



NORTHAMPTONSHIRE
INDUSTRIAL ARCHAEOLOGY
GROUP

NEWSLETTER



ISSUE 109 - WINTER 2009

CONTENTS

Introduction		1
Summer Visits & Walks		
Jos Rogers Printing	Editor	1
Hunsbury Hill	Editor	1
Winter Talks:		
The Royal Train - 166 years of progress	Barry Taylor	3
A Brief history of the Kettering Iron and Coal Co.	Peter Perkins	4
The Grandfather in your Parlour	Judith Hodgkinson	6
Heritage Day at Wellingborough	Jane Waterfield	7
Field Trip to Snowdonia		10
Miscellany of Items of Interest		10
Of this and that:		12
Diary Dates, Did You Know?, from other publications		
Finally: Wordsearch on Summer visits.		16

From the Editor

As another year draws to a close and I put pen to paper for the 109th issue it is time to reflect on the excellent year which has past for NIAG. First I would personally like to thank everyone who has contributed towards making our newsletter an excellent little journal. It is a pleasure to put together when we all care so much about the preservation of our industrial heritage and charting where Northamptonshire's own heritage has been lost.

It has been an excellent year for talks, walks and visits. The committee are working towards another range of walks and visits for the coming summer months and there is a special two/three day trip being arranged for June to Wales and some of its industrial past in the vicinity of Lake Ogwen and Snowdon.

Our joint venture with NALH and Wellingborough for the EMIAC Heritage Day in October was well received and an enjoyable, even though exhausting, day. A fuller report appears later on.

For us Christmas came and went, as did the New Year. We were glad that we did not have to venture far over those weekends and I have to say it was a pleasure not to hear vast quantities of fireworks being let off over New Year.

May I wish you all a very happy New Year and look forward to seeing you in it.

Jane Waterfield



2008 SUMMER VISITS

Jos Rogers Printing - Friday 30th May

About 30 to 40 members assembled near Jos Rogers for an intriguing few hours to look at plates, machines and pattens for paper layouts at this small independent printers. We also had the opportunity to look at the book binders who are located at the top of the building.

There was a great deal to interest members and the group split into two to take in all the fascinating machinery and 'blocks' of designs. As something different from a report a selection of photos accompany this short introduction speak for themselves. Thanks to Jan Fajkus for his arranging this visit.

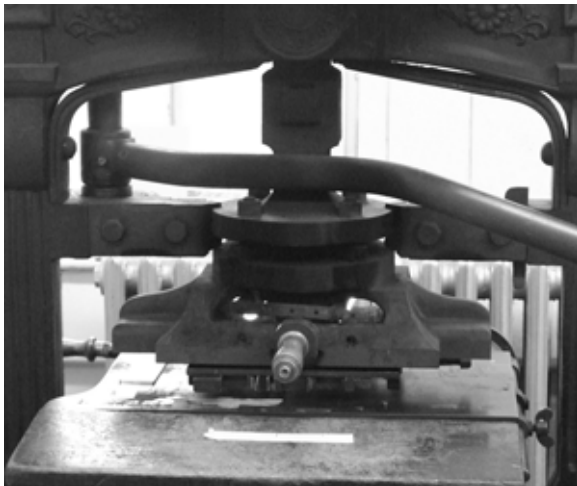
Tools of the trade:





One of the many plates which are/were used.

One of many drawers containing different sized letters.



Press for applying the gold leaf onto Book Covers.

Photographs © Jane Waterfield 2008



Hunsbury Hill Railway - Friday 13th June

I understand that the visit to Hunsbury Hill Railway was successful even though only a very few members attended the evening. Thanks to Steve Miles for arranging this evening.

WINTER TALKS

The Royal Train - 166 years of progress

The Winter programme of indoor meetings commenced on October 10th, with a talk by Chris Hillyard, who is the Manager of the Royal Train, based at Wolverton. Chris began by outlining the history of Wolverton Works, which was initially the 'halfway house' of the London and Birmingham Railway, opened in 1838. The L & B established their locomotive works at Wolverton, and this continued until after the merger which formed the much larger London & North Western Railway company. The LNWR soon decided to make Crewe their locomotive headquarters, and this left Wolverton to concentrate on building and repairing carriages, which it continues to do today, although in a somewhat reduced and modified form.

Queen Victoria was the first monarch to travel by train, on the Great Western Railway in June 1842, although the new fangled mode of transport was still regarded with some suspicion, and the speed of the Royal Train had to be carefully restricted so as not to incur her displeasure. Gradually, the other railway companies introduced their own Royal vehicles, although only two, the GWR and the LNWR, ever produced a complete train for Royal use. Queen Victoria would not allow any new innovations or developments on 'her' train, but after her funeral in 1901, when Queen Victoria's coffin was transported by train from Paddington station, the by then outdated train was quickly replaced by more modern vehicles. The LNWR train, based at Wolverton, was used for many Royal journeys up and down the country, particularly for the regular visits to the Scottish Highlands, when the Royal stay sometimes extended to many weeks, with relief train staff being provided every two weeks. After the 'grouping' of the original railway companies into the 'big four' in 1923, the LNWR train continued in use, but was updated in 1942 with the construction of some new steel vehicles. During World War II, the train was extensively used to convey members of the Royal Family around the country on morale boosting visits to all areas, and many thousands of miles were covered during this period. Even after the formation of British railways in 1948, there were still several different Royal Train sets and vehicles available around the country, dating back to the previous railway companies, but in 1977 a new single 'Royal Train' was created and first used during the Royal Silver Jubilee, and since then this has been based at Wolverton. The train now represents a virtual 'luxury hotel on rails' and is provided with all necessary facilities, including catering, sleeping, and daytime accommodation, a base for the Royal Police officers and other staff, modern security equipment and even its own electricity generating unit. Methods of operation have however changed somewhat in more recent times, and it is no longer required that a policeman be stationed at every railway bridge to observe the safe passing of the train, and no longer does a spare locomotive travel a few minutes in advance of the Royal Train. In fact, ordinary service trains now have timetable preference over the Royal Train, and the 'Royal Day' traditionally starting at 10am, now occasionally has to be slightly retimed to avoid a local service !

Chris enlivened the history of the Royal Train with a series of fascinating, and amusing anecdotes, about life on the train and recounted several of his own experiences when in close contact with members of the Royal Family, including his first encounter with Her Majesty (and the Royal Corgis) when he was still a very new member of the team.

Finally, Chris provided a wide ranging selection of memorabilia and official documents relating to the Royal Train over virtually the whole of its existence, and these provoked much discussion after the conclusion of what was a most interesting talk.

Barry Taylor.



A Brief History of the Kettering Iron & Coal Company - Friday 14th November

Our Member Mick Dix illustrated his talk with some of the pictures he has amassed over more than 25 years studying the furnaces, associated quarries and tramways of the Kettering Iron & Coal Company (KICC). The company was



Gallows blowing engine,
Kettering Furnaces.

© G Stamer 1959

in 1876 by Herbert Sartoris and FW Preston who had been employed at Islip Furnaces. The Sartoris family had come from French landed gentry in the 18th century, while Preston had served an apprenticeship with SH Blackwell at Dudley. It is not known why the term 'coal' appears in the company title as there was never any coal in the vicinity of Kettering.

Sartoris and Preston constructed two blast furnaces (Nos 1 & 2) at Kettering just west of the Midland Railway and about a mile north of the railway station. The first was put into blast in June 1878, the second a month later. The iron ore came from quarries in the vicinity of the furnaces. The quarries were originally operated by Wallis and Manners but were taken over by the KICC before the furnaces were built. Calcine clamps were built at the furnaces to prepare the ore for the blast furnaces. The furnaces also had its own brickworks and this was used to provide bricks for the widening of the Midland Railway in the 1870s and 1880s.

Over the life of the company a total of six blast furnaces were built but not all operated at the same time and their history is complicated. In 1889 No 3 furnace was built but this was later knocked down and replaced by No 4, along with a second chimney. In the

1930s a new No 3 replaced No 4 and Nos 1&2 were demolished, being replaced by a new No 1! The new Nos 1 and 3 remained until the works closed in 1959. Charging the furnaces was by hand barrows, taken up in lifts for tipping into the top of the furnaces. A charge consisted of four barrows of calcined iron ore, two of raw ore, two of limestone and six of coke. Four blowing engines were employed in total: the first two were Kitsons, being introduced in 1878 and 1881. The third a Lilleshall was added in about 1890 and finally a Galloway in 1909. All four lasted until the furnaces closed. Kettering furnaces only ever produced pig iron, much of which was sent to the West Midlands for further processing. Until WWII the pig beds were in the open but during the war anti-glare screens were built over them to ensure the blackout. After the war it became difficult to find labour and a number of Italians were recruited in the Milan area and brought over to Kettering, being housed at Desborough Camp.

The quarries expanded from immediately around the furnaces in the 1880s westwards either side of the A6 almost as far as Rothwell and Loddington. Narrow gauge tramways were used to transport iron ore to the furnaces and five steam locos were used right through to the end of quarrying in 1963. There were two Black Hawthorn 0-4-0 tanks, No 2 and No 3 (this is now at Penrhryn Castle Museum) and three Manning Wardle 0-6-0 tanks Nos 6, 7 & 8. A double-ended articulated Sentinel loco was introduced in the 1920s but was never very successful.



No.8 Manning Wardle crossing 'The Slade' on its way to Rushton Pits.

© G Starmer 1952

After the furnaces closed in 1959, ore from the quarries was taken by narrow gauge wagons to the furnace site where it was transferred to standard gauge wagons and sent to Irlam. This was achieved by running wagons over the old calcining bays, the walls of which had been cut through to allow standard gauge wagons to run beneath. The quarries ceased operation in 1963.

Today there is very little evidence of the furnaces, the site being almost entirely covered by the Telford Way industrial estate. The abutments to the bridge taking

the railway into the works from the Midland main line over the old Furnace Lane can still be seen, immediately adjacent to the A43 northern bypass near to where it burrows under the railway. Further afield there is still some evidence of the quarries and tramways if you know where to look.

KICC built Avenue House in Rockingham Road just across the Slade valley from the furnaces and FW Preston's son Henry James Preston occupied this in his capacity as Managing Director of KICC in the early years of the 20th century. When he died in 1923 the house was let to a variety of people until sold to SATRA after WWII when it became SATRA House. In the garden, some of the steps were built of furnace refractory blocks and these can still be seen today.

Concluding his talk, Mick pointed out that KICC was never a very large producer of iron. Over its 80-year history it produced some 4 million tons, the same quantity that can be produced in just 14 months by the modern Corus plant at Redcar!

Peter Perkins



The Grandfather in your Parlour - Friday 12th December

Having trained at Corby Tech as an engineer and worked as a fabricator welder, Andrew moved gradually into his lifelong interest and has now been working with clocks for over 25 years. He described clock mechanisms as a method of controlling power, developed from mass (as in church service) dials, and church clocks, both intended to call the faithful to prayer, especially in monasteries where prayers were every 3 hours. Following the dissolution of the monasteries clocks were increasingly made for the home.

At this point a description of the basic parts of the clock - clearly visible in the three movements Andrew had brought with him - would have been useful as terms such as verge escapement (the earliest method of releasing the power provided by the pendulum), and recoil or anchor escapement (which took over from verge escapements in the later 17th century), were used, and perhaps not understood by all present. As the pendulum lengthened to give the clock more accuracy, so the need developed for a protective case lest the pendulum be stopped accidentally.

The three movements brought along were: a single hand Daniel Prestidge of Eydon c1740 with a finely patinated brass dial with silvered chapter ring (the term chapter also having a religious connotation); a rare dated (1769) 8 day brass dial clock by Richard Simister of Wolverhampton, made at a time when clockmakers were increasingly buying in parts (probably from Birmingham), unless for something very special, or for a repair to an older clock; and finally a late example of a painted dial clock c1830+, the parts and dial almost certainly again of Birmingham or Bradford manufacture, and which, having no name on the dial, could have been made almost anywhere, and, indeed assembled by almost anyone.

Cases were made by cabinet makers in large towns and cities, and by the multi-skilled coffin makers in smaller towns. Coffin makers, with (hopefully) only intermittent calls on their time for coffins, would have welcomed the opportunity to use their considerable skills on clock cases. We were also treated to a chemistry lesson concerning the silvering of chapter rings (done to increase the visibility of the numerals). To give sufficient silver for a dial, an old sixpence (then of silver; modern coins no good for this) is dissolved in nitric acid. Mixed with cream of tartar, salt and water, it is rubbed on leaving a thin film of silver. It is then waxed or lacquered to protect its fragile surface from wear and tarnishing.

Andrew suggested that long-case clocks only need cleaning every 8-10 years, though whether, with central heating, the clock oil would survive that long, I'm not sure. The use of ambergris in the past for clock oil was mentioned. The Shorter Oxford Dictionary describes it as '*A wax-like substance of ashy colour, found floating in tropical seas and as a morbid secretion in the intestines of the sperm whale. Used in perfumery...*' (but not often described in detail on the bottle!)

Finally Andrew mentioned several local churches with time-measuring devices of interest:

- Ecton has two door-frame clocks and a chiming barrel
- Thrapston has (or had?) the pair to the clock Thomas Cottingham built to keep British time, to replace a German made one which was considered unpatriotic in wartime. Cottingham married the daughter of either Smith or Grace of Thrapston foundry.
- Twywell has a good clock and 'scratch' or mass dials
- Woodford near Thrapston has a Saxon tidal dial from when the Nene was navigable that far

(Anyone interested in locally made long-case clocks, might like to know that W N Terry, curator of Northampton Museum from 1960-1987, compiled a card index of all known Northamptonshire makers. This index was maintained until at least 2002, and a copy should be available at Central Museum in Guildhall Road, and also at the Northamptonshire Record Office, Wootton Hall Park.)

Judith Hodgkinson



Heritage Day - EMIAC

It was NIAG's turn to 'host' this event in the County and for this year we joined forces with both NALH and Wellingborough Archaeological & Historical Society. The Day itself was held at Wellingborough School and we have to thank member David Goodey and his team from the WAHS for their enthusiasm and hard work in helping to make the day. Members of WAHS were in charge of the coffees and

teas and made that part of the morning run extremely smoothly, they managed to serve over 120 coffees in just over 20 minutes!

The team arrived at 8.00 am and both Terry and I were very glad that we had met up with Jon-Paul Carr the previous evening to 'set-up' some of the signage needed for the next morning. We were also very impressed in that the school had set out all the chairs, tables and equipment needed for the day. With a few refinements and additions - more chairs needed we were able to leave the Hall in readiness for the big day.



Over 150 delegates attended the day itself, a bit of a logistics nightmare, but with help from Jan, who looked after the NIAG/EMIAC members, we managed to get everyone into the hall on time. Thanks should also be given to all those committee members from NALH who also worked tirelessly to ensure the day was a success. Wellingborough members provided coffees and teas and their expertise at handling those 160 delegates through the coffee break in something like 20 minutes is something that still amazes me. Fantastic. There were 15 stands for everyone to look at, the AIA, Lincoln and Leicestershire brought some of their wares and the general feedback on this side of things has been extremely positive.

The mornings talks were a good mixture, radio presenter, actor and Rev, David Saint started the talks and soon everyone was learning about Wellingborough from its industry to its social aspect. As always a bit of a panic when a speaker ran over, but all in all everyone stuck to time and the inevitable business part of the day soon came round.

The majority of the delegates swiftly departed to the Lunch Hall where an excellent hot lunch was served. The business meeting was swiftly dealt with and soon the rest of the delegates joined the queue for lunch. This was very welcome and went down well. The catering staff also needed to be congratulated for quick thinking when the chicken dish ran out.

The walks, organised and sorted out by Jon-Paul, were soon on the way and groups departed for their respective 'tour'. School, Church, Town and Industrial



The pavilion which is built of corrugated iron.

history all coped with within the next hour or so before returning the school for a cup of tea before the homeward trek.

I personally would like to thank the school, WAHS, members of both NIAG and NALH committees, David and Mary from WAHS for their enthusiasm and support for the day, all the various speakers and places of visits - the two churches, the Museum and the School itself with its own magnificent archive room and chapel. I never did get to take a photograph of the ceiling in the great hall!

From the treasurer of NALH - Terry, we have to say that we made a profit for the day, not megga bucks, but a couple of hundred which will be shared between NIAG, NALH and Wellingborough. No-one were the losers.

Will we do this as a three pronged Day again? - watch this space.

Jane Waterfield



An artefact in the archive room

Photographs © Jane Waterfield 2008

Field Trip to Snowdonia - 8th to 11th June 2009

Jane & Terry W have organised a field trip to look at the Industrial remains in Snowdonia, which will include mines, quarries, mills, railways and power stations.

Exact details will be dependent on attendees and, of course, the weather.

We (J&T) will be based at the self-catering Midland Association of Mountaineers Hut, Llyn Ogwen - just off the A5 and below Tryfan; for those wishing stay in conventional accommodation details can be supplied.

Please contact Jane & Terry on 01327 312850 or by e-mail: dargasson@tandjassociates.co.uk.



Miscellany of Items of Interest

Greenwich signals true time to railway - August 25th 1852

The arrangements for transmitting true Greenwich time automatically from the Observatory by electric telegraph are now completed and in practical operation on the South Eastern Railway.

At noon and at 4 p.m. a single beat of deflection of the telegraph needle is visible at London, Tonbridge, Ashford, Folkestone and Dover, which represents Greenwich mean time.

The first time signal from Greenwich was taken experimentally by Mr C V Walker, in the clock room at the London terminus, at 4 p.m. on August 5, passing down to Dover.

The 11 a.m. signal, on August 9, was received at London in the presence of D O'Shaughnessy, of Calcutta; and the noon signal of the same day in the presence of Mr Herbert, the secretary of the South-Eastern Railway Company.

Since that time experiments have daily been made, and the necessary adjustments completed; and the daily transmission of time commenced at noon, August 19, and will be continued from day to day.

At 2 p.m. the signal will pass in like manner automatically to stations on the North Kent line; and arrangements are in progress by which all stations on the South-Eastern lines of railways shall have true time at least once a day.

The methods of accomplishing this may be readily understood. A train of wheels has been constructed by Mr Shepherd, which is kept in motion by Mr Carter's large clock at the London terminus. Certain of these wheels carry one or more pins or studs, according to the number of signals required, and the hours at which they are required.

In the common state of things, when these studs are out of action, the wire leading from Greenwich Observatory rests on the wire that will eventually lead to Lothbury or the Strand; and the wire leading from Dover rests on a wire leading to the earth, and terminating at London.

That is to say springs tipped with platinum and terminating these wires rest on each other. But on the approach of noon, as things are now settled, a pin inserted for this hour thrusts forward this cluster of springs.

And a pin in the wheel that resolves once in the hour, which at other times passes clean up the springs, now comes into contact with the Dover spring, and, at about one minute and half before the hour, lifts it into contact with the Greenwich wire, at the same time clearing the latter from the Lothbury or Strand wire, and it holds it in this position for about two minutes and a half; thus connecting Dover with Greenwich ready to receive the signal. At Greenwich, Mr Shepherd's electro magnetic clock is in action.

From The Guardian newspaper - 25th August 2007

How things used to be done - when there was no Health & Safety at Work Act **Kettering Church Spire**

On Tuesday last a paper kite of a singular construction was sent up over the church spire, for the purpose of attaching cords to the top, by means of which the lightening conductor is to be mounted. The workmen succeeded in fastening the cords to the summit of the spire.

Northampton Herald 5 May 1860

Report of a man drawn up to the summit of the spire by pullies, for the purpose of fixing a lightening conductor - cords having been previously attached to the top by flying a kite over it.

Northampton Herald 12 May 1860

Celebrities are not a 21st century phenomenon - but in the past, worked harder.

The Northampton Mercury of 4 August 1792 reported "There is now living at Astrop, in this county, a person of equal (to an industrious character in Cumberland) celebrity. He sells ales and spirituous liquors, is a blacksmith, whitesmith and bell-hanger, cutler and edge-tool maker of all kinds, mathematical instrument maker, cleans clocks and watches, is a farrier and cow-leach, lets blood, draws teeth, shaves and cuts hair; he has likewise accommodations for gentlemen and ladies who attend the wells, and their horses and carriages."

A traffic offence before speed cameras

Report of Kettering Petty Session case where Charles Wicksteed, engine proprietor of Kettering, was summoned for a breach of the Locomotive Acts at Rushton on 20th September. The accused pleaded guilty to the charge but stated it was not his

fault that the offence had been committed, as the men he had employed to manage the engines were fully acquainted with the requirements of the Act and had instructions to carry those requirements out in every case.

PC Springthorpe reported that two of Mr. Wicksteed's engines on 20th September were going along the road in the parish of Rushton but that the precaution of sending on a signalman in front of the engines was not observed. The man in charge said they had finished work earlier than expected. They left the field before the lad who was to have walked in front of the engines had arrived. Mr. Wicksteed said he provided four men to go with his engines instead of three (as required by the Act) but unfortunately he was not able to force obedience to his instructions in every case.

The Bench decided to be lenient: fine of £1 plus 9s. 6d. costs. The full penalty is £10.
Northampton Mercury 13 October 1883 vii 4



Of This and That

Annual General Meeting - November 2008.

An excellent turn out of some 40 odd members at the AGM when, with his usual expertise, Peter deftly dealt with the AGM in a very short time. He was delighted to welcome Ron Hanson to the committee and hopes that someone will volunteer to join him and the rest of the committee in coming months.

Jan Fajkus, our Treasurer, reported on an excellent year financially, but mentioned that due to increased costs for the newsletter and postage, membership subscriptions will rise in 2009.

Winter Programme

2009

- | | |
|---------------------------|------------------------------------------------------------|
| 9 th January | Members' Evening - a variety of topics will be covered. |
| 13 th February | The Electric Street Tramways of Northampton - Martin Wills |
| 13 th March | Northamptonshire's Industrial Heritage - Peter Perkins |

Dates for the Diary:

- | | |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 25 th April | SERIAC: to be held at the Guildhall, Winchester. The theme is IA in Hampshire and the Isle of Wight, with a post-conference visit to Twyford Waterworks. <i>Advance notice only.</i> |
| 16 th May | EMIAC: to be held at Hadfield Campus, Glossopdale Community College, Hadfield. The theme is High Peak Industrial Heritage - Longdendale Water. <i>Please see enclosed flyer.</i> |

Dates for the Diary - continued...

- 16th May SW&WRIAC: to be held at the Charles Hastings Education Centre, Worcester. Booking form from Christine Silvester, 12 Upper Park Street, Worcester, WR5 1EX. E-mail Roger Tapping at roger@rogertapp.co.uk.
- 8-11th June Field Trip to Snowdonia. This is being hosted by Jane & Terry Waterfield *See advert earlier this issue.*
- 4-10th September AIA Annual Conference. This will be held at the University of Lincoln. Advance notice only.

TV Programmes

- Channel 4 Sunday at 5.40 pm: “Time Team” - new series of 13 programmes. Tony Robinson once again hosts the team’s efforts to dig up our past. (*commenced 4th January*)
- Channel 5 Monday at 7.30 pm: “How Do They Do It?” - a repeat of series 2 - 10 programmes. Robert Llewellyn hosts a series of programmes to find out about the workings of a variety of objects. (*commenced 5th January*)
- Channel 5 Wednesday at 8.00 pm: “Ice Road Truckers” - new series of 13 programmes. The dangerous occupation of men who take extremely heavy loads onto Ice Roads in the Arctic Circle. Ice roads are those which are formed across Canada’s lakes and the men transport heavy machinery to the mines there. This can be a gripping series as there is usually only three feet of ice between the lorry/trailer, its load and the deep lakes!

Did you know?

There are 10 million documents held in the National Archives

Despite the best efforts of dedicated medical staff, 2,397 Londoners died from smallpox in 1881.

There are 40,000 Royal Naval volunteers listed at TNA’s website

The time it took to transcribe the damaged 1851 Manchester census was 14 years.

A total of 3,365 men and 172 women were hanged in England during the 19th century!

The number of pages that volunteers will catalogue for the ‘Living the Poor Life’ project will be 100,000

6 million is the estimated number of books, journals and newspapers held in the National Library of Wales.

In 1871 the average woman gave birth to 5.5 children. However, by 1921 this figure had dropped to just 2.4.

Taken from the Who Do You Think You Are magazines Nov 08 to Jan 09

The number of reported poaching incidents in Lancashire during the past year was 240.

2,700 is the number of bags of litter collected in last year's beachwatch litter pick. This had been organised by the Marine Conservation society.

The investment needed by 202 to rewire the National Grid to carry green energy is an estimated £10 billion.

Taken from the Countryfile magazine October edition.

From other publications:

Online Resources from the NMR

PastScape is the publicly accessible online version of the national database of monuments recorded at the NMR. During 2008 the website (www.pastscape.org.uk) has undergone major development work to improve its functionality and accessibility, also adding new features. These include a new Map Search and Advanced Search to make searches more effective and results more relevant. By registering, website users are also able to Save Searches and have access to free downloads. Public users are now able to access detailed descriptions associated with many records, which are linked to references such as bibliographical sources, information from maps websites etc. The development represents part of a major commitment to improve public accessibility and understanding of NMR datasets.

Viewfinder (www.english-heritage.org.uk/viewfinder) is an online resource drawing on the NMR's national photographic collections. New material is added quarterly.

About 1,500 photographs of London's West End Theatres have also been added to this website and record both the familiar front-of-house and the hidden back-stage areas. Some of these images appeared in a book *Scene/Unseen: London's West End Theatres* (S.Barson et al 2003. London: English Heritage)

Information from English Heritage 'Conservation' bulletin Issue 59.

A small CBA Challenge Funding grant allowed for the purchase of mapping software, so that Pixaerial could grid reference and plot 45,000 aerial images. This has helped to provide a freely accessible online database of summer and winter aerial images of Areas of Outstanding Natural Beauty across Anglesey, the Llyn Peninsula, Clwydian Hills and the Gower peninsula. The deep water shots in particular are a good source for archaeological survey. (www.pixaerial.com).

Information from CBA Conservation newsletter Issue 6.

New publication:

Understanding Historic Buildings: Policy and Guidance for Local Planning Authorities.

English Heritage, provides policy and advice on investigating and recording of historic buildings within the planning system, with some excellent case studies.

This is available free from English Heritage Customer Services (0870 3331182), product code 51414, or download from www.helm.org.uk.

Information from CBA Conservation newsletter Issue 6

The Severn Barrage

A proposal to build the Severn Barrage has conservationists lining up against it as they fear a devastating impact on the salt marshes, mudflats and bird life. The CE of Slimbridge says that 'a large barrage would have such a huge cost to the natural environment that it cannot be considered as a sustainable option. The least damaging one must be employed'. The fear is that a barrage could be built to block the estuary.

Facts:

The Severn Estuary has 13m (42ft) high tides - the second largest in the world - making up 80% of our tidal resource.

The proposed Severn Barrage would be 10 miles long and would also incorporate a road.

It would power more than 200 turbines.

Planners argue the barrage will create 35,000 construction jobs - taking 10 years to build - and 40,000 permanent jobs.

The barrage could generate 5% of Britain's electricity.

The barrage is planned to produce green electricity for 120 years.

Dr. Mark Avery, the RSPB's conservation director, has claimed the construction would cause the emission of 10 million tonnes of carbon.

The decision on whether to build or not will be made in 2010.

Taken from Countryfile, October issue.

Copper Mining deal falls through

We understand that plans have fallen through by an Australian company to reopen the zinc and copper mine at Parys Mountain on Anglesey. Anglesey Mining said that talks with Perth-based Western Metals had come to an end. (*BBC NW Wales, 14.10.08*). Meanwhile the port of Amlwch, from where the Parys Mountain copper ores were once exported, has come up with plans to redevelop and conserve its industrial pat, including heritage trail and a facelift for its library (*Ceefax Wales, 26.11.08*)

Hampshire Industrial Archaeology Society magazine No. 71.

And Finally:

To keep you amused for as long as it takes you to complete.!

Wordsearch: 2008 Trips and Visits.

Words can be found backwards, forwards, diagonally etc. All were places visited last summer. Duplicated words are in brackets and are not included.

Blisworth	Craftsman Binders
Crick Canal	East Anglian Railtour
Geddington Church Tower	Harrington Airfield
Grand Union (Canal) Northampton Arm, Gayton	
Heygates Mill	Hunsbury Hill Ironstone Tramway
Jos Rogers	Masson (Mill)
(Northampton) General Hospital	Sneinton
Stevington Mill	Wellingborough

P	J	N	O	T	G	N	I	D	D	E	G	T	Q	K	V
N	O	R	T	H	A	M	P	T	O	N	I	O	S	C	W
A	S	S	L	L	I	H	L	L	E	W	Y	W	T	I	H
M	B	D	F	H	J	H	E	Y	G	A	T	E	S	R	G
S	N	L	E	G	R	A	N	D	K	Q	M	R	A	C	U
T	A	S	N	A	I	R	F	I	E	L	D	U	H	V	O
F	I	Z	O	Y	S	R	E	D	N	I	B	U	R	X	R
A	L	Y	T	T	D	I	G	M	J	L	R	K	A	P	O
R	G	N	S	O	U	N	V	A	I	C	C	S	D	Q	B
C	N	O	N	N	B	G	E	S	H	L	F	A	Q	G	G
G	A	Y	O	O	M	T	W	S	R	L	L	J	N	I	N
E	N	G	R	O	T	O	Q	O	U	E	V	W	X	A	I
N	A	N	I	E	R	N	D	N	S	C	G	N	B	Y	L
E	H	I	A	T	I	A	I	J	K	N	T	O	U	R	L
R	V	V	H	T	R	N	I	E	A	S	T	I	R	P	E
A	X	E	W	Q	T	B	C	L	N	U	W	N	A	D	W
L	A	T	I	P	S	O	H	U	N	S	B	U	R	Y	E
F	D	S	T	Y	U	F	E	B	Y	A	W	M	A	R	T

Sorry - No prizes!!

NIAG Committee

President: Geoffrey Starmer, 34 The Crescent, Northampton,
NN1 4SB

Chairman & 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: Ron Hanson, 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

Newsletter:

Next Issue: **April 2009**

Deadline for all articles and information **20th March 2009**. 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 via e-mail - black & white if possible - compressed to make it faster to download and 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.