



NORTHAMPTONSHIRE'S  
INDUSTRIAL HERITAGE

# NEWSLETTER



BALH Newsletter of the Year Award 2017  
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Northamptonshire Industrial Archaeology Group

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## From the Editor

As you may be aware I am indexing the Newsletters since their beginning back in the 1960s. This is, and still is, a huge task and I will hopefully produce a 'simple' index to begin with. This will be just the titles of walks, talks and general with no great detail. During this task I came across a reference to Bumblehole in issue 26 (1986) during a visit to the Canals of Wolverhampton. This intrigued me so much that I decided to do a bit of Google research (as you do). Page 23 will tell you more.

In this issue the last of the summer reports will be found and the Committee members who organised these walks and visits should be congratulated for another interesting mix of venues. It is just a shame that in many instances the turn-out was low and we can only assume that it was the date of the visit rather than the topic which kept members away.

In September we had an excellent day at the Heritage Day which was held at the Abington Park Museum – a short report can be found on page 10.

The AGM has been and gone for another year and the committee is now working hard on organising the next EMIAC Conference for which we are to be the hosts in October. Details of this will be available in May and the booking details will be with you in the July mailshot, hence the need to put the date in your diary.

Please note that Charles Bradlaugh was Member of Parliament for Northampton and visited India during his period of office in 1889. Any thoughts that he was MP for the shire are not correct. Please also note that this article, page 14, issue 152, was taken from an Indian newspaper and any mistakes in that article may have been copied in error.

*Ed*

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## SUMMER VISITS OF 2019 - FINAL REPORTS

### Abbey Mills Pumping Station – 19th June

Six members visited the Leicester Abbey pumping station for a behind-the-scenes tour of the massive beam engines and its collection of vintage vehicles.



The beam engines (*photo left*) were built in 1890 by the local engineering company and foundry of Gimson's. There are four engines and are the last multi-engine group of this type remaining at its original site in the country. They are of double compound configuration with condenser vacuum assist and worked at a

pressure of 12 psi. The actual pumps were incorporated on the bottom/opposite end of the connecting rod from the rocking motion, with the steam cylinders between. They were built for Leicester Corporation as part of its sewage scheme for Leicester City. Adjacent to the current plant, on the site of what now is the Space Centre, were sewage tanks which received raw waste via gravity from the city's domestic sewers. Here it was separated from the larger waste products. The beam engines were installed to pump this raw sludge to a height of 50.5 metres (height of their chimney stack) and on for a further two miles through a 30 inch main to Beaumont Leys sewage works for actual treatment. It closed as a pumping station in 1964.

The collection of vintage trucks, buses and fire engines are housed in a separate building and in various states of refurbishment but most are in running order. Also housed in this building were numerous, if nondescript, weaving and knitting machines that had been inherited over time.

At the end of the day, there was an interesting small museum covering various subjects for anyone who could still drag their weary legs forward.

*Ron Hanson*

*Photo credit: Ron Hanson*

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### **Warmington Mill - 28th June**

Twelve members gathered outside the Red Lion at Warmington in the north-east corner of the county on a warm June evening. The pub which dates from the late 17th or early 18th century is located in the hamlet of Eaglethorpe at the north end of the village and was on the old A605 Oundle to Peterborough road until the village bypass was constructed in 1996.

Warmington is mentioned in the Domesday Book and in medieval times it had a population of about 300 but the coming of the bypass has resulted in more houses being built and the population is just under 1000 today. Eaglethorpe may be the oldest part of Warmington; when the bypass was built, a 1500-year-old skeleton was found nearby. The main buildings in the hamlet are the 17th century Eaglethorpe House, and the adjacent farm with numerous outbuildings, together with a dovecote and a watermill which at one time were all owned by Peterborough Abbey.

Our first port of call was the dovecote (*right*) in the corner of a small field, tight up against



the aforementioned A605 bypass. Probably constructed in the 18th century, it is circular and built with regular, coursed limestone, with a conical Collyweston slate roof. The latter has a circular wooden *glover* or lantern at its apex, also with conical slate capping. Now maintained by Northants County Council, we were able to access the interior. It originally had some 800 nesting boxes constructed of timber, plaster and lath, resting on corbelled masonry. A section of the nesting boxes has been partially reconstructed and the wooden ladder fixed to a rotating frame, which was used to gain access to the nest boxes, has been renewed.

Walking through the underpass beneath the A605, we came to Warmington Mill, situated on a long leat from the River Nene. A watermill was recorded at Warmington in the Domesday Book and a mill is shown at this site on a 1621 map of the village. However, the present large 3-storey, 5-bay corn mill dates from 1835. It is constructed of square-coursed limestone and has a lucam at the southern end. The roof was damaged in a fire a few years ago and is a modern tiled replacement. Two wheel races still exist beneath the mill and when operational there were two breast-shot waterwheels driving four pairs of stones. Newspaper records and census information suggest that from 1800 until milling ceased in 1958, only two families worked the mill. John Freeman was miller here until he died in 1847 and despite it being up for sale in that year, it seems his son, also named John, was miller here until the 1860s. By 1871, Samuel Hayes of Elton was miller here; his son Matthew took over in the 20th century until retiring in 1958. All machinery in the mill has long since gone and for several years it was a showroom for AGA cookers and Fired Earth tiles. However, it seems that planning permission has now been given to use the mill and nearby boathouse as a wedding venue. It is unclear what effect this will have on the footpath to Fotheringhay which currently skirts two sides of the mill.

Our evening was completed with a brief perambulation around part of the main village of Warmington. Among the buildings noted were a large barn with a datestone of 1716, adjacent to the Manor House in Chapel Street. Pesvner says the latter is Jacobean but has an ashlar limestone frontage dating from 1677. The old bakery had a datestone of 1838 and in Hautboy (archaic word for an oboe) Lane is a single-storey building with thatched roof and mullioned windows which was the Hautboy & Fiddle Inn from the 18th century until the mid-20th century. Finally, in Spinney Close off Church Street is a range of former barns, now converted to cottages, the end one of which still has a metal revolving roof vent, similar to that found on oast houses, suggesting it was once used as a malting.

Returning to our starting point, several of our party succumbed to the draw of the Red Lion to finish off the evening!

*Peter Perkins*

## **Desborough (Thorpe Underwood) Ironstone walk - 5th July**

The walk came about as a result of the talk by Mike Stroud to NIAG in February this year about the Desborough Industrial & Provident Co-operative Society. During the talk he showed a photo of an embankment under construction en route to the ironstone quarries owned by the Society.

The Society, which was established in 1863, dominated life in Desborough in late Victorian and Edwardian times and in 1899 it purchased the Manor Farm Estate of approximately 450 acres. Trial holes for iron ore were sunk on the estate and workable stone was found under part of it. As a result, negotiations began with Desborough UDC and a Mrs Wise regarding the laying of a railway over their land from the proposed quarry to the Midland Railway. The Society hoped to interest an iron company in the quarrying of the land it being unusual for a small independent concern to quarry ore on their own account.

At a meeting of the Society on 19th January 1904 it was decided to go ahead and quarry the ore themselves and a local firm was engaged to build the half mile line from the MR to the quarry. A four wheeled locomotive, *Progress*, was supplied by Peckett of Bristol in 1905 and production commenced towards the end of the same year. Trade flourished and as the Manor Farm quarry approached exhaustion expansion was considered; the area selected for the new quarry was to the south of the River Ise at Thorpe Underwood. This was made possible by the purchase of 200 acres of land from the estate of the late Miss M Hull; the presence of ore on the land having been confirmed before purchase.

Construction of the extended railway line to Thorpe Underwood commenced in early 1913 with production starting in the autumn of the same year. The extended line was about 2.5 miles in length and crossed the River Ise on a brick bridge with an embankment on either side. At about the same time negotiations began for the purchase of the adjoining Harrington estate of 2,348 acres and these were completed in 1914. The purchase of this estate was absolute with even the living of the church. The line was later extended under the road at Thorpe Underwood to the Harrington quarry where production commenced in 1918.

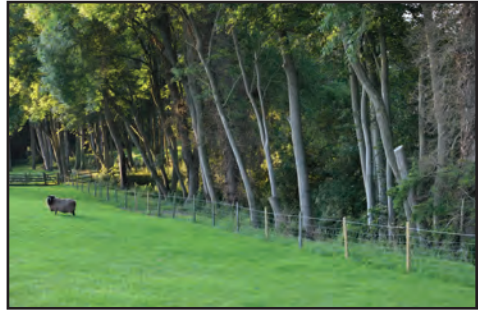
For use on the extended railway Peckett supplied a six wheeled locomotive, *Jubilee*, which arrived in April 1913. A further six wheeled locomotive was purchased from the same company in 1915 also named *Progress*.

The Desborough quarry at Manor Farm continued in production until 1917 and was probably replaced by the production from Harrington Quarry.

We commenced our walk adjacent to the River Ise at the entrance to Loatland Lodge Farm and made our way across the field to where we were able to see the railway embankment either side of the Ise, the bridge having been dismantled. This is the embankment that featured in the photo that Mike Stroud showed to us during his talk. From the same vantage point we were able to see the course

of the railway going up the hill towards Thorpe Underwood. Of the course of the railway in the Desborough direction nothing now remains. We then retraced our steps back across the field and made our way along the road to Thorpe Underwood.

Once in the village we were again able to see the course of the railway now in deep cutting (*photo below*) as it approached the road through the village en route to the Harrington quarry. The bridge under the road has been filled in as has the cutting on the quarry side of the road. Continuing through the village the extent of the quarrying activity was evident by the fields being at a lower level than the road; Thorpe Underwood quarry one side of the road and Harrington quarry the other. The final working face of Thorpe Underwood quarry was still visible in 1968 but was used as a tip and filled by Rothwell UDC by 1977. The extent of the Harrington quarry is easier to see as, although it has been restored to agriculture, it is still possible in parts to make out the final working face.



The quarries were hand worked until sometime in 1918 when 12

and 20 ton steam navvies as well as a steam driven conveyor were obtained, with Ministry of Munitions financial assistance, from Ruston & Hornsby of Lincoln. A further 15 ton navy is thought to have been obtained from the same source in 1924 by Cochrane Co.

The Co-op ceased quarrying in the early 1920s, this being a difficult time for the iron industry following a downturn in production after the World War; it probably being difficult for an independent ore producer to find a market for their production. However, the quarries did close but were taken over about 1923 by Cargo Fleet Iron Co/Cochrane & Co both of Middlesbrough (subsidiaries of the South Durham Steel & Iron Co) who paid royalties to the Co-op who still owned the land. The quarries closed completely about 1926, probably not reopening after the general strike. The railway was then dismantled and the locomotives and quarry machinery disposed of.

*Mick Dix*

*Source; original research, the Ironstone Quarries of the Midlands, Part VI, Eric Tonks, Runpast Publishing, 1992.*

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### **Birmingham Jewellery Quarter and walk – 10th July**

Six members attended the walk and a further two for the museum. The whole point of the walk was to understand how the area developed into one of the

largest manufacturers of jewellery in the country. It was formally middle-class Georgian domestic housing, but when the Birmingham to Fazeley canal was opened in 1789, following the Assay office which had been established in 1773, the area became busier. These middle classes began drifting further away from the city bustle. Their houses were taken over and converted into individual small workshops. Once the trade was established, new purpose built developments sprang up – some incorporating living accommodation complete with workshops. Later more conventional factories began to appear sitting alongside Georgian elegance. If the idea of workshop units in a Georgian terrace seem a bit quirky, then the later factories made their own statement with their flamboyant Italianate Renaissance and Venetian styles.

Our walk began in Vyse Street at the museum. A short step took us to the junction of Hylton and Spencer Street and straight away we were viewing cast iron columns on window frames, unique letterboxes with residents' names cast in and rainwater tundishes with human heads. Past the Plantagenet building (1871) designed to incorporate both housing and workshops, then returning up Hockley Street to Vyse Street where we viewed No 94 Vyse Street which retains much of its Georgian domestic facade (1849/60), but has workshops to its rear. Along Vyse Street, down Pitsford Street onto Ichfield Way to the former private mint of Ralph Heaton. Among many coins minted here they produced quantities of old pennies with a small mint mark 'H' adjacent to the date. More recently they produced one- and two-Euro coins, but have since ceased trading. Returning up Warstone Lane – the flamboyant Italianate terracotta work and workshop chimneys of Manton & Mole (1882), still producing jewellery but now split into separate units. Down Tenby Street North, then Tenby Street itself produced an array of factories (some now converted into apartments) with tiled and Venetian columned frontages. Into Albion Street which contains one of the most complete group of historic buildings, now English Heritage. Nos 54-61 form a terrace of houses built around 1840 that were later converted into working units. Nos 54-57 became JW Evans & Son Ltd., manufacturers of silver tableware and silver plate. Moving down Albion Street and into Legge

Street on the left, the small jewellery factory of Alabaster & Wilson (1891), whilst opposite the Art Nouveau facade of the Union works, (1913), manufacturers of silverware and cut glass. They also made a range of powder compacts known as *Gwendolyn flaps* after the name of the original factory. Down to Frederick Street corner and the 1862-63 Argent works. (photo left) This impressive pile in



© Peter Perkins 2019



Italianate styling with multi-coloured brickwork and corner towers all to make pens! Up Frederick Street and across to parallel Vittoria Street where an 1890 Venetian gothic-styled factory was acquired for use as a jewellery school. Back into Warstone Lane Nos 27-29, two small factories dated 1860 and 1875, and finally at No.7 workshops dating from 1855-86.

We broke up for lunch at this point ready for our onslaught on the museum in the afternoon.

The Jewellery Quarter Museum is housed in the former factory of Smith & Pepper – Nos 75-79 Vyse Street, built in 1909-14. They produced gold jewellery. It closed its doors in 1981 when the retiring owners stepped out, leaving everything (including tea cups in the sink) as a working factory of the time. Our guide took us through the office area where orders were processed, then out onto the working area where she demonstrated the various hand presses for stamping out the hollow ware before soldering the pieces into bracelets, etc. She also showed and described the buffing and polishing processes on the line shaft driven machines.

Then if that was not enough for one day it cost me the price of a necklace that Kate had seen earlier whilst loitering at the back of the group.

*Ron Hanson*

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### **History of Roade cutting walk – 19th July**

Having had some glorious summer weather, wall to wall sunshine and hot with it, Friday's walk to look at the Roade railway cutting was a damp squib. The rain had set in during the late afternoon and by the time the thirteen members gathered at the village hall in Roade there was a steady downpour. We adjourned somewhat briskly into the village hall to discuss with our guide, Chris Clayson what to do. The general consensus was that none of us wanted to get soaked, the walk itself would have been very slimy and we concurred to defeat.

However, Chris stepped in with what turned out to be a brilliant idea and he rushed off home to get a reel of slides while his wife and two other members of Roade History Society (along for the walk to act as back markers) got the screen down from the ceiling, asked a group in the big hall if they wouldn't mind moving and set up chairs etc. for us to sit back and enjoy a trip down memory lane in Northampton.

We were shown all the original buildings in the Market Square, saw the lanes and roads that ran off Abington Street before the demolition of some magnificent buildings and the erection of the modern 1970s buildings which were put up in their place. I mention here the Notre Dame School. A total travesty to what awful looking buildings now stand in its place. Naturally, we saw the demolition of the north side of the Market Square and the site of what is now the Grosvenor

Centre and car-park above, the Mayorhold car-park and the former cinema which is still in situ even though the cinema itself has long gone but thankfully the façade on the market square is still there.

I don't know about anyone else but I thoroughly enjoyed this as I came to live in the county in the late 1980s and missed all the demolition and rebuild. However there was lively discussion throughout the slide show and some lovely stories that went with some of the photographs.

We then had the pleasure of teas and coffees along with a time to have a good chat with not only Chris and his wife but Peter Mawby and his wife before making a slightly less soggy way home. There was still a light drizzle as we left the hall!

A huge thank you to all those intrepid spirits who first of all braved the elements and then were extremely happy to stay in and look at slides.

*Jane Waterfield*

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### **Five Go to a Quarry – Mountsorrel & Rothley Community Heritage Centre – 28th July**

Pink granite, 450 million years old, been mined locally since Roman times said the guide. Blimey that's a lot of kitchen work tops. Oh no! – cobbles and kerbstones.

Granite has been quarried in the Charnwood area of Leicestershire for the last 250 years. There was a surge in use in the 18th century for road construction with the introduction of the turnpikes. The last turnpike trust, at Anglesey, closed in 1895. Cobble stones, setts, chippings and kerbstones. Transport was made easier when in 1794 the Grand Union Canal was opened. In 1854 the Mountsorrel Granite Co was formed by the local Martin family and had four sites at Broad Hill, Hawcliffe Hill, Nunckley Hill (today's site for the Heritage Centre) and Cocklow Wood. Also, in 1854 the Midland County Railway built a branch line to Broad Hill quarry, thus becoming the first industrial operation to have its own line and sidings (according to the Tarmac web site).

In 1896 another branch line linked the quarries to the Great Central Railway (GCR).

The 1920s saw large increases in the use of aggregates due to the introduction of mechanisation.

In the 1930s new methods of road building were being introduced. The last sett was produced around 1936 and the last kerb stone in 1940.

The 1960s saw Redland Roadstone take over.

By the 1970s Buddon Wood, today's Mountsorrel Quarry, had the world's largest rock crushers and was the largest granite production site in Europe. The

area had become an SSSI in 1954.

In 1990 the French company LaFarge acquired Redland. Anglo-American procured the Tarmac Group and in 2013 LaFarge Tarmac was formed. In 2015 planning consent was granted for the NE area of Mountsorrel quarry with semi-portable crushing equipment reducing the need for longer conveyor belts to transport the mined rock from the rock face to the processing plant. This project is due to complete in 2020.

In 2007 the GCR decided to restore the 1¼ mile branch line back to Mountsorrel. It opened in 2015 and now fully signalled there are monthly services on Sundays and some Wednesdays. A new halt, with sidings, was built on the former Nunckley Hill quarry along with a very good visitor centre, café, museum and a small section of 2ft narrow-gauge mineral line.



On the afternoon of our walk the rain stopped and the sun came out. A DMU was running on the branch and as, the line at Mountsorrel was under water, it sat at the halt giving good photographic opportunities before continuing its return journey to Rothley. A Ruston shunter was active in the yard. *(photo left)*

We were inspired by our very knowledgeable guide, Robert

Turlington, who lead the walk via the Nunckley Trail with lots of information boards, down to cross the railway line with a good view of a particularly finely built road bridge with detailed granite capping, towards the quarry face. The quarry was only about 40ft deep and is quite spectacular when standing at its foot. A reconstruction of three stonemasons huts had us discussing cobbles, blocks, setts, Swedish and Belgium. No definitive conclusion was reached.

Our next stop was the railway museum building with some fine rolling stock restoration including a six-wheeled coach, number 946, from 1888.

With free parking and no entry fee for the self-guided walk it's well worth a visit. Open 7 days a week from 10am to 4:30pm. *(the coffee/tea and cakes are a must. Ed)*

*Mike Ringwood*

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We went back a week later on an extremely hot afternoon and enjoyed another browse along the many planned and well maintained walkways which cover the site. We were able to get to the top of one of the 'cliffs' to look down into the former quarry and to see the actual size of this once very busy quarry. For a £10 deposit, which is refundable, we were able to have a key to unlock the gate on the main road which took us into the woodland walk so that we didn't have

to retrace our steps at any one point. As Mike says in his report this is a free parking and no entry fee site. If you do go, ensure you get refreshments at the cafe – you will not be disappointed.

*Jane W*

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### **Visit to Northampton by WIALHS**

On Wednesday 7th August 2019, 25 members of Worcestershire Industrial Archaeology and Local History Society visited Northampton by coach, as part of their summer programme of visits. NIAG had been asked to show them aspects of Northampton's industrial heritage in the morning. Accordingly, Terry and I joined their coach coming into Northampton on the Weedon Road and gave them a guided tour into and around the town.

Sites seen en-route included the National Lift Tower, the former tram/bus depot, Church's Shoes and the station. There was a detour past the former Barratt's



Group outside All Saints Church

© Mike Hazelden (WIALHS) 2019

shoe factory on Kingthorpe Road before ending up in the Boot & Shoe Quarter. There, we gave them a brief walking tour of former shoe and leather factories in the Overstone Road/St Michaels Road area. The morning was completed with a guided tour of the town centre, finishing in the Market Square. It was disappointing that neither the Boot & Shoe Museum nor the National Leather Collection were

available for the visitors to see, the former not being due to reopen until 2020 and the latter having temporarily closed earlier in the summer.

In the afternoon, the group visited 78 Derngate before heading back to Worcester, via a brief stop at Weedon Military Depot. Mike Hazelden, the organiser of the visit, thanked NIAG for its assistance and offered to return the favour if ever NIAG wishes to visit Worcester.

*Peter Perkins*

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### **Heritage Day at Abington Park Museum – 14th September**

This year saw us putting up the stand at the above venue on what was a glorious, sunny and quite hot day. We had the usual two tables and the display board with the additional free standing (against the wall) board which gave a bit of information on the various locos and equipment at the Wembley Pit near Wellingborough. Promoting the 'Barwell' book brought much interest and a few

purchases by the visitors. The Boot & Shoe book is still selling well, as are the two Ironstone books.

We were told that over 700 people visited the Museum during the course of the day and it was very pleasing to welcome members of NIAG who had taken the trouble to visit.

The only downside to the venue was that once the car had been unloaded, thankfully no steps to negotiate, it had to be removed off site and Terry parked up in nearby Christchurch Road before traipsing back to assist with the final setting up. I was also somewhat disgusted that refreshments were not available until the opening time of 11.00 am – which was not good news especially as most of us had arrived well before 10.00 to set up and breakfast and that early morning cuppa seemed an age away.

However, thanks are due to both Peter who was with us from early morning to almost close down and to Mike (Ringwood) who came, in spite of a bad back, to give us a break at lunch time. Terry, of course, being general dogsbody and chauffeur. Me? Setting up, taking down and general factotum.

*Jane W*

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## ARTICLES

### **Regents Park, London's Ice House**

*No doubt many members have visited Regent's Park in London and for me, not only a place of childhood but also an area when at school we used the playing fields within its bounds. I have driven many times round both the outer and inner circles of the Park and not once was aware that there was such an important piece of history on its periphery. The area suffered bomb damage during the last war and I have no recollection of this ice house being re-discovered in 1961. But then it could be argued that I was too 'wound up' with the dreaded GCEs to notice any such news! However, the following piece taken in the main from the web-site 'Ian-visits' drew my attention to the fact that the ice-house has been once again re-discovered and at least something is now being done to preserve it.*

*Jane W*

A long-lost Ice House has been uncovered during building works under the Regent's Crescent in Marylebone. [The crescent lies north of Portland Street]. Ice Houses were underground chambers used to store ice and keep it cool in the years before modern refrigeration was invented. Ice was either taken from lakes or, later, imported from Scandinavia by boat, then sold to be stored in the underground ice house. Ice House's vary in size but were usually fairly small in a large garden, but the one found under the streets of Marylebone is one of the largest ever found.

The huge underground Ice House dating from the 1780s has been recorded by buildings archaeologists from the Museum of London Architecture (MOLA)

working on behalf of Great Marlborough Estates during the development of Regent's Crescent.

The Ice House has been designated as a Scheduled Monument by Historic England, and it is hoped that public access, via a new viewing corridor, will be made available at certain times of year during archaeological and architectural festivals.

Located just off Regent's Park, the subterranean Ice House would have been one of the largest of its kind when first built – measuring an impressive 7.5 metres wide and 9.5m deep. Remarkably, the red brick, egg-shaped chamber survived the Blitz despite the destruction of the mews houses above, and remains in excellent condition, along with its entrance passage, and vaulted ante-chamber.

In the 1820s the Ice House was used by pioneering ice-merchant and confectioner William Leftwich to store and supply high quality ice to London's Georgian elite, long before it was possible to manufacture ice artificially. It was extremely fashionable to serve all manner of frozen delights at lavish banquets, and demand was high from catering traders, medical institutions and food retailers. Ice was collected from local canals and lakes in winter and stored, but it was often unclean, and supply was inconsistent. Leftwich was one of first people to recognise the potential for profit in imported ice. In 1822, following a very mild winter, he chartered a vessel to make the 2000 km round trip from Great Yarmouth to Norway to collect 300 tonnes of ice harvested from crystal-clear frozen lakes. The venture was not without risk: previous imports had been lost at sea, or melted whilst baffled customs officials dithered over how to tax such novel cargo. Luckily, in Leftwich's case a decision was made in time for the ice to be transported along the Regent's Canal, and for Leftwich to turn a handsome profit.

Once restored, the Ice House will be incorporated into the gardens of Regent's Crescent. Great Marlborough Estates are now in the process of rebuilding the Crescent in conjunction with the restoration of the Ice House. Built in 1819, the Grade I listed Georgian crescent was originally designed by John Nash, famed architect behind Buckingham Palace. The houses were in fact destroyed by enemy action during the Blitz and subsequently replaced in the 1960s by a replica, and are now being rebuilt once again, in the same style.

David Sorapure, Head of Built Heritage at MOLA, said: *“Standing inside the cavernous and beautifully constructed Ice House at Regent's Crescent, it is fascinating to think that it would once have been filled with tonnes of blocks of ice that had travelled across the North Sea and along the Regent's Canal to get there. The structure demonstrates the extraordinary lengths gone to at this time to serve up luxury fashionable frozen treats and furnish food traders and retailers with ice.”*

*Adapted from information on 'Ian Visits' website – 28th Dec 2018*

## Memories of the summer of 2019

*We were not always able to attend all the summer outings so I am grateful to those members who have let me have photographs of those we missed.* Jane W

### *EMIAC at Mansfield*



Left: Former signal hidden in the woods.  
Below: At the Robin Hood and Midland Railway junction.



Blackfriars Bridge coat of arms.

### *The Kircaldy Testing Museum, London*



1



2



3



4

- 1: The museum.
- 2: Impact testing.
- 3: Blackfriars bridge boss.
- 4: Blackfriars Bridge.

*Rail Tour 2019  
To Cleethorpes*



Cleethorpes Station.



The Pier.

*Warmington Mill and village*



The Mill.



Inside the Dovecote.

Interesting brickwork on a house in Chapel Street.



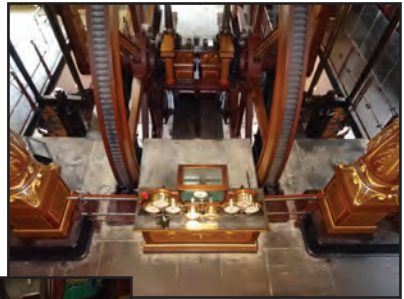
Tythe Barn in Chapel Street.





*Abbey Mills Pumping Station*

© Ron Hanson 2019



*Weedon Depot*

Chimney detail.

Portcullis entry  
to the canal.



*EMIAc 97: At Scunthorpe*



Above: The Four Queens Blast Furnaces.  
Right: Leaving Frodingham Station.

© Ron Whittaker 2019



*Birmingham Jewellery Quarter  
and Museum*

Cast-iron letter box  
with name of the  
householder cast  
into it.

© Peter Perkins 2019

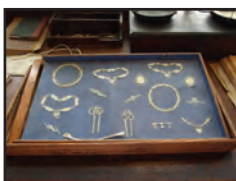


Jewellery workshops on corner of  
Spencer and Hockley Streets.

© Peter Perkins 2019



Left: Soldering  
demonstration.



Above: Museum Courtyard.  
Left: Paper patterns for jewellery.



*Mountsorrel & Rothley  
Community Centre*

Mountsorrel  
Quarry.



Left: In 'deep' contemplation discussing this  
hole in the ground which is probably a well.

Calibrated fuel  
canisters.



View of the sheds and quarry face.

*Historic England's* website also states that the ice-house was re-discovered in 1961 during re-building work at the 1812-1822 townhouses designed by John Nash at Park Crescent West. Having been re-discovered it was, within a few hours, filled in with rubble and disappeared again. The monument is scheduled under the Ancient Monuments and Archaeological Areas Act 1979 as amended as it appears to the Secretary of State to be of national importance.

*Jane W*

---oooOooo---

### **Legendary British innovators live on in pubs' names**

*In March we visited the Photographic exhibition at the NEC and had our usual breakfast and lunch at the Wetherspoon outlet on the first floor near Hall 5. Picking up their magazine an article caught my eye about the Groups' pubs' names and the connection to our innovators long since dead. You may well have visited any of the following in your travels around the country. Ed.*

Many historical characters, some relatively unknown, others household names, are remembered in the names of numerous Wetherspoon pubs across the UK. Wetherspoon's historians take great trouble, and pride, in researching the history surrounding their pubs, including the local area, history and events, as well as characters connected with each location. Numerous historical characters, from many walks of life, are remembered for their contribution, including entertainers, sporting icons, literary giants, politicians and social reformers. Here are highlighted some of the pubs which celebrate well-known inventors and innovators, as well as their inventions ...

#### **The Alexander Graham Bell** : 128 George Street, Edinburgh

Opened in June 2010, this pub is named after the inventor of the telephone. He was born at nearby South Charlotte Street, where there is an inscribed stone beside the doorway at number 16. The telephone, which changed the world, had its origins in Bell's lifelong work on behalf of the deaf. He first introduced the instrument in 1876, while a professor at Boston University. Bell returned to his native city on visits and was made a Freeman of Edinburgh in 1920.

#### **The John Logie Baird** : 29-31 Havelock Road, Hastings, East Sussex

John Logie Baird first conceived his extraordinary idea of television while out walking among the hills above Hastings. His early experiments took place in the town, where the pub has remembered him since opening in December 2001. The first flickering images were transmitted in 1924 across a few feet, in his Queens Parade workshop, now marked by a commemorative plaque. An engineer, born in Helensburgh on the west coast of Scotland, he gave the world's first demonstration of true television on 26th January 1926, in front of 50 scientists in central London.

#### **The Percy Shaw** : Broad Street, Halifax, West Yorkshire

Reflective road studs, or 'cat's eyes', were the brainchild of Percy Shaw. The pub,

named after him was opened in December 2012. It was while driving on a foggy night, on the way home from a couple of pints at a pub, after helpful reflective tramlines had been removed from the road, that the disorientated Percy Shaw almost had a car accident. His headlights reflected off a cat sitting on a wall, preventing a certain crash. The Halifax-born inventor patented his ingenious invention in 1934 and soon began manufacturing them in his home town.

**The Joseph Bramah** : 15 Market Hill, Barnsley, Yorkshire

This pub, which opened in August 2006, is named after the Barnsley-born inventor Joseph Bramah – best known for his flushing water closet, ‘unpickable’ lock and hydraulic press. Joseph Brama, as he was called, was born in 1749 near Barnsley. At the age of 23, he walked to London to seek his fortune. Now called Joseph Bramah, he became a prolific inventor. His Bramah Lock, mentioned in the writings of Charles Dickens, remained unpicked for more than 60 years and was admired by the Duke of Wellington and Czar Alexander I of Russia.

**The Frank Hornby** : 38 Eastway, Maghull, Liverpool

The pub, which opened in April 2012, is located near the former home of the visionary toy creator, developer and manufacturer Frank Hornby. Born in 1863 in Maghull, he began making toys in 1899, for his sons. He subsequently produced some of the most popular toys of the 20th century. He was responsible for the invention and production of Meccano, Hornby model railways and Dinky toys. During the 1920s and 1930s, Meccano Ltd was the biggest toy manufacturer in Britain. Hornby died in 1936 in Maghull and is buried in the grounds of nearby St Andrews Church.

**The James Watt** : 80-92 Cathcart Street, Greenock, Inverclyde, Scotland

The pub in Greenock, which opened in September 1998, is named after the inventor and mechanical engineer born in the town in 1736. The son of a prosperous shipwright, Watt initially worked as a maker of mathematical instruments, but soon became interested in steam engines. His improvements to the steam engine powered the Industrial Revolution...which changed the world. He patented several other inventions, including the rotary engine, the double-action engine and the steam indicator – which records the steam pressure inside an engine. A unit of measurement of electrical and mechanical power (the Watt) is named in his honour.

**The Reginald Mitchell** : The Tontine, 20 Parliament Row, Hanley, Staffs.

Opened in October 1998, this pub is named after the aircraft designer and inventor of the Spitfire. Born in 1895 in Hanley, Mitchell was apprenticed to a firm of locomotive engineers, before his aviation interests took him to Southampton to work on seaplane designs. In 1931, the Bristol Air Ministry announced the specifications for a new fighter to replace the British Bulldog – and Mitchell’s design was the Spitfire. Flight trails began in 1936, with production starting the

following year, during which time Mitchell died of cancer. (so he never got to see his aircraft fly in the Battle of Britain and which is still revered above all the other aircraft of the Second World War – very sad. Ed)

**The Benjamin Huntsman** : 12-18 Cambridge Street, Sheffield, Yorkshire

One of the pubs in Sheffield, which opened in November 1999, is named after the inventor of the famous crucible steel-making process which made the city famous. Born in 1704, in Lincolnshire, Benjamin Huntsman invented crucible (or cast) steel – this was more uniform and more pure than any steel previously produced, a significant development at that time. A clock and instrument maker, he produced steel, at his plant in Sheffield, for clock and watch springs.

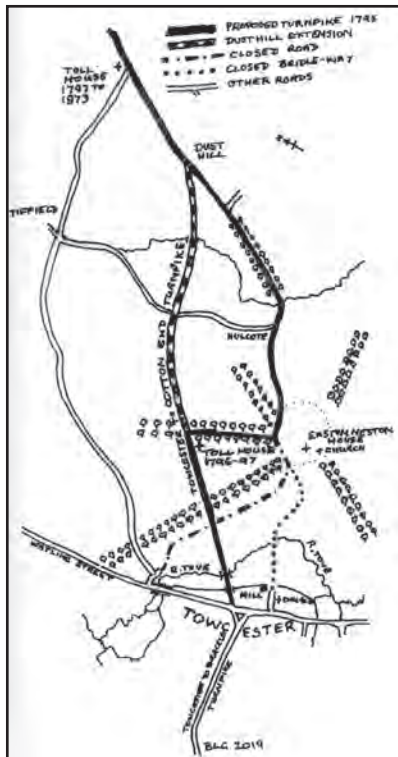
*Weatherspoon magazine – Spring 2019*

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**Towcester to Cotton End Turnpike**

In April 1793 an Act of Parliament was passed for making a canal from Braunston to join the river Thames at Brentford; this would pass through the outskirts of Blisworth. The proposed wharf at this spot would be of considerable benefit to

the towns and villages close by as it linked the area with London and the coal mining districts which would potentially reduce the price of coal.



George Fermor, 3rd Earl of Pomfret, together with other members of the gentry, knew that the road between Towcester and Northampton was in poor condition and that it needed improvements to meet the demands which the wharf would make. In August 1794 they made an application to Parliament for an Act to be passed to turn this route into a turnpike road. This would be maintained by a trust who would raise income through tolls and contributions from all the parishes through which it passed and were responsible for maintaining the existing road. From the anticipated profits that would be made, the trust would pay the investors a return of 5%. The act was passed in 1795, creating the Towcester to Cotton End Turnpike Trust with the Earl of Pomfret being the largest investor, contributing £3867 of £4869 invested. Probably the main reason

Map of Easton Neston church

the the Earl of Pomfret could afford such a large sum was that he was soon to marry the heiress Mary Trollope Brown.

What the 1795 Act set out was to abandon part of the existing Northampton Road which went from the present Tesco junction [The Old Tiffield Road], down the footpath at the bottom of the B&M car park, around the boundary of the new, rather prominent, industrial buildings and through what is now the Shires Estate across Easton Neston grounds to the spot where several of the Easton Neston tree avenues intersect. Beyond that spot the section of the old road going through Hulcote northwards was to be retained. In addition, the bridleway from the Towcester Watermill to Hulcote, which cut across Towcester Watermeadows, was to be closed. Both of these were to be replaced by a straight stretch of new road to join the Oxford Turnpike Road and Watling Street junction (now the Brackley Road junction) in Towcester with the Easton Neston internal road that was lined by the north-west avenue of trees. This would link up the new road to the retained section of the route.

As the new road crossed the River Tove water meadows it would need to be built on a causeway, which was realised could create flooding problems. The old roads would then be incorporated into the Earl of Pomfret's estate in exchange for the land that the new road would take. These radical changes would enable the Earl of Pomfret to redesign his estate grounds and, most importantly, give his house and parkland far more privacy.

The first meeting of the turnpike road trustees took place in June 1795, which ordered turnpikes and tollhouses to be erected in Cotton End and near the western corner of Easton Neston park wall. At a meeting in the following week an order was given for seven culverts or arches to be built on the route of the new road, each 18ft long and varying in width from 4 to 6ft; two of these were for the millstream. The Earl proposed that he should construct the culverts at an agreed cost together with the erection of the toll houses and the bridge over the River Tove; this was agreed in July with the works to be completed by October 1796.

Someone named Padbury was collecting tolls at the Easton Neston tollgate from the 23rd September 1795, at least 10 months ahead of the stretch of new canal between Braunston and Blisworth being completed and Blisworth wharf constructed. He did not have a tollhouse at that time but must have had a shelter. It is likely that the tollhouse was completed at the end of April 1796 when John Hassell took over the collection of Easton Neston tolls, taking £152 11s 4d during his first year. In June 1796 it was also decided there would be a radical extension of the new road as they found that the section of the road that went through Hulcote was too narrow and could not be altered without considerable expense. The new route would go from the Easton Neston tollgate in a north-east direction approximately midway between Hulcote and Tiffield and meet the old road at Dust Hill. This removed Hulcote from one of the areas major routes

which must have had to considerable impact on the village. The Earl of Pomfret provided additional funds for the Dust Hill extension to be undertaken.

Demolition of the 'Six Bells' in Towcester, occupied by Esther Jeffreys, and Greaves' house took place in April 1797 allowing the River Tove meadows stretch of the road to be completed and the present cross-roads created. The Dust Hill section of the new road was completed by the end of June that year and in



October it was ordered that the new road be opened as soon as possible. After opening it was found that the Easton Neston tollgate was badly situated and on the 1st of August the committee decided to remove this to just outside Tiffield. The last toll taken at the Easton Neston tollgate was on the 30th of July, just 14 months after it was opened. Three



months later the tollhouse was sold to the Earl of Pomfret who converted it to one of the entrance lodges for his park. (*the*

*sketch above shows the tollgate as found on the 1756 Estate map*). The road ceased to be a turnpike in 1873 and was taken over by the County Highways Authority. In its 77-year life it probably only once paid a dividend to its shareholders, so it cannot be said to have been a good investment for the Earl of Pomfret and his descendants. It did, however, enable the family to reconfigure the park and grounds surrounding Easton Neston House which are now designated as being of national importance.

One of the queries that I have is what happened to the culverts that were supposed to be constructed to help stop the flooding in Towcester meadow? They were ordered in 1795 and again in 1797. Were they conveniently forgotten about or has the subsequent widening of the road covered them up? I will let you make your own mind up about that!

*Brian Giggins*

*Sources: Historic Newspapers Online, Northamptonshire Record Office documents: Fermor Hesketh Box I bundle IX ; Fermor Hesketh Box V bundle XXX & QS/CC/038*

*The photo above shows the Toll House now converted to an Entrance Lodge on the Easton Neston Estate. All images © Brian Giggins 2019*

## UPDATES

### **Engine Shed conversion at University of Northampton wins Architecture Award**

The conversion of a derelict railway engine shed built in the 1800s into the home of the Students' Union at the University of Northampton has won an Architects Journal Retrofit Award.

After extensive fire damage from an arson attack in 2000, the building was a gutted shell, abandoned and overgrown. But recognising its potential, the University worked with architects MCW to breathe new life into the structure and make it the heart of student activity on campus.

Now the Engine Shed is the home of the University of Northampton Students' Union on the Waterside Campus, offering representation, advice, sports and societies to all students, as well as a café which is open to the public.

The panel of expert judges were particularly impressed that the restoration had been certified as 'BREEAM Excellent' – the world's longest established method of assessing, rating, and certifying the sustainability of buildings. The upgrade achieves the rating partly through reworking historical features, such as the continuous roof vent to assist natural ventilation, while improving the building's fabric thermally. "From ruins to BREEAM Excellent is laudable," said one judge.

In 2016, the University of Northampton Students' Union received a confirmed grant of £1,323,300 from the Heritage Lottery Fund for the restoration of the Engine Shed building.

*UoN's internal newsletter – courtesy of member David Waller – 12th September 2019*

*NB: BREEAM stands for "Building Research Establishment Environmental Assessment Method" which apparently was first published by the Building Research Establishment (BRE) in 1990. Apparently it is the world's longest established method of assessing, rating, and certifying the sustainability of buildings. Ed.*

### **The Bank underground station reaches milestone with new entrance roof.**

The Underground's £600 million Bank Station Capacity Upgrade project reached a key milestone on 12th September with completion of the roof above a new station entrance currently being built on Cannon Street. The entire upgrade is due for completion in 2022, and will boost capacity at LU's fourth busiest station (used by some 120 million passengers per year when including its connecting station at Monument) by 40%.

The new entrance will provide direct access to the Northern Line, and will also connect to a moving walkway to the Central Line. Work will now begin on fitting out the entrance, by creating dividing walls and operational rooms across its 11 storeys. The project, which passed the halfway mark earlier this year, also includes provision of two new lifts and 12 new escalators, to further reduce transfer times and provide step-free access to the Northern Line. Currently the only fully accessible platforms at the station are those serving the Dockland



Light Railway.

Tunnelling is also taking place to create a new wider southbound platform on the Northern Line, and to create new passenger walkways to improve circulation and relieve congestion.

*Rail magazine – 25th Sept to 8th October 2019.*

*I reported on this rebuild in issue 149, page 21 and I still can't quite get my head round the number of passengers which use the station, having said that it is in the heart of the City and did need an upgrade into the 21st century. I am only thankful that I no longer work in the area it was bad enough in the 70s. Ed.*

### **Northampton Gateway Rail Freight Interchange.**

On the 10th October 2019 the proposal to build a huge rail freight interchange was approved by the Secretary of State for Transport. The site will be contained to the west by the Northampton loop railway and to the east by the A508 road and north by M1.

There will be up to approximately five million square feet of warehousing with rail sidings to serve individual warehouses plus HGV parking.

There will be improvements to M1 junctions plus a bypass for the village of Roade!

*Information from Geoff West.*

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## **MISCELLANY ITEMS OF INTEREST**

### **Bumblehole**

As mentioned in my introduction I became intrigued by the word *Bumblehole* that I came across in Malcolm Hill's excellent write up of the walk (*issue 26*) which NIAG took back in 1986 when the group went to the canals of Wolverhampton and decided to do some research.

*Wikipedia* tells me that the present day *Bumble Hole branch canal* and Boshboil branch surround Bumble Hole, a water-filled clay pit, in Bumble Hole and Warren's Hall Nature Reserve, Rowley Regis, West Midlands. These formed a looped part of the original Dudley No.2 Canal until the opening of the Nethererton Tunnel in 1858 when the loop was bypassed by a new cut, in line with the new tunnel. Part of the bypassed canal loop, which surrounds Bumble Hole, is now in-filled giving access to the pool of Bumble Hole. An area next to the Bumble Hole and Dudley canals is the Bumble Hole Local Nature Reserve. The Bumble Hole branch (junction) can be found at OS Grid ref: SO950880.

There is also the *Bumble Hole line* which was a heavy rail line and which operated between 1st March 1878 and January 1968 when it closed completely. The line ran for 3 miles with two standard gauge tracks. This railway was opened to give Dudley a direct railway link with Old Hill, over a distance of three miles. It was used as a connection between Dudley town and Snow Hill, and was dual track

all of the way, to allow its inclusion into a mainline route. As with most lines of this nature, patronage was extremely poor and passengers would often find themselves alone on the single car Class 122 DMU that operated the service in later years. Its closure was due to the Beeching axe. Goods traffic continued until January 1968 with the track being removed a year later.

By 1980 most signs of the line had been completely obliterated, at least to the casual observer, though a number of reminders of the line, including embankments, cuttings, three former road bridges over the line and the remains of other bridges including an overbridge in Old Hill, are still in existence some 50 years after the line's closure.

Whilst a request was raised at the end of Newsletter No.26, I have not found any reference to the question raised by the then Editor in subsequent issues.

*Jane W – Ed.*

### **New location for the Transport for London lost property**

Transport for London moved its Lost Property office in Baker Street, London to a new facility in South Kensington last October. The new office will have more space to handle the estimated 900-plus items lost on London's transport network every day. The Baker Street office remained open until the move was completed on the 21st October 2019.

*Rail magazine – 25th Sept to 8th October 2019*

### **55 Broadway, London – The former head office of London Transport.**

*The Editor of the Transport for London bulletin has sent the following news of what is likely to happen to this 'iconic' building.*

“The sad news is that our ‘iconic’ (now former - the legal address shifted some time ago) head office building of 55 Broadway will be long-leased to a hotel developer. The building will be evacuated by the end of November, and a 90 year link with London's transport will end.

“The building is listed so there's only so much that can be altered. The listing only applies to the exterior, the main ground floor lobby, the stairwell, and one wing on the 7th floor. Outline consent exists for conversion to ‘luxury flats’ (what else?), but ‘luxury’ may well be tested on the lower floors. The building is sited directly over St James's Park station: when trains pass through, the first couple of floors vibrate. When the building isn't busy (out of office hours), you can hear the trains passing/stopping/doors moving! When ‘engineering trains’ pass through at night, carrying their heavy loads and driven by noisy (very, at times) battery locos, one at the front, the other at the rear, the sound can be tremendous, even audible six-plus floors up!

“How compatible this will be with ‘luxury’ remains to be tested – given the exterior can't be altered, trains' sounds and vibrations will continue in the building. I suspect those lower floors may be separated off from the rest of 55 Broadway and used for social/affordable housing, but that's my natural

cynicism shining through.

“The developer may also be in for a shock – any building used exclusively for railway work (admin and/or operational) is exempt from Council Tax and business rates. When 55 Broadway becomes a development site, and the *beneficial ownership* transfers, those charges will apply. In Westminster that will be the top-banded for building value and location, and levied (if flats) on each one individually. If it’s a hotel, then the developer pays it – think what that will do to room rates...”

*Joel Kosminsky – TjL Bulletin Editor.*

*I hope that Joel will keep us informed of any developments. Watch this space as they say. A piece in the October GLIAS news tells me that in September 2019 a short article in the Evening Standard said ‘that a long lease of the former LT HQ had been sold for £120m to Integrity International Group, a property investor. Planning permission already exists for conversion to luxury flats’. Ed*

### **HST Power car**

The NRM have decided not to renew the lease of the HST power car which ends in November. No reason given as yet as to why. However Porterbrook Leasing has said that when East Midland Railway finishes using HSTs sets that they will give the 125 Group power cars 43048 and 43089.

The Group has also raised £80,000 so far towards the building of covered accommodation at Ruddington for their coaches and the power cars if and when they arrive.

*Pete Acres*

### **Loughborough Bell Foundry – plans to save**

The Loughborough Bell Foundry Trust are appealing for donations to help raise the £1million match funding they need for a funding bid to the National Lottery Heritage Fund to save the last remaining bell foundry in Britain. If successful, the project will repair the bell foundry buildings and equipment and help the Trust develop the historic site as a centre for bell research, development and manufacturing. This will include preserving traditional skills and training future craftsmen and women. The



Loughborough Bell Foundry was established in 1839. It is Grade II\* listed, and is currently on the Heritage at Risk register

*AIA e-newsletter – October 2019*

*NIAG visited the Foundry in 2017 see Issue 145 page 4 for report.*

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## NEWS FROM AROUND THE COUNTY

### **Derelict former Shoe factories ‘seriously affect’ the town of Northampton**

Peter Perkins, our secretary, was approached by the BBC to comment on the state of derelict former factories and their state of decay. He said that there were around 150 factories in town, with many now flats or offices. A few such as Tricker’s, Crockett & Jones and Church’s still make footwear, but many of the buildings have not been redeveloped.

Peter said that once renovated these factories could become “*an asset to the town*”. It is understood that the Borough Council is said it would work with developers “*to bring these heritage assets back to viable use*”. Peter also said that that the former factories were a “*testament*” to Northampton’s heritage and had unique architectural importance. “*Particularly the Victorian streetscapes of terraced housing with shoe and leather factories interspersed among the terraced houses, often on street corners*”.

But architectural importance can cause issues for developers, as many of the factories are Grade II listed, which limits what redevelopment can take place. The derelict Hawkins shoe factory is one of the most prominent undeveloped buildings, despite having had plans for renovation first submitted almost 20 years ago. In 2016, plans were approved but issues around the windows and parking meant work never started, and now the building is for sale. However, next door the old Globe Leather Works factory in Dunster Street is due to be converted into 39 apartments.

The Boot & Shoe Quarter Conservation area was created in 2011. This means that there are extra planning controls to protect the area’s historic and architectural elements. Peter described this as “*positive action*”, and the council said it had been successful because it had “*protected what makes the area special*”. The councillor responsible for planning, James Hill, said that in the case of the Hawkins factory “*planning permission had been granted but these permissions have not been implemented. We will continue to work with prospective developers to resolve technical details and to encourage developments to go ahead*”.

*BBC website: [bbc.co.uk/news/uk-england-northamptonhsire-48667631](http://bbc.co.uk/news/uk-england-northamptonhsire-48667631)– 6th July 2019*

### **Midland Railway Goods Shed, Wellingborough**

The 1850s Midland Railway Goods Shed is to be restored for public use with the help of a £109,228 grant from the Railway Heritage Trust. The same body is also contributing £19,600 towards the reinstatement of castings on an iron canopy at the station.

*Rail magazine – 11th to 24th September 2019*

### **Rushden and Yeovil given prohibition notices**

Two of the UK’s smaller heritage steam operations have been served with prohibition notices that limit aspects of their operation. These came from inspection visits by the Office of Rail and Road (ORR).

The operators at Rushden Transport Museum's railway in Northamptonshire – Rushden Higham & Wellingborough Railway Ltd – was served a prohibition notice due to concern over staff competence and an out-of-date Safety Management System (SMS). The ORR said on its website '*This notice was served as RHW Railway Limited have an out-of-date SMS, an inability to demonstrate competence of staff and maintenance of traction, rolling stock and permanent way*'. In fact the railway's board of trustees recognised the deficiencies in the SMS and staff competency early last year (2018), and voluntarily suspended its operation as a result. The railway has been working with the ORR on ensuring operation remains compliant, and is expected to resume the running of trains soon. Meanwhile, nine days previously South West Main Line Steam Company (SWMLSC), the operator of Yeovil Railway Centre, was given its notice as a consequence of an incident on May 19th when a locomotive-propelled coach ran past a stop board and collided with a stationary goods van. The notice was issued as the ORR inspectors felt SWMLSC had '*not made a suitable and sufficient assessment of the risks potentially arriving from the operation of the transport system – and additionally have not implemented the finds of such a risk assessment*'. As a consequence, propelling (Push-pull) operations have been restricted, and Yeovil Railway Centre services must now be top-and-tailed, although brakevan rides remain unaffected. The railway is also conducting a review of its operating procedures.

*The Railway Magazine – September 2019*

### **Leather hub opens its doors at Northampton University**

A £5.5 million *global centre of excellence* has opened on Waterside Campus which aims to bolster Northampton's world-wide reputation for leather-making and teaching.

The Institute for Creative Leather Technologies (ICLT) was officially opened during the week of 16th September as part of the university's latest addition to its £33m Waterside Campus. The building includes a leather innovation lab, testing and research labs, classrooms and rooms for businesses to rent, with the tenants having access to facilities. It is the only university in Europe to provide a three-year undergraduate course in leather technology as well as courses for Masters and PhD students. Students will learn the theory behind leather in the classroom before putting it into practise in the tannery where they make their own leather.

*Northampton Chronicle & Echo – 26th September 2019*

## OF THIS AND THAT

### AGM

This was well attended by some 44 members and business was conducted swiftly and professionally.

Members Adrian Denton and Geoff West came forward to take up the two positions on the committee that have been vacant for a couple of years and were duly elected onto the committee. They have subsequently been warmly welcomed by the current members of the committee.

Terry mentioned that there had been a loss of monies with some of the pre-booked visits which had been borne by the group, this was due to people booking and not turning up on the day. This will be addressed next year since it is a situation that cannot continue. He also proposed that the subscriptions be increased for both single and joint membership by £1 commencing next year due in the main to the increased printing and postage costs which rise year on year. The meeting approved this proposal and this will come into effect next year (2020/21).

The talk on the Wolverton works and Royal Train followed the AGM and this was a very informative and interesting lecture by Phil Marsh. Report for this will appear in a later issue of the newsletter.

There was a brisk trade in coffees and teas which was a relief after the extremely low take up at the October meeting. By having this amenity members are able to talk and exchange news in a convivial manner. It should be noted that for the past 9 years the cost of this has remained at 50p per cup.

### Talks on a Friday evening 2020

- 10th January Members' night – the usual mix of topics from members.
- 14th February Ten and a half years on Crossrail – talk by Steve Brame.
- 13th March Bassett-Lowke's Artwork – a talk by Christine Sanderson.

### Dates for the Diary

- 24/26th April AIA study weekend at the National Slate Museum, Llanberris. This will focus on the North Wales slate industry. The museum is housed in the former Dinorwic quarry and workshops. Contact: John Jones: [treasurer@industrial-archaeology.org](mailto:treasurer@industrial-archaeology.org).
- 2nd May EMIAC 98: *18th & 19th Century Metal Mining in the Peak District*. Peak District Mining Museum, Matlock Bath. 9.00am to 4.00 pm. The booking form is enclosed.
- 24th October EMIAC 99: NIAG hosts this conference which is to be held at Roade on the subject of the Railways. Please keep this date free. Information will be available later this Spring.

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## **And Finally:**

*I spotted this lovely little story in the Times back in August and thought that this issue would be the ideal one in which to make you smile. I title this 'all together now.....' and you will see why..... Ed.*

More musical mayhem at church. Phil Moger, a reader, was an ITN man in the early-1990s and reported on a bride who wanted to walk down the aisle to *(Everything I Do) I Do It for You*, the ballad from *Robin Hood: Prince of Thieves*.

Alas, different Sherwood-based adaptations got confused and her actual entrance was accompanied by the jaunty tune and the words "*Robin Hood, Robin Hood, riding through the glen*".

*Jack Blackman: TMS diary – 22nd August 2019*

---oooOooo---



At the Mountsorrel & Rothley Heritage Centre looking at the reconstructed three stonemasons' huts.

## **Coming Up**

Who Remembers Decca?

EMIAC 97 report

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

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## **Newsletter**

Next Issue: **April 2020**

Deadline for all articles and information 1st March 2020. 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 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.