project '*is still on the cards*' for the expansion of the company.

Northampton Chronicle & Echo – 20th September 2018

A few members of NIAG visited the site when it was opened to the General Public for one weekend shortly after its purchase. To date all that can be seen are the hoardings and no movement to convert. Perhaps the idea is to let the whole building fall down as seems to happen so often in these cases. Ed

MISCELLANY ITEMS OF INTEREST

Bank Underground Station, London

One of London's busiest stations is expanding and most Londoners have no idea as they go about their daily commute to work in the City of London.

600 metres of new tunnels are being created below ground and there will be a brand new station entrance. Located right in the centre of the City the underground station has around 450,000 commuters using the station on a daily basis, leaving it heavily congested during peak times. The upgrade will relieve some of that congestion and make it a smoother journey for passengers.

The work is being done alongside the current underground tunnel, without disrupting commuters and normal underground operations which makes it an impressive project. The upgrade is expected to be finished in 2022 and will cost over £600 million.

Information taken from Business Insider dated 1st December 2017

Information from the *Evening Standard* newspaper tells us that the station will see 1500 metres of tunnels created 27 metres under the City of London. New pathways will be created to simplify the 'spaghetti maze' of tunnels used by 52 million commuters every year. A new entrance to Bank station will be created in the European Headquarters of the Bloomberg building on Cannon Street and there will be a new concourse created between the north and southbound Northern line platforms.

Currently 90,000 people enter and exit Bank Station during rush hour – making it the third busiest in the capital. The upgrade will see the potential capacity increased by 40% to minimise overcrowding as the capital’s population grows. There will be twelve new escalators built to carry the commuters along the passageways and tunnels which are being created under some of the iconic buildings in that area, including the Bank of England. The excavation is being carefully monitored under the area’s 31 Grade 1 buildings.

The Project manager told the Standard: “*The area between Bank and Monument stations is currently incredibly convoluted. It was designed in the 1880s and proves incredibly difficult for passengers entering, exiting and interchanging at the station every day. By the time the work is complete, people will be able to move around more simply and have access to the London Underground and DLR from street level. Currently step free access is only available to the DLR using four lifts and not at all to the Northern line. What is amazing is that we are moving around under there every day completing this work while millions of people pass overhead completely unaware.*”

Evening Standard – 4th February 2018

The Bouncing Bomb found on a Kent beach

In preparation for Operation *Chastise*, the famous Dams raid of May 1943, specially adapted Lancasters of 617 Squadron dropped a number of Barnes Wallis’ *bouncing bombs* off Reculver in Kent during practice runs. Now, 75 years on, one of these trial bombs has been uncovered at low tide on a Kent Beach – in Minnis Bay. The Herne Bay Coastguard took overall charge and ensured public safety by having the explosive status of the device checked out. The bombs dropped in these training runs were inert, having been filled with concrete.

Officially, the *bouncing bomb* was a mine – its designation was Vickers Type 464 and it carried the codename *Upkeep*. During the war, and for many years afterwards, the details of these weapons were kept highly secret, and this example was only left where it was because it was effectively *lost*. However, in recent years several of these devices have been recovered from Reculver. Well-known film footage and photographs show the weapons being dropped at Reculver in 1943 – the imagery providing a tangible link to this latest discovery. No decision has been taken regarding the bouncing bomb’s recovery or where it might subsequently be placed. However, it is expected that the four-tonne weapon will be preserved in a national museum or displayed locally.

Britain At War – September 2018

‘Turing cult’ has obscured the role of Polish codebreakers

The *cult of Alan Turing* has been taken to absurd extremes, the code-breaker’s nephew has claimed as he argued that it had overshadowed Bletchley Park’s debt to Polish cryptographers. Sir Dermot Turing said that his uncle’s achievements in cracking German communications encrypted on the Enigma machines were based on work by a group of Polish mathematicians. A trustee of Bletchley

Park, Sir Dermot has written a biography of his uncle, spoke before the release of this book in September 'X Y and Z', which explores the attempt of Britain, France and Poland to master the Enigma machines, deemed crucial to the defeat of Nazi Germany.

He has pieced together the role of Poles who had been studying enigma messages before Britain declared war in 1939. At a meeting in Warsaw that year between the Polish mathematicians, Gustave Bertrund, a French Intelligence agent, and Alastair Denniston,

the head of the British government's code and cipher school, a "briefcase of secrets" was given to the British commander. Included were details of the wiring of the Enigma machines and their rotors as well as the design of the *bomba*, a device that, innovatively, used machinery to tackle machine ciphers.

After the outbreak of war Turing created a bombe (photo above). A more advanced version of the bomba, at Bletchley Park. It was able to tackle the more sophisticated Enigma machines Germany was by then deploying. Sir Dermot says in his book that "without the priceless gift of the theory of the bomba, it is hard to imagine that Alan Turing's crib-checking machine would have been conceived so fast, if at all". He added that when the Enigma machines became too sophisticated for the bomba, a manual method devised by a Polish cryptographer – who escaped to Britain in about 1942 – was the "only method to look at Enigma messages until Turing designed his bombe in 1940". These Zygalski sheets – pieces of perforated cardboard that allowed laborious manual deciphering of the Enigma machines' rotor settings – had been devised by Henry Zygalski. After the war he married Bertha Blofield, a Briton, and lectured at the University of Surrey until his death in 1978. Zygalski's contribution will be finally recognised when a memorial stone is unveiled at his grave in Chichester.

Sir Dermot said the Bletchley Park "myth-making" had made it difficult to get at the truth. Britain had "appropriated the work done by the Poles and got it grafted into British history. Pretty much all Alan Turing's main breakthroughs were not entirely his own achievement". It was not Sir Dermot's intention to denigrate Alan Turing but he had had a serious leg-up. All the things associated with his name at Bletchley Park are based on foundation work done by the Poles. Obviously Alan Turing's insights were brilliant and groundbreaking.

Zygalski encountered *sniffiness* after the war over his foreign qualifications, with one reference saying 'He is capable of showing originality.' Sir Dermot says "This is the guy that broke Enigma machines. There is a little bit of an Alan Turing cult out there at the moment, for all sorts of reasons which are very understandable and which I don't particularly disagree with, but it does mean that it can be taken to absurd extremes.



For example, the University of Surrey in Guildford has an enormous bronze statue of him. Was it Zygalski or Turing who taught there? Alan Turing had nothing to do with Guildford."

The Times – 9th August 2018

NIAG visited Bletchley Park Computer Museum in May 2018. Report issue 148. Ed.

Banbury narrowboat sinks near Tooley's Boatyard

Hardy, a historic wooden narrowboat, was sunk outside Tooley's Boatyard in Banbury on the 12th August after another boat is believed to have hit it overnight. "*It must have been the slowest hit-and-run in the country*" was how Matt Armitage, the owner of Tooley's described it to the local press on the following day. He was "*completely gutted*" when he found *Hardy* on the bottom of the canal. He had only just finished raising the 1940 Samuel Barlow motor from its earlier watery grave at Braunston and had brought it in for full restoration. *Hardy* is thought to be the last vessel built by the legendary Nurser family at Braunston and was a regular on the coal run to Banbury from Midlands collieries. An emergency group of volunteers was roped in to get pumps, while finding and plugging the impact damage and creating an emergency vacancy in the dry dock to make running repairs. Tooley's is fundraising to restore *Hardy* to its former glory and aims to restart work after the Banbury Canal Day on 14th October.

Waterways World – October 2018

NIAG visited Tooley's in 2016 – see issue 137 for report. Ed

Historic Ballater station rises from the ashes

Ballater's historic 'B'-listed railway station was destroyed in a fire just over three years ago, but on August 20th the rebuilt station was opened to the public. The station was a terminus on the Great North of Scotland Railway line from Aberdeen and, being close to Balmoral Castle, was used by the Royal Family until the line closed in 1966. It later became a visitor centre and home to several local businesses. At the time of the fire, Aberdeenshire Council pledged to rebuild the station with a two-year estimate and while it has taken longer the station retains its mixed-use status and includes an information centre, a restaurant and tearoom run by the Prince's Foundation – plus the Royal waiting room and carriage that was saved during the fire.

There is also a new space extending along the old platform and over the tracks where the royal carriage sits, taking the form of railway sheds, mixing royal heritage with local history. The royal waiting room interior has been carefully repaired by specialists to ensure the quality matches what was lost in the fire.

The Railway Magazine – September 2018

So here we are a Railway Station saved and restored to its former glory whilst a former Railway works (Wolverton) is to be destroyed and houses built. Ed.

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NEWS FROM AROUND THE COUNTY

Corby bridge closure extended

Cottingham Road bridge in Corby remained closed until 29th September as additional work took place in preparation for Midland Main Line electrification. The bridge is being raised to provide sufficient clearances for overhead line equipment. It was due to reopen at the end of August but additional support work needed to be undertaken to the footpath next to the bridge, causing the road closure to be extended.

Rail Magazine – 12-25th September 2018

50 years ago – King’s Cliffe

The 3rd June marked 50 years since the cutting back of freight services over the former LNWR Peterborough-Market Harborough line to Nassington Quarry. They would last another four years.

Rail Magazine – 6th-19th June 2018

Pitsford & Brampton Railway

The Northampton & Lamport Railway is close to opening its half-mile southern extension to Boughton Crossing, and also has an ambition to move northwards to Spratton. An appeal is ongoing to complete a shed to protect some of its rolling stock.

Rail Magazine – 12th-25th September 2018

OF THIS AND THAT

The 180th Anniversary of the Roade Cutting - 8th September

A chilly morning as we loaded the car with the stand, publications and books to take to this Anniversary of the Roade Cutting. This was an exhibition arranged and organised by the Roade Local History Society. There was also the matter of their 45ft model of the cutting which was the centre stage exhibit of the Heritage Open Days weekend.



© Tony Hall 2018

Warmly welcomed by our hosts, many of whom we knew from the days of a former Association, we settled into our 'slot' and set up the stand. Slowly the two halls filled up and became alive with a buzz of activity. By 11.30 we were all ready for the arrival of Andrea Leadsom, MP for South Northants who was coming to open the weekend. As a lover of all things to do with railways she had volunteered to do this

task when she had met up with one of the Roade History Society members at another event.

Over 400 people attended on Saturday and we had many visitors to our stand. All in all over 900 people attended over the two days. Nice to say that we sold many of the Ironstone History booklets (authors Peter Perkins and Mick Dix) and the flyers for the winter talks and membership forms steadily reduced in number. Eight NIAG members attended on Saturday, others may well have done so on the Sunday and it was good to see them when they eventually got to us after looking at all the other exhibitors.

As well as the excellent Roade Cutting model (*see below*) there were at least three others and the one that we slowly watched being built on site first thing was that of Northampton Castle Station – original station, not that of today! Detail was amazing. The other two were that of Rokeby Wharf and a box sized model of Roade Quarry complete with face shovel and tramway with loco and wagons. Industrial Heritage all around us in one form or another.



All in all this was an excellent day,

unfortunately we were not able to do the two days, but no doubt should there be another similar exhibition then I really think that NIAG should make the effort and attend, but in order to do this we, Terry, Peter and I, need volunteers to assist us so that we might have a short break and stretch of legs to wander round the other exhibits.

Jane W.

The Studies Collection at the Central Library

With the news that the Studies Manager at the Central Library left the post at the end of October 2018 and no sign of a replacement I made enquiries of Sarah Bridges at the Record Office for an update on the facility and whether access would be still made available to anyone who wishes to go and do research. Sarah duly passed on my request for information to her colleague at NCC and he has sent the following information which I feel all our members should be made aware of. Please note that any mistakes are not mine - this information was lifted from the e-mail received. Ed

As part of the financial challenges faced by Northamptonshire County Council, the Library Service has been through a considerable transformation and staffing restructure to ensure that it is best placed to deliver the core statutory library service going forwards. Though the

service is still under review, the Central library remains and will remain at the heart of the county's information offer. The Northamptonshire Studies Collection, much of which is held in the Discover Room at Northamptonshire Central Library will continue to be accessible. There are currently no plans to reduce the opening hours of the room or reduce access to the collections. Though there is no longer a dedicated Northamptonshire Studies Manager, the collections will still be maintained by the team at the Central Library who will continue to staff the department and assist customers to use the resources and find the information they require. Enquiries regarding the collection will be managed by the team of information professionals at the Central Library. All enquiries should be directed to answersplus@northamptonshire.gov.uk. The Library Service will be working closely with the team at the Northamptonshire Archives and Heritage Service to ensure that any archival material is properly preserved and that more of the collection becomes accessible over the coming years.

AGM

The November meeting saw the AGM which was well attended by 41 members and followed by an excellent talk on Toys by Roger Brown. The report for this will come later this year.

Terry Waterfield took the Chair for the meeting and dealt swiftly and concisely with the agenda. We were delighted that Peter Perkins will once again take on the role of Secretary, a post he has admirably filled for 13 years. Terry will continue as Treasurer which is a relief since continuity is needed in this role. The Committee will remain the same with the exception of David Waller who has regrettably stepped down due to work commitments. A big thank you was extended to David for his input over a number of years and membership wishes him well. Subscriptions remain the same but will come up for discussion both by the committee and membership at the 2019 AGM. *Ed.*

Committee request

There are now two vacancies on the committee. I am ex-officio in my role as Editor. On behalf of the committee, therefore, I will make the request that if you feel you could spare the time to be on NIAG's excellent committee – 4 meetings a year, assisting to organise both the summer and winter programmes – please do get in touch with Peter and you will be welcomed to what are really convivial meetings in committee members' homes. *Ed.*

Talks on a Friday evening 2019

- 11th January Members night – a mixture of topics from members.
- 8th February Mike Stroud will talk about The Desborough Industrial and Provident Co-operative Society

8th March The Edge Hill Light Railway – Mark Reader is our speaker for tonight's talk when he will recall the planning, construction, closure and demise of this former ironstone railway near Banbury.

Date for the Diary

11th May EMIAC 96: Mansfield & Pinkston Railway. Hosted by the Railway and Canal Historical Society. Booking form enclosed.

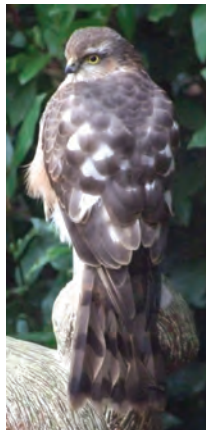
----oooOooo----

And Finally:

For the first time I became stuck for an item for this section. Falling back on some of my Mother's artistic books filled with quotes, poems, drawings of Neolithic artefacts as well as sketches she made when at Leeds College of Art in the 1930s I came across the following. I have no clue as to where it came from as she did not always put a source. However I share this with you to enjoy.

The Ancient rule and social order among Falconers

An Eagle for an Emperor
A Gyrfalcon for a King
A Peregrine for a Prince
A Saker for a Knight
A Merlin for a Lady;
A Goshawk for a Yeoman
A Sparrowhawk for a Priest
A Musket for a Holy-water Clerk
A Kestrel for a Knave!



NB: A *Saker* is a member of the Falcon family

The photograph is that of a young Sparrowhawk taken in our garden whilst foraging for its prey. It was about three to four feet from the window whilst it rested from it's labours.
Ed

---oooOooo---



Visit to the Vulcan at Wellesbourne in July:

Roger Kirkham, David Farrell, Chris our guide, Geoff West, Paul Weston,
Les Barras, Terry Waterfield, Adrian Dunbar, Tony Willoughby, Malcolm & Barbara
Hill, Jane Waterfield

© XM655MAPS team 2018

--oooOooo---

Coming Up

EMIAC's at Long Eaton and Market Harborough 2018.

Summer reports: Vulcan at Wellesbourne, Charlecote Mill and Hardwater Mill.

London Bridge: From London to Arizona, USA.

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

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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

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 2019**

Deadline for all articles and information 1st March 2019. 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.