



# NORTHAMPTONSHIRE INDUSTRIAL ARCHAEOLOGY GROUP

## NEWSLETTER

ISSUE 104 - 'AUTUMN' 2007

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As the months race by I can't help feeling that time has no meaning whatsoever. No sooner than we say hello to the start of a new month, but in what seems a blink that month's gone and the next is here. This is how it is with the Newsletters. As one gets completed, the next needs to be started. So here we are Autumn again and my third year of being editor is commencing.

August can only be described as being a rather funny month, the weather was extremely mixed and whilst it seemed warm outside was not very inside, even though the thermometers showed warmth.

Recently our local paper carried a front page news storey which quite frankly made me very cross in that the boss of that quango WNDC said that we are all going to have to lump it and accept the inevitable growth in and around Daventry - a fact I am sure was meant for all the County. Such arrogance beggers belief and unfortunately as I may have to come into contact with him as Parish Clerk my hands are a bit tied, otherwise I would be writing a very strong letter indeed to the WNDC executive committee. So much for consulting with the general public, wasting our time in saying they would like our views, and then when our views are given, telling us to disappear off the face of the earth as they aren't going to listen anyway. On reflection I expect they (WNDC) were behind the destruction of the Maltings in Northampton. It's a bare space now and yes the small church has also gone to dust. Disturbing rumours have it that the building next to the BP garage the other side of the railway bridge from the Maltings, may also go the same way. I am trying to find out more, so watch this space.

NIAG's winter programme gets underway again with the first one being held on the 12<sup>th</sup> October. It is not long to the AGM and if you would like to stand for committee there are two places going begging. Please see notice at the back of this issue.

*Jane Waterfield*

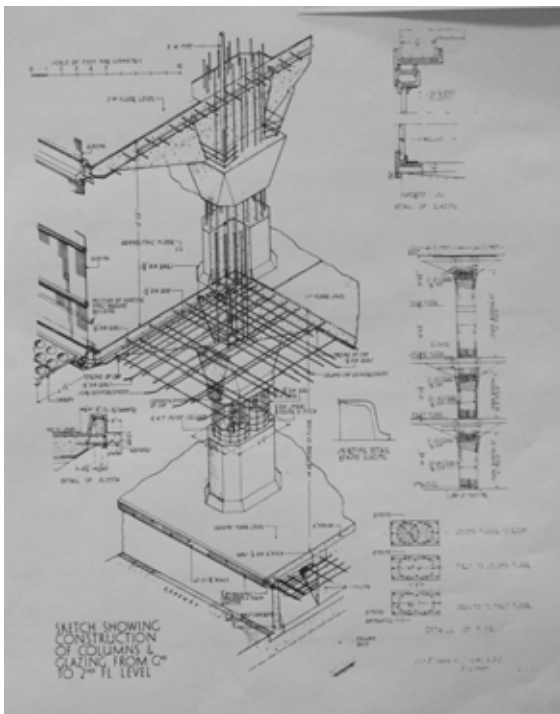


## SUMMER WALKS AND VISITS - CONTINUE

### **Boot's & the Framework Knitter's museum at Nottingham - Saturday, 9<sup>th</sup> June**

It was a beautifully warm summer's day as 17 members drove up the motorway to meet by the gates of the Boots Factory in Nottingham. We were warmly welcomed by our genial host, Peter Wood, and escorted to the lecture room for coffee and biscuits before settling down to listen to a fascinating talk about the history of the site.

We tend to think that the '3 for 2' or 'buy 1 get 1 free' offers are modern phenomena. Not so; Woolworth had his 'everything for 1d' slogan. But this was for everyday domestic items, so what about the herbalists and medicine shops?



Design sketch for the D10 building.

John Boot, who had spent his early life as an 'Ag Lab' before getting involved in early schemes to improve living conditions within his community, opened a shop in Nottingham to provide physical comfort to the needy in 1849. Both he and his wife Mary prepared many of their herbal remedies themselves. Many years of hard work and ill-health brought about John's early death at the age of 45. Mary took over the shop with the help of her 10 year son Jesse, who gathered and prepared herbs as well as serving behind the counter. When Jesse came of age in 1871, he became a partner in the business, which began to trade under

the name of *M & J Boot, Herbalists*. As the business grew, selling an ever wider range of stock, Jesse was determined to cut his prices by offering larger quantities for a lower price - but his customers were asked to pay cash rather than buying on credit. He took sole control of the shop in 1877, with takings of £100 a week he was one of the busiest shopkeepers and the largest dealer in patent medicines in Nottingham. With the help of local business contacts he moved to a larger premise in 1881 and in 1883 established the business as a private company *Boot and Company Limited*. Business continued to expand and the first shop to be opened outside of Nottingham was in Sheffield the following year.



One of the supporting columns

Meanwhile hostility was growing to his cut-price tactics and to counter these opinions, he appointed Edwin Waring, a qualified pharmacist, to offer a professional dispensing service. In addition he renamed the business *Boots Pure Drug Company Ltd* in 1888. His wife Florence took an interest in the retail side of the business introducing new lines such as books, stationary, fancy goods, artists' materials and picture frames. The concept of Boots as a departmental store had been borne.

As more and bigger retail outlets were acquired, so there was investment in the manufacturing side of the business as Jesse wanted to become fully self-contained so that he could control both price and quality of his goods. Both the retail and manufacturing sides of the business continued to flourish; the latter no doubt helped by military requirements during the First World War. With this background to the Boots psyche, fast forward to the mid 1920s when there was a desperate need for new manufacturing and warehousing facilities and sites having good rail, road and water transport were sort. The site of Boots headquarters at Beeston was acquired in 1927, with the first building, D1 soaps work, completed in 1929. This was soon followed the D10 factory for manufacturing 'wet' goods (liquids, pastes and creams). By now Jesse's son John had joined the operation and he engaged the engineer Owen Williams to design the new building based on the needs of the manufacturing processes as defined by Boots' Chief Engineer. The rest, as they say, is history.



Showing the factory floor within D10 building

the building of the new factory with the aid of old photographs and film from their private archives.

This was followed by a tour of the building, which meant we had to remove, or cover up, all jewellery and don overalls before we could enter the manufacturing area, which was working. But this wasn't just 'a quick trip through the works': there was as much detailed and passionate discussion about the building and its structure as about the manufacturing processes themselves. From the large 'Kenwood mixers', as Peter calls them, where up to 5 tons of products are mixed

Our visit to the Boots site in June was specifically to look at the D10 factory, now a Grade 1 listed building, with its recently refurbished glass frontage, and still used as a manufacturing plant. Our host Engineering Training Manager, Peter Wood, gave a comprehensive review of the history of Boots and

and prepared, through to the final packaging lines. Here we heard how marketing requirements, with perhaps a minor change to a label or container, often stretch the engineering ingenuity of the production engineers! Although not used now, there are still reminders of the design philosophy that went into the design and construction of the building some 75 years ago. Our generous thanks are due to Peter for his enthusiasm and knowledge which contributed to the success of the visit.

Lunch enabled us to have a good discussion before we reconvened at the Ruddington Framework Knitters' Museum. This is located in unique restored 19<sup>th</sup> century workshops, cottages and frameshops arranged around a courtyard next to the Methodist Chapel. After a brief introduction, we were left to wander through the various buildings where guides were on hand to demonstrate the frame and sock knitting machines. A few of the cottages have been excellently turned into mini museums and showed the visitor what life was like for the workers in those days. No luxuries here, back to back dwellings in some instances, a decent house for the 'boss' complete with pianola and a magnificent grandfather clock. Outside a wash house for the weekly wash and outside toilet facilities - bedpans under the bed for everyone. With the noise of the machines ringing in our ears most of us popped across to the chapel, which has now been turned into a small café, for a cup of tea and scone.



At work on one of the many machines in the Museum

*Terry Waterfield*

## **Blisworth Hill Railway at Stoke Bruerne - Friday 22<sup>nd</sup> June**

After such a wet preceding week and day of this visit it is surprising that as many as five out came this evening. The canal and its vicinity were quieter than we have ever seen them - in some ways it seems that the end of the world had come except for the NIAG five! After meeting together north of the road bridge in Stoke Bruerne we made our way northwards along the towpath to the far end of the building which now houses the Waterways Museum. To the north east, the route of the Blisworth Hill Railway (which carried canal goods over the hill between 1800 and 1805 whilst the canal tunnel was completed) lay between the rear of the Museum building and the houses bordering the road into the village from the east but all signs of it seem to have been obliterated by the development of gardens of the houses - and the British Waterways car park!

Continuing northwards along the towpath past the end of the built-up area, we looked into the field across which the Blisworth Hill Railway must have crossed. There was no indication of its route and the undulations of the ground were related to the natural landscape - even the much later, surviving into the 1960s, route of the narrow gauge tramway at right angles from the canal to a lime kiln could not be discerned. However, at the end of this field, a newish path from the tow-path, gave us access to the route of the Railway. At the field boundary the Railway must already have been somewhat higher than the tow-path but from this point its line climbed increasingly higher above the canal. It was on a wide ledge at the side of the cutting made for the canal as it approached the tunnel. Over the years, self-planting trees had grown on this ledge and when about 2003 it was decided to provide public access along it, the path was made curving between these random trees so detracting from the general impression of a straight line Railway. Unexpectedly, the iron wire sculptures of horse and tramway wagon by David & Adam Banbury were more acceptable, even though too small!

Almost level with the tunnel mouth, but considerably higher, we were unable to continue along the Railway route because it was covered in high natural vegetation. We followed the 2003 pathway a very short distance until it joined the inclined track used in horse-haulage days for getting the horses from one end of the tunnel to the other end to rejoin their boat. In the past this incline had been erroneously described as part of the route of the Blisworth Hill Railway (*It is good to see the interpretation boards erected nearby do indicate the correct route of the Railway*). Turning up the horse-path we quickly rejoined the course of the Railway as is headed almost due north in a straight line. This, too, had become the horse path once the canal tunnel had opened, but once the present track joined the Stoke Bruerne road the canal horses proceeded along the road whereas the Blisworth Hill Railway although parallel to the road was some distance north-east of it.

Our walk took us only as far as the remains of the abutments for the bridge which carried the bridge for the railway between Towcester and Ravenstone Junction with the Northampton to Bedford Railway. It opened for goods in 1891 and closed

for through traffic in 1952. There was considerable speculation about the use and sources of the red and blue bricks used in its construction, leading to discussion of the proposed NIAG publication on the county's brickworks.

Returning towards Stoke Bruerne, near the tunnel mouth we dropped down to the towpath so as to appreciate the varying difference in levels between it and the track of the Blisworth Hill Railway. On the way there was examination of the building with a board labelling it stables, since the proportions seemed wrong for accommodating the type of horses shown on old photographs hauling canal boats. There was further speculation as we returned to near the present Waterways Museum as to whether the grey painted narrow boat on the opposite side of the canal would ever fit in a lock, despite it having to have passed through several to get to its present mooring! Does the colour grey mislead one as to the length of objects?

As we returned to the road bridge over the canal in the village, the Blisworth Hill Railway was supposed to have crossed the road just east of the bridge to join a route on the east side of the canal (now followed by a footpath as alternative to using the tow-path on the opposite side of the canal). After discussing the changes to road levels and gradients here from those in 1805 we decided there was insufficient time to continue down to below Stoke Bruerne Bottom Lock where the Blisworth Hill railway had begun, so our walk finished here, with some of the more thirsty of the group retiring into the Navigation Inn - for Jennings "Tom Fool" beer !!!

*Geoffrey Starmer*



## Thorpe Malsor - Friday 29<sup>th</sup> June

Despite this years usual ever-present threat of rain, ten members gathered in the centre of the attractive ironstone village of Thorpe Malsor for a walk around the area.

Thorpe has always been largely an agricultural village, with little in the way of major industry apart from the surrounding ironstone mining activities, which almost reached the grounds of Thorpe Malsor Hall, the home of the Maunsell family for many centuries.

The walk left the village along a footpath which passed the stable block and walled kitchen garden of the Hall, and continued across field paths and down into the valley of the Thorpe Brook, where Cransley reservoir was reached. Opened in 1889 by the Kettering Water Works Company, this extends to 52 acres and contains 160 million gallons of water, being fed, from the west, by Thorpe and Loddington Brooks, and the outfall draining into the Slade Brook and thence into the River Ise. The original sluice equipment, dated 1889, was examined at the centre of the header dam, from where good views of the reservoir, and in the distance, Loddington village were obtained. Unfortunately the members of Cransley Sailing Club, based close to the reservoir, had been deterred by the weather, and so no boats were on the water.

The walk continued uphill to the minor road to Cransley, which was followed west for a few hundred yards until a bridge over the disused Loddington branch railway was reached. The line was opened by the Midland Railway as far as Cransley Furnaces in 1877, and further extended to Loddington to serve new ironstone workings in 1891. The ironworks closed in 1957, and local quarrying ceased in 1963, following which the line was lifted from Loddington to the furnace site, which remained in use as a scrapyards owned by the Cohen group, until closure around 1980. Retracing our steps, a field and woodland footpath was then followed through to join Eagle Lane, which then passed the former pump house and ancillary buildings of the water works, now in residential use.

Further along this road, the intriguingly named Breakmill Spinney was passed, before reaching the eagle surmounted gate pillars of the entrance gateway of Thorpe Malsor Hall, and then continuing through the largely ironstone built village back to our starting point by the parish church. Through the generosity of a nearby resident, we were then able to finish our evening with a visit to the church and to examine the very interesting organ, unusually placed in the west arch underneath the tower.

*Barry Taylor*





**Farm Implements at Dovecote Farm, Upper Heyford - Friday 6<sup>th</sup> July**

On the morning of the visit I dived off the A45 to check all was well with member David Banner, who was expecting members that evening, to find that the weather had completely ‘mucked up’ his plans for the refreshments later that evening. Telling him not to worry and that whatever he was going to do would be a bonus to those who came, I left him and his employees sorting out a tractor.

Well apart from the forecast of rain, the evening turned out to be glorious. David had gone to a lot of trouble to arrange many farm implements for us to look at and as he turned to each one, gave a fascinating talk about what it was they did.



Members got into the swing of things and poked about the machinery which was on display, with David showing us what was what.



Then we went to look at his large collection of tools in an old wagon, the sort that would be towed behind a steam engine - Fred Dibnah springs to mind. Then a gentle stroll across damp grass to a recently built summer house, not that you would have known since it was so well built it matched in with the farmhouse. A regular visitor to David's I had never seen the 'front' of the house with its charming front door and frontage similar to that at the rear of Hunsbury Hill. In the summer house, David had laid out three items as a competition and here many members were stumped as they did not have a clue.

A stroll across the grassed tennis court (not played on this year because of all the wet), took us into what David calls his 'wild' area and it was here that we found another wonderful wagon complete with cupboard and stove. He told us that the ponds had overflowed with all the rain and had only recently gone back to normal. Another shot at the competition items before taking the group into the old Kitchen for coffee and cakes. It was here that everyone was able to find out a bit more about David's collection and also to learn about the competition items. Only one member got the most right and she was the recipient of a small gift. We are trying to persuade David to bring a few of these items along to the members night so I won't tell you what these items were.

A big thank you must be extended to both David and Sue for their hospitality and refreshments. It was an extremely enjoyable evening.

*Jane Waterfield*



Doves at Dovecote Farm



### **Burton Dassett and the Edge Hill Light Railway - Saturday, 14<sup>th</sup> July 2007**

Encouraged by a slightly better than average weather forecast, twelve members travelled over to the delightful stone built village of Ratley, situated on the Edge Hill escarpment close to Banbury.

The objective was to examine remains of the Edge Hill Light Railway, constructed between 1919 and 1922 in order to extract iron ore from the extensive deposits in

the area. Unusually for an ironstone line, the railway was promoted as a statutory Light Railway of 11 miles length. This required the assent of Parliament for its construction, but after legal arguments, this was only given for a line of approximately 6 miles, from a junction with the Stratford upon Avon and Midland Junction railway ('SMJ') at Burton Dassett. The line was also unique amongst standard gauge ironstone lines in using a cable worked incline to ascend the scarp of Edge Hill, and reach the ore workings on the plateau above. Construction commenced in 1918 but it took until 1922 for the incline to be completed. Ore was extracted from 1922 through to 1925 although production was intermittent, with several temporary closures. Eventually a combination of ore quality, reduced demand, and the increasing availability of imported ore led to the closure of the line in late 1925. It is thought that all of the ore extracted came from the railways own construction and cuttings, and none from the quarries that were planned to extend from the upper section. The line then remained in suspended animation, with all locomotives and rolling stock in place, until the lower part was requisitioned by the WD in 1941 to form part of their new Marlborough Farm depot, thus cutting the line off from its route to the outside world via the SMJ. The locomotives and stock somehow survived the wartime drive for scrap metal, finally being cut up on site in 1946. Amazingly, in the early 1950's the EHLR directors then sought compensation from the Ministry of Defence for the severance of their line, but were ruled against, and the company finally went into voluntary liquidation in 1957, some 32 years after its last operation.

After walking across open country from our starting point at Ratley, including one extraordinary field totally cloaked in poppies, the party arrived at the head of the abandoned EHLR incline, situated in a cutting where the line had previously passed under a road bridge. The scramble down the steep cutting side was made more difficult than usual by the recent wet weather, but was worth the effort as many relics of the line were to be found amongst the undergrowth. Several lengths of trackwork were still embedded in place, with evidence of pointwork, cable haulage pulley wheels, and wagon braking mechanisms clearly visible, together with stone retaining walls and remains of brick built structures. It was also possible to identify all of these items on photographs of the line taken in 1935, so providing a fascinating link with the past. After returning to the road, the party returned to the road and walked back to Ratley village, and then travelled on to the Burton Dassett country park for a picnic stop. The country park was itself once an iron ore quarrying area, connected to the SMJ railway by an overhead ropeway. The quarries were in intermittent operation from 1868 through to 1912, but the only traces visible today are many pits and working faces and some narrow gauge railway cuttings. The Burton Hills also provide a fascinating elevated view of the surrounding countryside, with sights of the Malvern Hills, Warwick, Rugby cement works, and the Charwelton 'tower' on the horizons, in addition to the line of trees ascending Edge Hill that indicates the EHLR incline.

*Barry & Liz Taylor*

### **Harrington Airfield - Friday 20<sup>th</sup> July 2007**

Well what a day and then night. 4 intrepid members, some could say foolhardy, met by the USAF memorial and after a short debate decided to see if they could do at least some of the walk.

The rain, when it came, was steady and of the soaking sort. Jan, Steve and Terry set off to walk down to one of the areas of the walk. Jane staying put in the car having fortunately taken a magazine, read it from cover to cover! After a good 45 mins the three men returned looking extremely wet and bedraggled.

Steve and Jan drove off to look at something else on the way home whilst Terry had to 'borrow' Jane's socks as his own were rather soggy. His boots took the rest of the weekend to dry out and a few days more!

Jan says that he will try to arrange another visit to this area for the 2008 walks.

*Jane Waterfield*



Aerial view of Harrington Airfield



### **River Nene at Oundle - Friday 27<sup>th</sup> July 2007**

On the final walk of this summer of rain, we were rewarded with a lovely evening. Nine NIAG members and two visiting members from Leicester Industrial History Society took part in a circular walk from Oundle, taking in part of the River Nene as it skirts the town from the Lower Barnwell Lock as far as Ashton Mill.

En route we passed under the road bridge carrying the A605 Oundle bypass. This incorporates much of the original blue-brick arched railway viaduct built in 1845 to carry the LNWR line from Northampton to Peterborough over the river valley. The line closed in the 1960s and the span across the river itself was renewed when the road was built but the original arches remain either side of the river crossing, having been extended in width with matching blue brick to accommodate the road. Just after Ashton Lock we took a detour across the river to examine the now derelict Ashton Mill. This 3-storey brick building with Collyweston slate roof was originally a corn mill. However, it came to prominence in 1900 when it was converted by the Rothschild family to supply d.c. electricity to the newly built mansion and farm at Ashton Wold, as well as piped drinking water to the buildings there and to the village of Ashton. The original two Gilks water turbines, two 1937 Blackstone oil engines (replacing the original Crossley engine), overhead shafting, pumps and electrical equipment remained in situ when the mill formed part of the National Dragonfly Museum. Unfortunately the museum closed a few years ago and the future of the site is now uncertain.

The River Nene was still running very high after the recent rains and was an impressive sight as it cascaded over the weir at Ashton Lock. As we walked back into Oundle we considered we were lucky that the walk could go ahead bearing in mind the flooding in other parts of the country. Let's hope for better weather next summer!

*Peter Perkins*



**'I' equals 'E' over 'R'**  
*But where does 'I' come from?*

**The A for Amps in the Watts formula is comes from! Usually used for AC circuits and is known as the VA or apparent watts in an AC circuit.**

Anyone who has studied electrical engineering will know that 'I' is the symbol for amperes in the Ohms law formula - but where does 'I' come from?

## Ohms Law

In the Ohms Law formula, we have the following terms - E or V is the electromotive force or the pressure in a circuit, which is known as the volts so we can see where E or V comes from!

(Omega) or R is the resistance or ohms in a circuit and determines the current flow and the volts, so we know where R comes from!

W is the Watts or power in a circuit and is determined by the volts, the resistance and the current or amperes in a circuit, so we know where V comes from!

I is known as the amperes in a circuit or the current flow and is determined by the volts and the resistance. A is substituted for I in the Watts formula usually in an AC calculation. This is because transformers or any inductive load is rated in watts or VA. The VA (volts multiplied by the amps) is the apparent power in an AC circuit because phase angles can vary with magnetic induction or capacitance, and the Watts may not be true power as in DC circuits. In DC formulae, I is still used for amps.

## *A lifetime in Auto electrical engineering*

This has always puzzled me as to where the symbol of 'I' comes from and all through my electrical career; this question has not been satisfactorily answered. "Even the tutors at college seemed to *brush* off" the question and say it is the internationally known symbol, so that is what it is!

This is no answer (not to me anyway) and when I was asked by a young wipper snapper who had tried to get an answer from his College tutor, and was not given an answer, Asked Old 5 watt for an answer I had to try and give the poor kid an answer!

It seemed a good time to look up this matter and find out once and for all where the symbol 'I' comes from.

## Research into "I"

After much research and deductive, thinking, I have come up with the following result. When Georg Simon Ohm (1789 to 1854) wrote his first Paper in 1825, Ohm examines the decrease in the electromagnetic force produced by a wire as the length of the wire increased. The paper deduced mathematical relationships based purely on the experimental evidence that Ohm had tabulated. In two important papers in 1826, Ohm gave a mathematical description of conduction in circuits modeled on Fourier's study of heat conduction. These papers continue Ohm's deduction of results from experimental evidence and, particularly in the second paper, he was able to propose laws which went a long way to explain the results of others working on galvanic electricity. When George Simon Ohm wrote his papers in 1826 on the mathematical description of conduction in electric circuits, there was no unit for current flow. Ohm described the volume of current as "Intensitat". "Intensitat" is German for "intensity" (according to the German-English dictionary). There were no units in 18-20 to represent any of the three

fundamental concepts we now call amperage, voltage and resistance. The units all came later. When they did, the unit used to measure what Ohm called intensity was given the name "ampere" in honor to the French mathematician Andre-Marie Ampere.

Ohm clearly used "I" in his formula to represent current flow as used today. So why did the international congress choose "ampere" to represent what Ohm called Intensitat", and why then was Ohm's law not changed to fit the new name? My guess is politics. The French got the name they wanted for the unit and the Germans kept Ohm's law as Ohm had written it. Like most political compromises, everyone involved took great care not to document any of it. Then, 175 years later, we are left to wonder why?

*"Old 5Watt" or more usually known as Chris Collins*  
Have a good day all!



### **Winter Talks 2007/2008**

9 <sup>th</sup> November	AGM at 7.30pm The Rise & Fall of Footwear Manufacturing - Ron Whittaker
14 <sup>th</sup> December	Magical Mechanical Music - Kevin McElhone
11 <sup>th</sup> January	Members Night - various
8 <sup>th</sup> February	Railways Around Northamptonshire - Barry Taylor & Graham Onley
14 <sup>th</sup> March	Rugby Radio Station - Malcolm Hancock

Meetings are held in the Garden Room at St. Matthews Church Hall, off Kettering Road, Northampton.



### **Miscellany of items of interest**

After all the rain of the early summer thought this might be appropriate. Thanks to John Rigby for letting me have this piece from the Guardian 14<sup>th</sup> May 2007.

Rain was as unreliable in the Middle Ages as it is now. This is demonstrated by one of the most appreciated but least known gifts to Londoners from Dick Whittington, famous for the being a cat owner, and three times Lord Mayor.

The gift was the longhouse, otherwise known as a convenience, privy or house of easement or house of office. There were two rows of 64 seats, one side for men and one for women - built over a gully draining into the Thames at College Hill.

The longhouse was built sometime before 1420 when Whittington was last mayor. Most houses had a cesspit under or next to them so having a public toilet that drained into the river was a big improvement. Whittington realised, however, that a simple drain was not enough. With the convenience's potentially large clientele, relying on rainfall alone to flush the gully might be imprudent. He therefore had the drain lowered so the gully was flushed on every tide.

The longhouse served the people well until the Great Fire of 166, when everything had to be rebuilt. A successor to the longhouse was retained because of "Whittington's Guift" but reduced to a mere 12 seats. Subsequently there was a serious row. The rebuild had blocked off the twice daily ingress of the tide leading to "a noxious build up." The fault was fixed and the "guift" continued to be of convenience to Londoners until it disappears from the records in the middle of the 19<sup>th</sup> century.

### **New Museum on site of the old Northampton Castle**

It would appear that talks are being held to build a new museum on the site of the Northampton's former castle. These plans were apparently met by a public backlash as there were also thoughts about a new landmark in the shape of a needle. The needle supposedly as a monument to reflect the Boot & Shoe industry and to stand at some 130 ft. Mike Hayes (Chief Executive of WNDG) describes this as being a '*distinctive and exciting feature*' for the town's future. It is understood that historians have '*agreed the needle may not be the best image to represent the town*'.

*Northampton Chronicle and Echo - Sept.6<sup>th</sup> and 12<sup>th</sup> issues.*

### **St. Pancras Railway Station, London**

From the middle of November this year, travellers will be able to take the train from St Pancras to Paris and/or Brussels. The station which took a 'dive' during the past 40 years is now gleaming and smart and ready for business. The whole station has had a huge makeover costing some £800 million and which took many years to complete.

*Facts & Figures:*

<b>£800 million</b>	the cost of refurbishing the Grade 1 listed station
<b>300,000</b>	Welsh slates to copy the soft grey sheen of the originals
<b>16 million</b>	new 'original' bricks used in the restoration.
<b>900,000</b>	litres of special lime-based cement to complement the orange glow of the bricks
<b>18,000</b>	panes of self-cleaning glass fitted into the Victorian roof



- 750 ft:** The length of William Barlow's great iron span over the platforms, still the largest structure of its kind in the world.
- 20,000** litres of specially mixed paint to match the roof's original 1860s sky blue colour
- 18** layers of paint scraped off to discover the original colour.
- 190,000** miles of cable in what will be the most technologically advanced station in the world, which will also be wi-fi equipped.
- 8,000** jobs created during the construction, employing people of 21 different nationalities.
- 15 million** man hours to restore and build the new station
- 10,000 sq.ft.** The size of the new Marks & Spencer, which will be the jewel in the crown of the station's new shopping centre
- 314 ft** the longest champagne bar in Europe
- 7,000** bodies exhumed from St Pancras old churchyard, including that of the Archbishop of Narbonne, complete with porcelain false teeth. He has now been re-interred in his native France
- 10** days away from the wrecking ball when the station was saved by Sir John Betjeman in the 1960s
- 1,000** bottles of champagne on ice for the opening - on budget and on time - by the Queen on November 6<sup>th</sup>

*Taken from The Daily Mail: September 14<sup>th</sup> 2007*



### **Of This and That**

Please note that the editor's e-mail  
has been changed to:-  
dargasson@tandjassociates.co.uk

### **A repeat for assistance:**

#### **Request for further information**

There have been suggestions that NIAG might produce an up-dated and expanded version of the late Richard O'Rourke's "*Some Northamptonshire Brickworks*" which appeared in 1970. A great deal of extra information has been gathered during the past 35 or so years but nationally brick researchers are looking at other aspects, in particular, where bricks from each brickyard were used.

If you have any information on buildings in Northamptonshire, or elsewhere, where it is known bricks from a local yard were used, please contact Geoffrey Starmer.

*We are seeking active help from members as we need to have another booklet to sell alongside the Gazateer at functions. It is noted that other Associations have many books about their industrial heritage but not so Northamptonshire.*

*If you can assist then please contact Geoffrey Starmer - contact details are to be found at the back of the newsletter.*

*Jane Waterfield - Editor*

### **Membership Subscriptions:**

Membership subscriptions for the year  
September 2007 to August 2008 are now due.

The subscriptions have been held at the same level

For the past few years at:-

£5.00 for a single membership

and

£6.60 for a joint or family membership

Payment can be made at the Friday monthly meetings  
or by post directly to Jan.

Subscription forms are included with this  
Edition of the Newsletter

### **Dates for the Diary:**

- |                          |  |
|--------------------------|--|
| 20 <sup>th</sup> October | NALH/Spratton Day of History - Details from Terry & Jane Waterfield (01327 312850) |
| 9 <sup>th</sup> November | NIAG AGM and Talk. 7.30 pm.  |

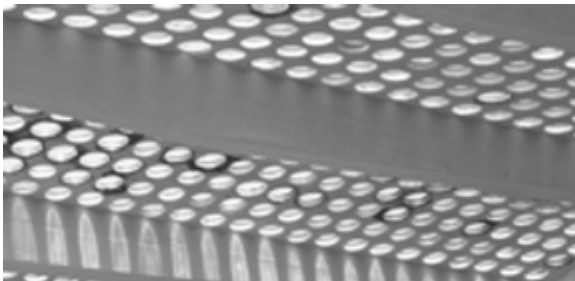
NIAG COMMITTEE

ARE SEEKING TWO NOMINATIONS  
FOR COMMITTEE.  
IF YOU FEEL YOU WOULD LIKE  
TO JOIN US THEN PLEASE  
CONTACT PETER PERKINS AT LEAST  
TWO WEEKS BEFORE THE AGM  
ON 9<sup>TH</sup> NOVEMBER 2007

**Who or what?:**



*'Don't we look grand?' - but who are they?*



Any guesses as to what this might be?

Answers to both will be given at the Members evening on January 11<sup>th</sup> or you will just have to wait until the next issue.

## **Finally:**

As Highways Representative for the Parish I receive a monthly review from Atkins. One item that caught my eye and one which I just had to share came from 'Our correspondent in "The North".'

Apparently, a householder in Middlesborough was offered counselling and emotional support by Victim Support, following the theft of his wheelie bin. The gentleman declined the offer saying he managed to get over the loss himself.

To quote Richard Littlejohn of The Mail - *you couldn't make it up!!*



## **NIAG Committee**

- President: Geoffrey Starmer, 34 The Crescent, Northampton, NN1 4SB  
Chairman: Peter Perkins, Eastfields Farmhouse, Manor Road, Rushton, Kettering, NN14 1RH  
Secretary: Peter Perkins, Eastfields Farmhouse, Manor Road, Rushton, Kettering, NN14 1RH  
Treasurer: Jan Fajkus, 101 Holly Road, Northampton, NN1 4QN  
Web site: Jan Fajkus as above  
Members: Mike Brown, Alice Luikinga, Steve Miles, Barry Taylor and Terry Waterfield

## **Newsletter Editor**

Mrs Jane S Waterfield, 6 Bakers Lane, Norton Daventry, NN11 2EL  
Tel/Fax: 01327 312850 - e-mail: [dargasson@tandjassociates.co.uk](mailto:dargasson@tandjassociates.co.uk)

*Please note new e-mail address. js-sec is no longer operational.*

## **Newsletter: Next Issue: January 2008**

Deadline for all articles and information 20<sup>th</sup> December 2007. Anything received after this date will be held over to the next issue.

*Article guidelines: No more than 1½ pages long please. Photographs will be inserted if submitted.*

Please submit by e-mail, fax or mail. Where possible photographs are encouraged to illustrate all articles. When submitting photographs it would be appreciated that they are not sent via e-mail as this can take a very long time to download and the quality is not always good. Preferably send photographs/slides by post (first class) and these 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.