



NORTHAMPTONSHIRE
INDUSTRIAL ARCHAEOLOGY
GROUP

NEWSLETTER



ISSUE 110 - SPRING 2009

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Photograph front cover: Detail of Avenue House, Kettering.
© Ron Whittaker

From the Editor

It was with something of a shock to open the local newspaper to find that a building which we had been invited into last December had collapsed in a vast heap. This was the archive building in Cologne. Whilst waiting for me to 'catch up' Terry got talking to the chief archivist who had stepped out of the front door to have a smoke. We were invited into the building to look at just a few of the books which contained a vast collection of photographs showing the war damage done by the RAF. This after I had mentioned that my father had been one of those who had used Cologne Cathedral as a marking point on the many sorties which he had undertaken when flying in Halifax bombers over Germany. We could have spent hours there, but it was early evening and all the staff had gone home. We left with the promise that we would book an appointment to look at this collection the next time we returned to Cologne. Well we can't, as the building has gone. I have put together some of the comments from the various newspaper reports (found on the web) later in this issue. The loss to Germany and historians worldwide will be immense as the building housed many valuable collections from all over the country.

It is good to see the sun and feel its warmth after those couple of weeks when everything was white, white, white. Let's hope that we don't have a return to that intense cold weather - I found it difficult to go outside on one or two occasions as the cold managed to take my breath away.

With this issue comes the summer programme of walks and visits. As always the Committee have worked hard to bring a varying programme and it is hoped that there is something for everyone amongst the 17 weeks. Two organised trips, another Rail tour around the Midlands and a few days trip to Snowdonia are well in hand. So far five maybe six/seven members are planning on Snowdonia to view quarries, mines etc. Please see the information on pages 4 and 5 for further details of the two trips as well as the programme itself.

Thanks should be given to all those members who braved the elements in January. Reports of the short presentations can be found on the next page. The committee are working on next year's winter programme and this looks, in the early stages, as being another excellent programme of talks.

Do hope you all had a happy Easter and look forward to seeing some of you during the summer months.

Jane Waterfield



WINTER TALKS 2008/9

Members evening - Friday 9th January

The bitterly cold evening did not stop 22 members from coming to this annual event. 5 members gave short talks with a varied programme from just slides to past visits.

We started with a quick resume in photos of our walks and visits of the summer of 2008. Jane gave this short presentation ending with the highly successful Heritage Day in Wellingborough. 'Flour pots' from Heygates, gazing into the distance from bridges and cats bored with the whole process of visitors were amongst the more serious slides of gear wheels, mills, artefacts and corrugated iron clad buildings.

Steve Miles then took us on the trip he made with the AIA last summer to the South West of Germany. Terry Waterfield talked about the proposed Field Trip to Snowdonia in June 2009, Ron Whittaker, following on from Mick Dix's talk last October about the Kettering Iron Furnaces took us on a nostalgic trip round Avenue House which became SATRA and lastly Barry Taylor spoke about the Edge Hill Light Railway and showed us archive photos of this walk which was done in 2007.

Proposed Field Trip to Snowdonia

Terry showed a few slides of some of the mines, quarries, mills and railways that could be visited during the visit, all within a very short walking distance from the road. Slides were also shown of the self-catering cottage which Terry and Jane will be using.

To whet the appetite, however, he showed a number of slides taken from his walk in June into the Dinorwig quarry above Llanberis to illustrate the potential of what can, could or might be found. A public right of way traverses through the quarry and many features of quarry workings could be seen from this route. After accessing a couple of 'inner' quarries through tunnels, Terry's route followed a path, which then became a long flight of slate stairs, to walk along one of the terraces to look at an old winding engine, a Blondin - an aerial crane ropeway stretched across the quarry - and a set of ladders to the next higher level. In consideration of their much corroded supports, another flight of slate stairs led to the support tower for the Blondin and a winding house for one of the many inclines in the quarry. The route continued past an engine house onto a workshop containing a row of some 13 double belt-driven saw benches, the belts passing through an aperture in the wall to a line-shaft driven by an electric motor. On the other side of the workshop were work areas occupied by the slate splitters. The walk concluded by descending two inclines to the public right of way.

Avenue House, Kettering Ironmaster H J Preston

Ron Whittaker followed up Mick Dix's talk of November 2008 on the Kettering Iron and Coal Company (KICC) Furnaces, with a series of slides on the home of Henry James Preston, the Managing Director of KICC from 1908 to 1923.

KICC built Avenue House on Rockingham Road in Kettering in 1907 but only initially used it as a house for the Furnaces Manager. After living in Wood Street for a few years, H J Preston moved into Avenue House around 1912, when plans for an impressive southern extension to the house had been agreed. The outside of the house has been unaltered since the extension was built. After Preston's early death in 1923 at the age of 61, the house was a burden to KICC for over 20 years until it was purchased by SATRA in 1946. It is now known locally as SATRA House. Ron commented that the design of the original house, before the extension was built, remains unknown as no photos, plans or maps have been found.

He showed a number of photographs taken during World War One of Preston and members of his family in the grounds of Avenue House. The windows in the house gave a spectacular view of the furnaces when they were operating. The furnaces lit up the shallow valley of the River Slade and main railway line. As part of the Avenue House extension, Preston built a large billiard room (still used by SATRA as a conference room) and it was reported that he kept binoculars by the corner window to check that all was well at the site so that he did not have to interrupt his game.



Avenue House in 1920

© Ron Whittaker

The imposing southern extension of the house, built by Preston, is on the right of the picture. The steps up to the lawn were made from furnace refractory blocks..

Ron also showed slides of the reservoir site and Furnace Lane, particularly the narrow bridge under the railway which is now in close proximity to the new bridge carrying the railway over the Kettering Northern by-pass. The difference in construction of the two bridges shows how techniques and materials have changed over 120 years.

Edge Hill Light Railway Revisited

As a part of the Summer 2007 programme, a party of NIAG members visited the remains of the Edge Hill Light Railway, an ironstone line with a 1 in 6 incline situated on the Oxfordshire / Warwickshire border. Barry Taylor presented a selection of photographs taken during that visit, when a surprising number of artefacts were to be seen, and combined this with a further selection of views taken in the period between 1923 and 1935, some of which showed the same items that were discovered in 2007.

The line had a very short working life from 1922 to 1925, but then existed in suspended animation until 1946 when the locomotives and rolling stock were cut up for scrap, and as a result very few photographs exist of the line at work. However, once abandoned it attained something of a celebrity status and was often visited and photographed up to 1946, although by then the lower part of the line had been requisitioned by the WD in 1942. In later years it has become overgrown, but the upper part of the line including the derelict incline is still (just) accessible and worth a visit.



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. *See the Summer programme sheets for details of a recommended guest house.*

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

Late information:

We have just had confirmed two definite visits. One being round a working woollen mill which will include a hand spinning demonstration. The Mill is celebrating 150 years being run by the same family. Our second confirmed trip is to the Penrhyn Railway Heritage Trust. We have been told our proposed visit will include watermills and dams as well as looking at their current work. The narrow gauge railway was laid by Penrhyn Slate quarry to transport slate to Port Penrhyn. As we go to press we are seeking information from Amlwch, Anglesey.



A West Midlands Rail Oddysey!
Wednesday - 24th June 2009

Last years tour of East Anglia proved to be an enjoyable day, and so this years railtour will follow the same approach of a circular tour with a few breaks, but this time starting from closer to home and using a 'West Midlands Day Ranger' ticket. The final timings and itinerary will be subject to confirmation when the new Summer timetables are announced late in May, but the proposed route is as follows-

1. Northampton / Long Buckby to Rugby - 2. Rugby to Crewe (route via Stafford and Stoke on Trent) – short break at Crewe for lunch - 3. Crewe to Birmingham New St. (route via Wolverhampton) - 4. Birmingham Snow Hill to Worcester (route via Stourbridge and Kidderminster) - short break at Worcester - 5. Worcester to Birmingham New St (route via Bromsgrove) - 6. Birmingham to Long Buckby (18.12)/ Northampton (18.22).

The Day Ranger ticket costs £16.20 (less 34% with a Railcard) and is valid after 9.00am, so Northampton passengers should travel to Rugby by the 09.17 train. Those preferring to join at Long Buckby (where there is free parking if you are early enough) can use either the same train (Long Buckby at 09.27) or the earlier 09.06 service.

The breaks at Crewe and Worcester should be of about 50 minutes - enough time for a brief leg stretch or refreshments, so most of the day will again be spent travelling, but this year we should be seeing far more in terms of industrial landscapes compared with last years largely rural scenery. A round trip of about 250 miles, or 4 pence a mile with a railcard - far better than using the car!

Pre-booking is not strictly necessary but please let me know if you intend to join the day so that fuller details and instructions can be sent out in advance of the trip.

Email to barryr.taylor@btinternet.com or phone 01536 713518 - (email if possible as that makes it easier to send details back to you, but please do not be deterred if you do not have email access)

Barry Taylor



Miscellany of Items of Interest

The Lego factory

One thing that is instantly apparent when strolling around the factory at Billund is the lack of people. Neils Duedahl, vice president of manufacturing, confirms that the operation in Denmark is 100% automated, although he adds that Lego's other factories in Hungary and Mexico have more manual input.

The cost structure determines how automated we go, but at Billund at least, from the moment the raw material enters the factory to the time the bricks leave the factory they are untouched by hand. This is only true for bricks that leave the factory in bulk, for products that are packed on site some manual intervention is required.

The plastic arrives at the factory in granular form and is fed into giant silos. From here, it is fed through a network of pipes to the appropriate moulding machines. Bricks tumble from the moulding machines at a rate of two million an hour into plastic boxes - P boxes in Lego parlance, Lego have 850,000 P boxes in four sizes - to accommodate various quantities and sizes.



Automated guided vehicles are automatically called when a box is filled to transport these P boxes to one of four giant, high-rise warehouses where they are stored until called on by the SAP system for inclusion in a product or despatch to another Lego packaging plant.

“When the boxes leave the moulding machines they go to what we call our hybrid warehouse, which is a completely automated robot driven warehouse where these boxes are stored. They can contain 460,000 P boxes, which mean we can store three months of production. We use the low season to building up our stock of basic bricks and this is where they are stored ready for the high season.

“That warehouse and those P boxes are fundamental to our control - every P box has a unique bar code and nobody knows what is inside the box except the SAP and our in-house management system.”

There are two levels of packaging at Billund: the pre-pack where the bricks are automatically bagged and the finished packs where the appropriate bags and accessories are put in cardboard product boxes.

“The pre-pack technology is one of the unique things about Lego because, in our pieces, every component is very carefully weighed to milli-grammes, so when we compose a pack we know exactly the weight of the foil and all components going into the bag.

“If you have one component that is off weight, it will corrupt the total result. Every single one of the 20 billion components that we make every year is weighed before it is put into the pre-pack system. It will be rejected if the weight is not accurate.”

Such are the high tolerances demanded from the manufacturing process that it was said that Lego buried their old moulds in the foundation of buildings. “It is true,” Duedahl says. “In the old days there was a saying that the tolerance was really a competitive edge for the company, so when they built new factories, they took the old moulds, threw them on the floor and put concrete over the top. That has actually happened.

“For competitive reasons, you didn’t put them anywhere. Now we have a more formal scrapping process, where we re-use or melt a lot of the stuff, so we don’t put them into the floor anymore.”

The fact is, it can truthfully be said that Lego’s impressive factory at Billund is literally build on their past successes.

This short piece was taken from a longer article about Lego in the Engineering and Technology magazine 14/28th February 2009.

More Heritage to disappear WNDC and the Gas Towers

It was with a sense of dismay that we learned from a new member of NALH that there is a move to bulldoze the two remaining Gas Towers in Northampton. You know, the two at the roundabout of St Peter’s Way, Northampton.

This was confirmed by an article in the Chronicle and Echo of the 5th March, which states that ‘*last year, National Grid, which owns the two large gas towers by St Peter’s Way roundabout in the centre of Northampton, confirmed the were in talks to scrap the structures*’. WNDC this week confirmed that they were in talks with the energy company to buy the towers, before knocking them down. If these talks are successful then these structures will disappear ‘*at the end of the following financial year*’ - by that I presume they mean March 2010.

WNDC's deputy chairman is understood to welcome progress on the gas tower site as it would enable wider development to take place in the area. His comment "*we do have to knock some things down before we can build, so I'm pleased progress has been made with the gas towers site*"! What about the 10 houses in Tanner Street, the one way cut-through street? Well those residents are more than likely going to lose their homes - speculation at this moment in time.

WNDC is once again going to assist in destroying our past. The Kings Cross gas towers internal structures have gone, but the framework remains and has been painted black and red. Belfast has kept the external structures and constructed a marvellous building within them. I expect it would be too much to ask WNDC to use some imagination to do something similar.

I hope that those of you who live in the Northampton area will keep an eye open and let me have any information that comes to hand - I don't always get the Chronicle & Echo for personal reasons, and it was just sheer chance that I got the paper on the 5th March. Attempting to trawl through the various web-sites will be a long haul, but I will persevere, WNDC's is fairly easy, County Council and the Borough are a nightmare - so visits to the Planning Departments in each case may yet become the norm.

We lost the Maltings, which was going to be developed. It became a car-park (£4 per day according to the board), but recently was being used for the spoil from the Gold Street 'dig', it is now empty.

Jane Waterfield

What the RAF failed to do - Modern technology may have been responsible for

A building housing the Cologne archive collapsed early on Tuesday the 3rd of March. It was a bit of a shock when we saw a picture in the Chronicle and Echo and to realise that it looked familiar.

The building was six stories high and housed 65,000 original documents dating from 922, plus 104,000 maps, 50,000 posters and some 500,000 photos of life in Cologne. (*more stats at the end of article*).

Cologne is at the moment undergoing a massive building programme for a new underground metro line. The new Nord-sud Stadtbahn Koeln runs alongside the collapsed building and early conjecture is that it could be behind the collapse, but the actual tunnelling works had been completed about three years ago. A station below ground is currently being constructed. A tunnel boring machine formed the tunnel which was then lined with pre-cast concrete rings about 28m below ground level. These deep tunnels are being constructed right through the heart of the city linking the south to the north underneath much of the old part of the city. The archive building was just a few yards from the construction site as the new line runs straight down the street on which it stood.



Cologne Archive building as was

the collapse is also in danger of crumbling.

When we next visit the city it will be interesting to see if we will be able to walk down the street since this was our main walk into the centre of the city from our hotel.

The loss of major collections such as those 500,000 photographs is, and will be, a major blow to all researchers and historians and its disasters like these that makes us wonder if all our own collections are safe.

There is some good news however as one report tells us that volunteers have already pulled out some 9,000 documents from the basement. Another note says that a nearby historic Catholic church tower near



The front of the building has completely gone

Statistics relating to the lost archive building::

- It had over 26k (16 miles) of shelf space
- The city of Cologne had the largest municipal archives north of the Alps
- The insured value totalled almost a mind boggling 400m euros! However the financial loss cannot be compared to the cultural one.
- Apparently after six years of negotiations and some 1m dollars spent a collection of 6,400 manuscripts, letters and documents from the well known author Heinrich Boell were purchased.
- The archive contained the largest collection of works by Offenbach, as well as important documents from Germany's first Chancellor, Konrad Adenauer.

Jane Waterfield

Photographs are from the Press agency

The Red Wheel scheme - marking Our Transport Heritage

A major new initiative has been launched to commemorate Britain's rich and globally important legacy in the development of transport and present it to a new and wider



audience. A vibrant new website is bringing together the best of **‘Our Transport Heritage’** (*OTH*) and putting each site in its historical and geographical context ... and the most significant of these locations will each be endorsed with a bespoke plaque, known colloquially as a **‘Red Wheel’**. Some *OTH* candidates e.g. the Forth Bridge and Channel Tunnel, are household names but many more are

currently little known and their importance unappreciated.

The scheme is being administered by **The Transport Trust** - a national charity which, for more than 40 years, has been successfully promoting the preservation of Britain’s heritage in all modes of transport - on land, by water and in the air. The Trust’s supportive Patron is HRH Prince Michael of Kent

The *OTH* website will eventually carry information on some 1,000 heritage sites and has recently ‘gone live’ at www.transportheritage.com with the first 400. With its national coverage and links to a wide variety of other sources, it is expected rapidly to become the preferred point of reference for students, teachers and those planning a holiday or stimulating day out - in addition to transport enthusiasts and historians. It is hoped that highlighting the great achievements of our forebears will also encourage future generations to consider engineering, logistics and related careers

Taking advice from local historians, industrial archaeologists and other experts, Transport Trust County Coordinators are taking a closer look at our heritage to determine the sites of greatest significance. [Whereas the English Heritage *‘Blue Plaque’* scheme highlights places associated with famous individuals, *Red Wheels* will highlight key locations of engineering and transport importance.] Nominations will be evaluated for their importance, rarity, public awareness and access / ‘something to see’. On the awareness criteria, we will rank a ‘hidden gem’ higher than a site already nationally recognised. Most sites will be unique but a few may be chosen because they are particularly good regional examples of an important category within the built environment e.g. Roman roads, or turnpike roads & toll houses. Finally, a *Red Wheel* will exceptionally be awarded to remind the current generation of an important former use of that location, which has since been obliterated

The *OTH* scheme and *Red Wheel* plaques are initially being funded by the Transport Trust and private sponsorship. Additional corporate, trust, private and legacy sponsorship are sought, to facilitate their national roll-out

The first *Red Wheels* will be unveiled in Derbyshire in time for the start of the 2009 tourist season at Easter

The Transport Trust, 202 Lambeth Road, London SE1 7JW

www.transporttrust.com

Registered Charity No. 280943

The work of the Weedon Depot

Members of NIAG who have enjoyed purposeful excursions to the Weedon Depot may be interested in extracts from a mid-nineteenth century Commissioners report on the establishment (Report of the Commissioners T A Turner, H J French, H S Selfe into the State of the Shoe and Clothing Depots at Weedon, Woolwich and The Tower, &c; together with the minutes of Evidence and Appendices, London 1859. House of Commons British Sessional Papers 2577 Sess. 2 vol 0 ix). The Weedon Inquiry began in July and lasted until December 1858.

Preamble:

The nature of public contracting for military supplies in the late eighteenth and early nineteenth centuries was important for those manufacturers who specialised in this part of the market, many of them boot manufacturers in Northamptonshire. Until 1854 the normal practice was for a contractor to tender a pattern and a price to a recognized clothier who often was nominated by the Colonel of a Regiment. The officer paid for the goods out of a sum allowed to him for the purpose called 'off-reckonings'. The standard patterns to regulate all the supplies were kept at the Consolidated Clothing Board's General Offices in London from where sealed patterns were obtained and sent annually by the clothier to each regiment.

On June 6th 1854 a Royal Warrant was signed making it possible for the Colonels to receive a fixed annual allowance instead of deriving emolument from offreckonings, the clothing being no longer provided by the Colonels but by the public purse 'only paying the true cost of such articles' (p290). For 1857-8 and after the new system was for army clothing to be purchased by the Government after open competition by tenders willing to be contracted, with civilian inspectors, two of whom were based at Weedon.

In November 1855 the Weedon depot was established by Lord Panmure in his role as Secretary of State for War and Director General of Army Clothing as a depot for Army clothing and necessaries. It was selected as a large unoccupied barracks suitable for storehouses and with ready access by canal and rail. It came to contain the Saddlery Branch, the Boot Branch, the Cloth Branch and the Garniture Branch. The first person to be put in charge of Weedon on 7th December 1855 was a Mr James Elliott. There was of course the much older Military Store at the Tower of London, which kept twelve to eighteen months supply of footwear for the army, navy, prisons and hospitals. The Navy had an establishment equivalent to Weedon, at Deptford.

Extracts from the Minutes:

p.292 Besides the rapid dispatch of troops to China and India in the Spring and Summer of 1857, nearly 50,000 men were added to the Army between January 1857 and May 1858 and 30,000 embodied Militia were called out in 1857.

p.300 The two boot inspectors were paid £100 per annum each.

- p.302 'Most of the complaints about the system of inspection were made by the old contractors. Those who now have a share of the business under the system of competition are generally speaking favourable to it. The Inspectors are bound to reject all articles not in strict conformity with the sealed patterns'.
- p.302 Soon after Weedon was established a considerable stock of miscellaneous articles was sent there from the Tower including 170,000 pairs of boots supplied during the Russian War under the 'imperfect' system that then existed. 'A large proportion were found by the inspectors to be unfit to issue to soldiers owing to bad workmanship'. Many of these, around 20,000 pairs, were sold at an auction at the Tower in 1856.
- p.305 The free kit given to each recruit upon his first joining the depot of his regiment consisted of 32 separate articles, including shirts, shell jackets, trousers etc. When these were worn out the soldier was bound to purchase others at his own expense, the articles then technically being called necessaries.
- p.399 It appeared that many of these supplies were obtained by special contacts with various firms, for which other firms had no opportunity of competing because of the need for speed to supply the army in Crimea with warm clothing.

Evidence of Witnesses

September 30th 1858

Examination of Mr Thomas Randall by Henry Selfe

Q. 'You represent the firm of Park and Co. Higham Ferrers'

A. 'Yes'

Q. 'Contracted to deliver boots to Weedon'

A. 'Rather largely'

Q. 'You used to operate under the old system?'

A. 'We have delivered 100,000 pairs.... there is scarcely any difference in profits under the old and new system... The knowledge that there is a large demand for boots...raises the cost of labour... The workmen read the papers as well as we do'.

Q. 'The main ingredient is the cost of the leather?'

A. 'Yes'

Q. 'And the next is the labour market?'

A. 'Yes....there is considerable fluctuation in the price of leather. When the gold fields were discovered we could hardly get men at all. Labour fluctuated about 10 %, leather 100% over the last few years.

'We bear the high price of leather and labour when they are high...to keep the connection (with government contracts).

‘We always anticipate that the price will get lower when it is extremely high. We are obliged to cut down profits. Sometimes we have to terminate a contract.

‘We are guided by the War Office patterns. Under the old system we were contracted to clothiers. Now with the Government’.

p.487 Mr Thomas Weatherell bootmaker of Northamptonshire examined.

Para 4629

Q. ‘We have been led to understand that there were formerly five or six large bootmakers who supplied the Government; was your house one of them?’

A. ‘No’.

Q. ‘Have you gone into the trade of supplying the Government more largely since the open system of competition was established?’

A. ‘Yes. We have contracted for some few years ... around 3,000 a month to Weedon for some time.

Para 4736

‘Rejections have been two and a half to ten percent I have been brought up in the leather trade ever since I was a boy and I have served at the manual part of it as a tanner, and since as a shoemaker’.

Para 4751

‘One tanner will produce different leather from another taking the same hide to commence with, so that you would not for a moment suppose it was the same hide or the same class of hide’.

p.490 Mr William Nicholls of Raunds examined.

Para.4845 ‘We make one thousand pairs of month for the Government ... it requires good workmen to make army boots. It is heavy work so they are well paid’.

Comment:

For anyone interested in Northamptonshire’s traditional staple industry these extracts have a particular resonance. The face to face interviews paint a vivid picture not only of the role of Weedon but even more of the lives of the working people and their employers.

Incidentally, on page 293 it is noted that on the 22nd May 1858, Mr Elliot absconded for the USA ‘abandoning his wife and having an actress as a companion to his flight’! Perhaps he became tired of counting all the ‘Russian’ boots?

Transcription and commentary by Dr. P R Mountfield.



Of This and That

Dates for the Diary:

- 25th 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. *Advance notice only.*
- 1st May Start of the Summer Walks and Visits programme.
- 16th May EMIAC: to be held at Hadfield Campus, Glossopdale Community College, Hadfield. The theme is High Peak Industrial Heritage - Longdendale Water.
- 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@robertapp.co.uk.
- 8-11th June Field Trip to Snowdonia. This is being hosted by Jane & Terry Waterfield *See advert earlier this issue.*
- 24th June Midlands Rail Tour - being organised by Barry Taylor. *See advert earlier this issue.*
- 4-10th September AIA Annual Conference. This will be held at the University of Lincoln. *Advance notice only.*
- 12th September Heritage Weekend. As part of this weekend NIAG is hoping to take a stand at the Ex-Servicemen's Club in Northampton. More information in the July issue.
- 3rd October NALH History Day at Naseby. *Advance notice only.*

TV Programmes

- BBC1 Sundays at 7.00 pm. Countryfile has moved from an earlier slot - catch it for everything to do with the country and history.
- BBC2 Wednesday 22nd April at 9.00 pm. Restoration Revisited: Griff Rhys Jones hosts a look back at the architectural treasures featured on the three series of Restoration. *Check with RT/TVTimes to see if this is a series or a one off programme.*
- BBC2 Fridays at 9.00 pm. English Heritage. 4 programmes commences 24th April. Simon Thurley on the purchase of Apethorpe Hall, and the problems associated with its restoration.

Did you know?

8 million individual census returns were transcribed for the 1911 census project. The number of trade directories available to search at Ancestry.co.uk is 629. By 1914 more than 2.5 million people were eligible for unemployment insurance.

The number of people who searched the 1911 census on the launch day was 645,000

The cost of the project to build a new archive centre in Carlisle was £8.2 million.

In 1847 more than 20,000 people lived in just 6,294 windowless cellars in the growing city of Liverpool.

500,000 copies of the Boy's Own Paper were sold every week during the publication's Victorian heyday

Taken from the Who Do You Think You Are magazines Feb to April 09

According to the Rare Breeds Survival Trust there are only 3,500 heavy shire horses left in Britain. This represents a drop of 2,500 since 1998. Several draught breeds, such as the Suffolk Punch, which has just 100 pedigree pairs left, are in danger of dying out.

The classic blot on the landscape, the mindlessly discarded supermarket trolley sticking out of a waterway, could soon be consigned to history. British Waterways has launched a Trolley Hotline (01923 201120) that allows you to alert it to a stray or wayward trolley. The organisation says it spends £150,000 every year removing 3,000 trolleys from its waterways. Stacked up, they would reach more than 10 times the height of Canary Wharf!

Taken from the Countryfile magazine.

Planning Applications:

In the weekly listing published by WNDC a couple of application details are worthy of note:

St. Edmunds Hospital, Wellingborough Road, Northampton. Map ref: 476448 : Mixed use development comprising the development of a retirement village and ancillary facilities, following the demolition of former infirmary building. Development of mixed use building comprising A1 (Retail), A2 (Financial & Professional Services) and A3 (Restaurant and Café) at ground floor, with 6 apartments at first floor. Conversion of the former St Edmunds buildings to comprise B1 (Office) use, conversion and extension to comprise specialist care facility and visitor accommodation.

Application number: 09/0002/FULWNN. Deadline for comments 20th April 2009.

Plot 100/150, Swan Valley Way, Northampton: Map Ref: 472528-257566: Erection of canal bridge over the Grand Union Canal. Application No. 09/0021/FULWNN. Deadline for comments 8th Mar 2009.

74-76 Cowper Street, Northampton: Retrospective application for change of use from Shoe Factory to Community Centre, including Offices, Community Hall and Meeting Rooms. Application No: 09/0029/COUWNN. Deadline for comments 12th May 2009.

For information only as the deadline for comments has long past and those of you who have passed these works in the past months/years might be interested in what is going on.

Land west from Sandy Lane relief road, and North from Weedon Road, Northampton. Map ref 470465-260231 : Engineering works to construct a balancing pond as part of the drainage scheme for the Sandy Lane Relief Road. (06/1329/FULWNC)

New Railway Station now open

EMDA (East Midlands Development Agency) provided almost £4m towards the £25m East Midlands Parkway station. The station is below the towers of the Ratcliffe-on-Soar Power Station with 850 car parking spaces. The station is served by 100 train services a day, with fast and frequent services to and from London. A dedicated 'Rail link' shuttle bus service links the station to East Midlands Airport.

The station is one of the greenest ever built. New technology is being used such as ground-heat heating system and grey water recycling to minimise its impact on the local environment. Locally sourced and recycled materials have also been used in its build.

Waterway Regeneration Fund

EMDA's £6.5m Waterway regeneration fund is transforming the region's waterways and helping to unlock their economic potential.

Over 20 projects are now underway, including waterway transport schemes, restoration products and riverside mixed-use developments. Of the 13 projects mentioned in the article the following should be of interest to members.

Northampton Town Centre - EMDA has funded the production of a master plan to ensure future regeneration connected with the River Nene corridor.

The Daventry Waterspace project - is ongoing and will support development of a town centre site for commercial, residential and leisure use, including a canal marina.

The Lincolnshire Fens Waterways Link - comprising refurbishment works, new moorings, cycle routes and footpaths and a large barrier development, will open up 240km of waterways. EMDA has contributed £375,000 towards the technical scoping works for this important project.

Peak Forest Canal - following EMDA redevelopment, Derbyshire County Council will fund improvements along the remainder of the canal section in the region, with partners outside the East Midlands addressing rundown sections all the way to Manchester.

Willington, South Derbyshire - creating one of the largest inland marinas in Europe. Plans for an archaeological visitor centre and replica Viking ship, based on findings on site, are now being explored by the site owners.

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Finally

We end this edition on a more serious note.

I understand that one or two people have been expressing disappointment in that the report from the EMIAC History Day at Wellingborough (Oct.08) did not contain much about Industry and in particular the Butlin & Wellingborough Ironworks. Unfortunately I was not always present in the hall during the talks due to keeping an eye on various aspects of administration during the morning, so the report was actually a general overview of the whole day.

My apologies to one and all for this omission.

However, I am very concerned that some of you may feel that representation of the Heritage Day was not up to scratch and to that end I will endeavour to get from the speaker a short report of the talk and hopefully will be able put this in a later edition of the Newsletter.

Perhaps in future if any of our members, other than Peter, Terry, Ron or myself, attend the Heritage Day they may like to volunteer to make a report on the day. The next is Longdendale Water - so please feel free to contribute to the Newsletter. I await with bated breath!

Please contact me with any concern in future, as Editor I can only try to put things right if I know about it. My e-mail address is on the back inside cover together with all my other details if you should not have this facility.

As always I am most grateful to our members for sending in their contributions, this edition saw a piece sent from Dr. Mountfield.

With all good wishes for the summer months.

*Jane Waterfield, Editor
April 2009*

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Newsletter:

Next Issue: **July 2009**

Deadline for all articles and information **20th June 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.