



NORTHAMPTONSHIRE
INDUSTRIAL ARCHAEOLOGY
GROUP

NEWSLETTER



ISSUE 111 - SUMMER 2009

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Photograph front cover: Gothic stone plinths, Nassington Quarry
© Terry Waterfield 2009

From the Editor

First of all an apology to everyone about the Summer Walks Programme which had some vital information missing on page 6. The information missing can be found immediately after this preface and again in the Dates for the diary section. It's all a question of more haste less speed and most importantly concentration, which has been a bit lacking at the moment - no it's not a senior moment either!

Our walks this year have been well attended and as always the committee members who have organised these Friday walks have worked very hard behind the scenes. In the next couple of issues we hope to keep those of you who were unable to come along in touch with reports and pictures.

We recently went to SATRA to look round the research centre. For those of you who have access to the web - have a look at www.northamptonshireleather.com, this is an excellent website with interviews, books, the story of leather etc. I see from the local press that an exhibition on the shoe trade is currently on at the Northamptonshire Museum - details of just a few of the events are in the diary section.

Both the Wales Trip and the Rail Tour went extremely well and we were blessed with fine weather on both occasions. Reports for both of these will be in later editions.

In September we will be taking the NIAG stand to a new heritage initiative, this being run by Heritage Hunters. Details of this can be found in the diary pages. We hope that some of you will be able to pop in and support this new event on the History calendar. October sees the next EMIAC Heritage Day and a flyer is enclosed with this mailing.

Wishing you all a very happy summer and look forward to seeing you in October.

Jane Waterfield



Last but not one Summer Walk details of which were inadvertently missed out of the Summer Programme.

Friday 24th July - 7.30 pm. CANAL AND RAIL IN NORTHAMPTON (*Long walk – about 2½ miles*)

The area around the River Nene through Northampton has been undergoing redevelopment in the past few years. Two years ago Jan led a walk that took in the area to the east of South Bridge but examination of the area to the west of South Bridge was thwarted by a sudden thunderstorm!

We will hope for better weather this evening as we explore the area around the junction between the Northampton Arm of the Grand Union Canal and the River Nene. Further west, we will also examine the area in the vicinity of the 'railway triangle' including the former Northampton to Blisworth railway line.

Meet in Old Towcester Road off Cotton End; grid reference: SP 754596. Stout shoes or boots are recommended.

Leader of this walk is Jan Fajkus - 01604 622158



Whilst on the subject of visits hereunder are further details of the day's visit to Stotfold Mill in Bedfordshire on Saturday 1st August.

Venue	Stotfold Mill, Mill Lane, Stotfold, Beds. SG5 4NU.
Grid Ref	TL 22333675
	Stotfold is accessible from the west via the A507 or from Junction 10 of the A1M - if a map is required please let me know immediately.
Parking:	Car parking area in the mill meadow.
Time:	10.30 a.m.
Cost:	£2.50 per person for the guided tour of the Mill.
Refreshments	A cost of £10 per person will cover all refreshments which will included the following:- Tea/coffee and biscuits on arrival Buffet lunch - assortment of sandwiches, salad, quiche, fruit salad, cakes, drinks Tea/coffee before departure (if required)
Timetable:	10.30 am - Arrival 11.00 am - Guided tour 12.15 pm - Kingfisher Gift shop opens 12.30 pm - Lunch 2.00 pm. - Meet with the TEASEL representative. The 8 acre adjacent nature reserve is currently under development. The Mill is going to arrange for a member of the TEASEL group to be available to give an overview of the development so far.

I will have to know numbers as far as refreshments are concerned by the 24th July and the cost of refreshments will be borne individually.

Jane Waterfield - 01327 312850

WINTER TALKS 2008/9

Street Tramways of Northampton - 11th February 2009

Our room at St. Matthews Parish Centre was packed for this very good presentation, excellently illustrated with nostalgic views of the town, from Martin Wills (we welcomed him and his wife as new NIAG members at the March NIAG meeting). Although the 1870 Tramways Act paved the way for improving transport in Northampton, the provision it made that town councils could take over the tramway companies every seven years, meant the latter were not inclined to invest in keeping up-to-date.

In 1879, Mr. Thomas Floyd informed his employers, the Tramway Construction Co., London, he considered Northampton was a town where a profitable tramway could be constructed. Subsequently a letter was sent from the Company to the mayor of Northampton. At a meeting in January of the next year in London, the Northampton Street Tramways Company was established and in the same year the Company obtained an Act to build the tramway at their own cost, the construction to be completed within two years. The track gauge was to be 3ft. 6in. and horses were to be the motive power.

The first route to be constructed started from the west side of West Bridge, near the LNWR railway station, along Gold Street and into Mercer's Row, and continued along Abington Street, Kettering Road to end at what is now Kingsley Road, opposite what is now the "White Elephant" pub. On June 4th, 1881, four months after construction had started, there was a 'Grand Opening' and the public service began at 6.00 p.m. with a fare of two pence for any distance. Our speaker showed pictures of the upheaval in the town's streets as the road surface was taken up for the insertion of the tram lines – *how long would the work have taken if it had been done nowadays?*

The system started with six double deck tram cars (with velvet cushions on the lower deck!), and 26 horses. Stables and a small tram car shed were erected on land behind 72 Abington Street (extending back to The Ridings) with a house for the manager in Abington Street. By the beginning of 1883 routes to Kingsthorpe and to Melbourne Gardens in St. James had been opened, by May 1893 a line was opened along the Wellingborough Road as far as Roseholme Road (later extended to Manfield shoe factory and Abington Park, leaving Far Cotton the only district of the town without a tram service until October 1914.

Although the system initially used horses for motive power, in 1883 there were experiments with using an engine worked by manual power, made by Mr. Gadsby who was the proprietor of the Lion Cycle Works in Northampton. Messrs. Grose, Moore & Mobbs tried out an Otto internal combustion engine device to pull the tramcars. *Our speaker asked for any further information on this experiment since it may have been the first internal combustion engine powered public service vehicle in the world.*



Gold Street/Drapery Corner

In 1887 T B Goodyer, Manager and Secretary of Northampton's Tramway Company, was appointed manager of the Croydon tramway system and he was replaced by a young German, Julius Gottschalk who remained tramway manager for over 25 years.

In 1897 the Progressive Party took control of Northampton Borough Council, proposing to take over various services including the tramway. The Tramway Co. offered to sell for £45,000. On 20 April 1901 a tramcar overturned in Mercer's Row after its brakes failed (the iron brake was so badly worn that it hardly touched the rails) coming down Abington Street, resulting in 20 people injured, one fatally. On 22 April the Board of Trade issued the Northampton Corporation Tramways Order giving the Corporation powers to work the tramways existing, to construct a power station and use electrical power on the tramways, and authorising two extensions, including one to St. Mathew's church (but never built). On 9 July the Town Council agreed to purchase the Tramway Company for £37,500 and it took over the system on 21 October. During its 20 years of existence the Northampton Street Tramways Company had carried over 28 million passengers and ran over 3 million miles with no major accident until the last month of running.

On take-over, the Corporation decided to extend and electrify the system, which involved reconstruction of the existing track to take the higher speed and heavier weight of the electric powered tramcars, and the construction of an electricity generation station. The depot was moved from Abington Street to a site in St. James and twenty double-deck open top four-wheeled tramcars were to be provided. The total cost for the work and equipment was put at £120,000. *How much would the equivalent of that work cost today???* In 1904 an electricity station, designed to burn the town's refuse to raise steam in its boilers, was constructed on a site between Bath Street and Castle Street, in the area north of St. Andrews Road (this was burnt down in 1919 after which the electricity supply was obtained from the Northampton Light & Power Co. Ltd.) and a six-track red brick tram shed, with workshops and offices alongside built in St. James Road. The

distinctive high but narrow entrances for the double deck tramcars can still be discerned in the building.



On 21 July 1904 on the routes from St. James End to Kingsley and Abington, electric trams took over from horse trams. The following month electricity took over from horse on the route to Kingsthorpe. The Northampton Corporation Act of 1911 authorised a number of tramway extensions but only one, the route to Far Cotton, was actually built in 1914 after resolving problems in arranging to run tramcars across the railway lines at Bridge Street level crossing. This extension brought the tramway to its maximum extent of 6.41 route mileage, mostly of double track. The sharpest curve was 50 feet radius and the maximum gradient (in Kingsthorpe Hollow) was 1 in 18.

In 1914, during the anti-German hysteria, because of his German-sounding name Julius Gottschalk was forced to resign, receiving a gratuity of £300 in appreciation of his work in developing a transport system which enabled Northampton to expand. He was followed as transport manager by John Cameron. In 1922 motor buses were introduced on routes not served by trams. This gave the Corporation experience of operating buses and in 1928 buses were used on the Wellingborough Road route in conjunction with trams. Following the success of buses in mixed operation, it was decided to operate the route entirely with buses and the last tramcars to Abington Park ran on 20 April. In 1930 buses replaced trams on the Kingsley route, in 1933 they replaced trams on the Kingsthorpe line, in 1934 buses took over the remaining tram routes. The name “Northampton Corporation Tramways” was changed to “Northampton Transport” and the trams were sold as scrap, although the bodies of some remained in stationary use until more recent times. *Information on their later whereabouts would be most welcome.*

Geoffrey Starmer

The illustrations for this report have been given to us by Martin Wills.

SUMMER PROGRAMME WALKS AND VISITS 2009

Rothwell Town Walk - 8th May

Around fifteen members assembled on a fine but blustery evening for our first visit of the 2009 Summer season, gathering on the very busy Market Square in the centre of Rothwell.

Our guide was Maurice Goodwin from the Rothwell Arts and Heritage Centre, and against a backdrop of traffic and local revelry, we were given a brief introduction to Rothwell's



Detail of Rothwell Market House

© Jane Waterfield 2009

industrial history, which has included agriculture, woollen manufacture, silk weaving, footwear and ironstone mining. One of the most notable local industries was the agricultural implement company formed by William Ball in 1809, which gained an outstanding reputation for its products.

Rothwell also possesses a wide variety of buildings of great architectural interest, and the first examined was the Market House, which had initially been started by Thomas Tresham in 1577, but was never actually finished.

Subsequent additions and alterations have been made to the original cruciform structure, particularly by the Kettering architect J A Gotch, resulting in today's landmark which still bears many indications of Tresham's Catholic beliefs. Most of Rothwell's heritage buildings are close to the Market Square, and our group moved on to inspect a derelict footwear works, a factory once used for silk weaving factory, and another building which initially served as a 'coffee house' for the local Temperance movement, and later as a local 'canteen' serving the workers employed in the local footwear industry

We were then allowed into the precincts of the Jesus Hospital on the south west corner of Market Hill. This was founded in 1586 by the local benefactor Owen Ragsdale, to accommodate local elderly townspeople and today it is still used for this purpose, comprising attractive ironstone dwellings with extensive gardens beyond.



Entrance to the Hospital

© Jane Waterfield 2009

partake of refreshments kindly provided by our hosts

Adjacent to the Hospital is the very large parish church of Holy Trinity, famous for its Bone Crypt, and which was once of far larger cruciform shape, and shows evidence of many extensions and alterations across different eras. After examining the nearby Manor House, our party continued to the Arts and Heritage Centre where we were able to finish our evening by examining a range of exhibits and

Barry Taylor



SATRA Technology Centre - 22nd May

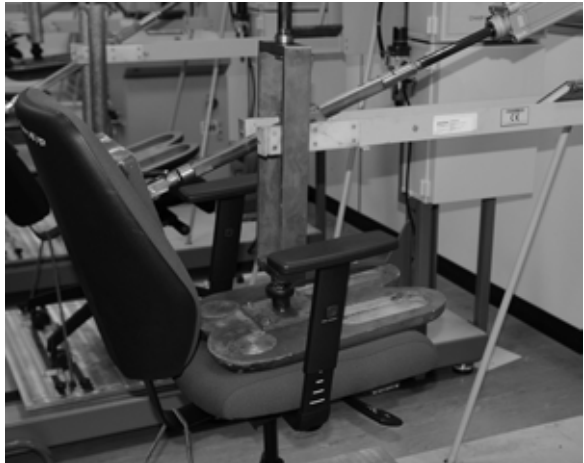
Seventeen members visited SATRA's new laboratories in Kettering. For those NIAG members with long memories, NIAG last visited SATRA back in June 1994 when it was based at SATRA House in Rockingham Road Kettering and was known as SATRA Footwear Technology Centre. While it still owns the site in Rockingham Road, most of this is now let out to other businesses and the organisation has moved to purpose-built premises on Kettering's Telford Way Industrial Estate about one mile to the north. Furthermore the word 'Footwear' has been dropped from the title, reflecting the change in the emphasis of its activities.

SATRA began back in 1919 as a research organisation for the local footwear industry and so this year is celebrating its 90th anniversary. It evolved during the second half of the 20th century as an international footwear research organisation and then as Western footwear manufacturing declined, it spread into other consumer product industries, providing a range of research, testing and technical consultancy services world-wide. However, as Richard Turner, SATRA's current Chief Executive told us, SATRA's business is still 50% footwear based. With a turnover of £10 million, SATRA employs almost 200 personnel and undertakes work for several thousand member companies and clients world-wide, including household names such as Next and M&S. Furthermore it now has an office with four staff in China.



1. Testing Home Furniture

seeing stress faults in glassware, a large candle testing laboratory and a chainsaw test rig to determine how well protective clothing works. We visited the furniture laboratory where a row of pneumatic rigs was testing the durability of all type of chairs by applying high forces to simulate people sitting down and leaning back in chairs, using a 'standard sized backside'! We were told that the organisation is accredited



2. Testing Office furniture.

© Terry Waterfield 2009

to undertake several hundred different type of physical chemical and safety tests on an enormous range of products and this visit clearly demonstrated how SATRA has adapted its business following the demise of the local boot & Shoe industry.

Peter Perkins



Nassington Quarries - 29th May

Fifteen members assembled about ¾ mile west of Nassington on the road to King's Cliffe to explore the site of Nassington Ironstone Quarries. NIAG last visited this area in June 1990 and Geoffrey Starmer's report on that visit in Newsletter No 39 contained a map of the site which was copied for use on this visit.

According to Tonks* the quarries were operated by Naylor Benzon & Co Ltd, who were mainly importers of foreign ore. They purchased 500-600 acres of land at Nassington in 1939, possibly because they saw imports being disrupted by the forthcoming war. The quarries were operated in three phases from 1939 until 1970, ore being transported via standard gauge tramway from the quarries to the former LNWR Rugby to Peterborough railway. Two Hudson 0-6-0 standard gauge saddle tanks named Ring Haw and Jacks Green (after local geographical features) operating here were the last steam locos used for ironstone quarrying in the UK.

From the road we made our way north across paddocks to a brick arched accommodation bridge over the track bed of the former LNWR Rugby to Peterborough line. The line opened in 1879 and closed to passenger traffic in 1966, although the section from King's Cliffe to Nassington Quarries was left intact for ironstone traffic from King's Cliffe until 1968 and the section from Nassington Quarries to Yarwell Junction wasn't lifted until 1977.



A short breather and discussion on the accommodation bridge

© Jane Waterfield 2009

We walked north from the bridge into an area which is now part of the Sulehay Nature Reserve. It is bounded on the east by a rail spur leading from the locoshed and company sidings, south-east to a junction with the LNWR line, and on the west by the expanse of relatively barren ground which had been the site of the extensive calcine banks. In between these we could still make out the alignment of the western rail spur laid in 1968 to facilitate transfer of ore from No 3 Quarry (located

immediately to the south of the LNWR line, ½ mile to the west) along the former trackbed of the (by now closed) LNWR line and into the company's sidings.

Walking north along the eastern rail spur we reached the site of the locoshed and weighbridge. The brick building used as the office block when the quarry was operating is still in existence, now being used as an office/accommodation for the nature reserve.

In 1990 we had walked westward along the trackbed of the LNWR line in order to reach the site of No 3 Quarry. However today access this way is not possible, so we made our way over what was once No 1 Quarry but has been completely filled in and is now rough grassland. About ½ mile further on we crossed the alignment of the LNWR line at a point where it was diverted in 1968 to descend into No 3 Quarry. Extending westwards from this point there is still a deep quarry which is presumed to be the final gullet of No 3 Quarry, although this is not consistent with the direction of quarrying noted in Geoffrey's diagram (and also in Tonks' book*). Although the original alignment of the LNWR line has disappeared under restored land, it does reappear at the extreme west end of the Nassington Quarry system and we were able to reach it by walking along a path through the deep gullet.



Bridge detail

© Terry Waterfield 2009

Here, there is a bridge with elaborate stone parapets carrying a track over the former LNWR line. Reading Geoffrey's 1990 report which described 'gothic' decoration prompted us to brave the undergrowth and investigate the bridge from below. We were rewarded by the sight of a row of quarterfoils decorating the outer edges of the steel beams on either

side of the bridge. We mused that perhaps the decoration had something to do with the bridge being in the vicinity of Apethorpe Hall. We noted that curiously the outer face of the parapet on the west side of the bridge was of blue brick whereas the rest of the structure was of stone.

Returning to the starting point via the public footpath across the line of No 1 Quarry, some members of the group were heard to comment that the organiser's prediction of a two mile walk was rather an underestimate (apologies for that) but most agreed that the extra mile was worth it to see the decorative rail bridge.

**Ironstone Quarries of the Midlands Part VI, Eric Tonks, Runpast Publishing, 1992*

Peter Perkins

Travels in Northamptonshire

The following is a report by our Chairman, Peter Perkins, on the preparations to update NIAG's 'A Guide to the Industrial Heritage of Northamptonshire'

As a first stage in updating NIAG's 'Gazetteer' and to prepare for my talk on Northamptonshire's Industrial Heritage to NIAG in March of this year, I took it upon myself to try to visit all the sites contained in the Gazetteer published back in 2001. This was partly to check if there had been any significant change since publication, but also to ensure I had reasonable digital photos of each site (I won't say 'good' photos because I do not claim to be an expert photographer - more a point and shoot person!). Furthermore, when Geoffrey Starmer, Roy Sheffield and I collaborated to produce the Gazetteer starting in 1998, there were many sites that Roy and Geoffrey wrote about which I had never visited so this was an opportunity to redress that omission.

Between November 2008 and March 2009, I managed to visit all but about 20 of the 453 sites covered in the Gazetteer. I use the term 'visit' advisedly as, in most cases, it was a case of look at the site from a distance, check if its external appearance tallied with the description in the Gazetteer, take a photograph and move on. In a few instances however, a more detailed examination was required. For example, access to the windmill at Tansor near Oundle is no longer feasible via the lane adjacent to the church as stated in the Gazetteer. To see the structure, it was necessary to knock on the door of Tansor Court, a large Victorian mansion in the grounds of which the windmill is situated. Despite me turning up unannounced, the lady of the house very kindly, took me through the house (in my boots!), out through the kitchen door and across the garden to the remains of the windmill in the furthest part of the garden, speaking to gardeners and handymen as she went. There she proudly showed me the inside of the now empty Grade II listed structure.

My overall impression is that our industrial heritage is alive and well. While there may be no large scale industrial remains as in some northern counties, nevertheless we have a diverse range of sites covering industry, power sources, transport and services. Most notable is the number of former boot and shoe premises and other factory buildings that have now been converted into flats or apartments. For the most part this has been done sensitively although in some instances the use of white plastic window frames does detract from the appearance. However, inevitably a small number of sites originally mentioned in the Gazetteer have disappeared completely since it was produced, as outlined below.

Gazetteer sites now demolished:-

Shoe and leather premises

- Former Co-operative shoe factory in Newton Road, Higham Ferrers - site still awaiting development.

- Shortlands Express Works shoe factory and offices in Church Street, Irthlingborough - damaged by fire a few years ago and awaiting development.
- H Goodmans leather dressing factory in Wood Street, Kettering - now housing.
- The former Britannia Slugging Machine Works in Lime St, Rushden - now housing.
- It is also expected that the former Sheltons shoe factory in Irchester Road, Wollaston will be demolished in the next few months - it already has no roof.

Other manufacturing/processing premises

- Miller & Childs mineral water factory in Wellington St, Kettering - now housing.
- Former maltings on St Peters Way in Northampton, demolished without permission back in 2007.
- Chapman's cardboard box factory on the Embankment, Wellingborough - the block of flats built on the site has a clock tower which is reminiscent of the original art-deco one.

Power sources

- The windpump near the Fotheringhay to Nassington road has been removed.

Public services

- Former water pump, Manor Road, Rushton has disappeared.
- Former gasworks, Shirley Road, Rushden - now housing.
- Former fire station in Victoria St, Irthlingborough - demolished and a house named the Old Fire Station built on the site.

Transport

- The 1920s classically inspired façade of Smiths Garage in Dalkeith Place, Kettering caught fire back in 2002 and the whole site was cleared. I notice that only in the last week has work started to build something else on the site.
- In Northampton, the Bridge St Signal Box has been demolished following a fire.
- The 1920s canal warehouse in Northampton has gone; it was close to the lock connecting the River Nene and Northampton arm of the Grand Union Canal.
- At Kilsby, the row of lengthmen's cottages adjacent to the Northampton to Rugby line near to the A5 road bridge have disappeared.
- The former Thrapston Midland station and goods shed are now just a pile of rubble following a fire at the site in recent years.

Quite a few other sites have changed significantly and these changes will be reflected in the 2nd edition of the Gazetteer which we hope to produce in the next year or so. Geoffrey Starmer, Barry Taylor and I have already met to plan the update. It is hoped to include some 'new' sites, which were either overlooked when the 1st edition was being prepared or which we now consider are of more significant interest.

If you have any information about any of the existing sites in the gazetteer or about sites you think ought to be included, please contact Peter Perkins (phone: 01536 713256 or email: eastfields.rushton@btinternet.com). We cannot promise to include any particular site but will give it due consideration.

Peter Perkins



Samuel Isaac 1812 to 1886

Member June Swann writes:

The references made by Dr. Mounfield on the Weedon Depot and the shoe trade are of enormous interest to Northampton: they shed a lot of light on Samuel Isaac, the man who tried to bribe us (as Northampton people saw it) to elect him as our MP in 1863, with the magnificent fountain in the middle of the Market Square. Its loss is still much lamented by those who remember it. Less well known is that he's the Isaac in Isaac, Campbell & Co. army contractors, boot manufacturers, which gave its name to Campbell Square.

Born in Chatham 1812, he is first listed as army contractor there in the 1845 directory, with a London address from 1848. By 1852 the company name was changed to Isaac, Campbell & Co., at 61 Onslow Square. By early 1857 Sam Isaac was at Inkerman Terrace, Northampton, with tenders invited in February to build the factory nearby on what was then Fleetwood Terrace. A business-like building was erected to the north of Mansfeld's splendid Venetian palace (the first 3 ½ storey boot 'warehouse'/factory in the town), with space for later extension down Victoria Street (better remembered as Horton & Arlidge, shoe box factory).

The Weedon Papers show Messrs Isaac had a running contract to supply complete soldiers' kits and a separate contract for army boots. Working with Elliott (later to abscond to USA with his mistress), he arranged for surpluses in one contract to be transferred to make up shortages in the other, even though the boots were supplied at different prices. As usual with Parliamentary Papers, they cautiously mention 'appearance of bribery' when a loan of £500 was advanced by Sam Isaac to Mr J S Elliott 15th May 1858, the day after Elliott ceased to have management of the Weedon Depot. Isaac's documents were examined and 'we...are entirely satisfied that the £500 was a loan, which Mr I believed would be repaid in 3-4 days'.

Isaac's evidence mentions his 'large factory at Northampton'. 'contract for kits', '2-3 contracts for boots only', he 'sent 8000 pairs monthly'; many were not inspected for 1-3 months; then Weedon did not specify which contract was rejected; many boots were rejected. He does not appear to have supplied military footwear after July. In October Isaac was on the Continent for some weeks 'under medical advice', but a letter was to be delivered to him personally. The factory survived, with a large poster of promises in May 1859 about how the work would be organised, including 'we intent to employ machinery', which many bootmakers had been dreading, and 'grindery store on premises' (open to over-charging).

In early 1861 the factory was taken on by Turner Bros, Hyde and Co., a more familiar name, though Isaac still owned the building to 1871. He and Turner Bros. went on to supply the Southern Confederacy in the American Civil War, through to 1864 (their names are still revered in the South), with rumours of supplying both sides, and certain evidence of keeping '2 sets of books to defraud the Confederacy'. Being paid in their Bonds, he was 'ruined' in 1865, 'in liquidation' in 1871, discharged in 1875, founded a company to build the first Mersey Tunnel in 1880, opened in 1886 by the Prince of Wales, died November that year, leaving £203,084. Certainly an amazing man, but you can understand Northampton's suspicions.

Miss June Swann, MBE



Miscellany of Items of Interest

Report of Northampton Borough Petty Sessions case where Frank Elmwood, tramway conductor, was summoned for permitting 64 passengers (in addition to the driver and conductor) to ride on a tramcar only licensed to the carriage of 38 persons, in Abington Street in April. Two horses attached to it were unable to pull it and a third had to be procured.

The prosecution was on behalf of the Society for prevention of Cruelty to Animals. Mr. Shoosmith, appearing for the defence, said he was instructed to deny overcrowding in the first place and in the second place he contended that that the car was not licensed for any particular number of persons. He added that it was a Race Day and the animals were changed every hour.

Northampton Mercury 19 May 1883 v 7

Steam Power

A 110 year old Alchin steam engine has been quietly rotting away in a Northampton council depot for more than 10 years. It is hoped that this engine will be restored to its former glory.

The engine was built in 1889 by the Northampton-based firm William Alchin for the town's council. It went on to help construct miles of roads across the town before being retired in 1954 when it took on a new role as the star of Northampton's annual carnival parade during the 1970's. (*Members may well have seen it*).

However, despite being a much-loved sight on the town's roads for more than half a century, the engine, which is believed to be one of only a handful of its kind left in the world, currently sits in the Borough Council's Westbridge depot in bits and pieces, and covered in weeds and bushes, rusting to ruin in the open air.

After the roller was retired by the council in 1954, it was restored in the 1960s by council staff before being loaned to the Northamptonshire Ironstone Railway Trust in Hunsbury. When it needed repairing in the 1990s, it was taken to an engineering firm in Rushden, which promised to do the work for free. However, having stripped the engine down, the company went into liquidation which forced the council to take it back.

Two steam engine enthusiasts are hoping to save this engine and restore it and have been trying to get hold of it since 2005. Steam experts at the Northampton & Lamport Railway Preservation Trust hope that they can restore the engine in five years. The Borough Council has said that since the parts have only scrap value to them, they are prepared to hand it over. Needless to add the council have to discuss these plans before any action can take place.

Facts:

- The steam roller, no 1131, was built by the William Alchin Company at its Globe works near Southbridge in 1899.
- It was delivered to Northampton County Borough Council in 1900 and used to help make roads across the town until 1954, when it was replaced by a diesel powered roller.
- When it was built, the engine cost £400, about £38,000 in today's money.
- At its peak, the 10 tonne engine did about four miles to the hundred weight of coal.
- Northampton & Lamport Railway Preservation Society now hope to take on the engine and restore it over five years.
- The council is expected to give them the remains on July 8th and the trust hopes to put them on show at Lamport on July 25 and 26th when fundraising for the restoration will begin.

Northampton Chronicle & Echo - July 2nd 2009



WINTER TALKS

Garden Room, St Matthews Church Hall,
off Kettering Road, Northampton
7.30 p.m.

Commence
9th October 2009

EUROSTAR - RECORD BREAKING TRAIN
Alan Scott

Of This and That

Dates for the Diary:

- 24th July Summer Walk led by Jan Fajkus.
CANAL and RAIL in NORTHAMPTON (*Long walk – about 2½ miles*) see page 1 for details.
- June 27th to September Shoe Town Festival. Various events around Northampton. Opening exhibition at the Northampton Museum & Art Gallery called 'Skin'. 'The Shoemaker's Shrine' - July 11th to August 23rd. Full details of all events and exhibitions visit www.northampton.gov.uk/museums. Or pick up a comprehensive booklet detailing all the events from the Museum or Tourist Offices.
- 8th August Guided Walk around the historic areas of Northampton town centre with architect Alexander Ellis Anderson. No other details to hand. Suggest you contact the Museum if you are interested.
- 4-10th September AIA Annual Conference. This will be held at the University of Lincoln. Web-site: www.industrial-archaeology.co.uk
- 12th September Northampton's 1st Heritage Fair. As part of the Heritage weekend and the first of it's kind, NIAG is taking a stand at this event. The venue is the Ex-Servicemen's Club in Sheep Street,

Northampton (opposite the Church of the Holy Sepulchre, Northampton). The time is 11.00 am to 4.00 pm.

3rd October Heritage Day: EMIAC 78. Trams in the Limelight - see enclosed booking form.

3rd October NALH History Day at Naseby. Advance notice only.

9th October Talks begin at St. Matthews Garden Room.

Eurostar - Record Breaking Train - Alan Scott

TV Programmes

According to the May/June issue of British Archaeology, Francis Pryor is currently holding talks with BBC4 for a six part series to be recorded in and around Ministry of Defence properties. It does not say whether the properties are old or current. Whatever the outcome, keep an eye on TV listings as it is bound to be interesting - if of course you can get BBC4!

Did you know?

77 million is the number of records from London Metropolitan Archives that will go online at Ancestry.co.uk.

The estimated number of Great War records held at Red Cross HQ in Geneva is 20 million.

At least 1,000 bodies were required for dissection by medical students every year in the early 19th century!

The number of individual names listed in the York Prison databases is 5,000. This includes criminals, victims, insolvent debtors and creditors.

In 1860, the infection rate among British soldiers was estimated to be 309 per thousand.

The number of days filming the latest series of Who Do You Think You Are so far is 62 days.

Taken from the Who Do You Think You Are magazines May to July 09

Since its opening one year ago in 2008 St. Pancras Station in numbers:

33 million travellers

500,000 glasses of champagne has been drunk in Europe's longest champagne bar

41,000 pints of Betjeman Ale has been drunk at The Betjeman Arms

10,000 fresh oysters have been eaten at the station's world-class restaurant, The St.Pancras Grand, since September 2008

55 retailers are now open on the concourse

30 drama series and films featuring the station

8 trips to the moon and back, based on the number of miles the Eurostar has travelled.

Taken from 'Journeys', East Midlands Trains magazine, Winter '08

Planning Applications:

09/007/FULWNN - Erection of canal bridge over the Grand Union Canal. Location: Plot 100/150 Swan Valley Way, Northampton. Map Ref: (E) 472645 - (N) 257605. Validation date 16th June. Deadline for comments 11th August 2009.

Travel

If you are going to the Lake District why not take a short break in the Barrow-in-Furness area. Look out for Duddon Iron Furnace (SD 197883), Cartmel priory and Stott Park Bobbin Mill (Mon-Fri March to October. English Heritage, admission fee), which are not far from the A590, the latter is a working museum.

Railway Museum seeking WW2 reminiscences

The National Railway Museum in York is asking for reminiscences of work on the railways during WW2 for its archive. Contact: Railway Remembrance Appeal, Press Office, National Railway Museum, Leedman Road, York YO26 4XJ, or on www.nrm.org.uk which has a form for completion on it.

Barratts Factory in Kingsthorpe Road

An SOS has gone out to save items which reflect this town's shoe history after it was noticed that the painted signage on the outside wall of the former factory in Kingsthorpe Road, Northampton was disappearing behind a coat of paint. Apparently the owners of the site began to paint out the wording on the end wall because they were fed up with people going into the building asking for the shoe shop which was once there. According to the report in the Northampton Chronicle & Echo of Friday June 25th, the owner of McManus pub company said that the Barratts sign confused people and he thought that if they put their own there problems would cease. However, work was halted by experts from the Borough Council when they noticed that half the signage had been painted out. The site is in a conservation area and listed building consent needs to be sought before changes can be made.

NB: If anyone is passing the former shoe factory, can they please keep an eye on developments and let us know. Thanks.

The QE2's future?

In the Autumn 2008 issue (108) it was reported that the QE2 was on its way to Dubai. In the latest issue of the HIAS newsletter the news is that the international

company who had purchased the liner (£50m) had been hit by the international economic slowdown, making 500 employees redundant and 'scaling back' some projects. This was three weeks after the liner's departure from Southampton.

In January it was reported that the ship was to be sliced in half and a 100ft-long extension inserted to lengthen the vessel, providing extra accommodation and entertainment facilities. If this was the case then the ship would have to return to Europe (Bremerhaven), where such procedures are increasingly common. A promise to donate one of the anchors to Southampton would have to wait.

In February fears that the ship would be scrapped due to the economic downturn were voiced, as Dubai is now receiving reduced numbers of visitors! The owners denied this and intimated that the ship would be opened to the public as she stood for a short period (before her refurbishment begins next year).

Near the end of March, the Mission of Seafarer's chaplain in Dubai is reported to have said that he found a lot of crockery from the ship thrown into a skip. Again the owners denied anything being thrown or given away. However, Wedgwood crockery, Cunard uniforms and a map of QE2's World Tour have found their way to local charities and schools. The Dubai branch of the Mission of Seafarers charity, based in Southampton, has gained much-needed funds by auctioning many QE2 items. It is said that some £5,000 has been raised by these auctions of QE2 artefacts and this has been handed over to the charity in Dubai.

Hampshire IAS Newsletter - June 2009

Taken from Southern Echo News various dates.

Certainly an undignified end to what was once our pride and joy. Ed.

Beaulieu Tide Mill

Beaulieu Estate has asked the New Forest National Park Authority for planning permission to restore this Grade II listed building, with a 16-page report accompanying the application. A sum of £250,000 has been quoted for repair to the fire damage which the roof and the upper (bin) floor suffered three years ago. It is hoped that work will commence in the next few months. Members from HIAS helped with the initial cleaning after the fire. The building since then has been shrouded in scaffolding and plastic sheeting.

Hampshire IAS Newsletter - June 2009

WW2 B-plane to fly again

One of the last British b-planes to have seen active service, a Fairey Swordfish, is to undergo £1m worth of specialist restoration by engineers at BAE Systems' Military Air Solutions facility at Brough, East Yorkshire.

Work on the Swordfish MK1, a torpedo bomber first flown in 1934, will include repair of the tail plane, wings and surrounding support work in order to restore the aircraft to flying condition for the Royal Navy Historic Flight.

The Swordfish entered service in 1936 and remained in operational service through-out the Second World War, playing a vital role in providing air cover to protect the Atlantic convoys. Its handling qualities made it uniquely suitable for deck flying operations, operating from adapted merchant vessels, the Merchant Aircraft Carriers.

Engineering and Technology 20th June 2009

Finally

A stunning senior moment!

A self-important college freshman walking along the beach took it upon himself to explain to a senior citizen resting on the steps why it was impossible for the older generation to understand his generation.

“You grew up in a different world, actually an almost primitive one” the student said loud enough for others to hear. “The young people of today grew up with television, jet planes, space travel, man walking on the moon. We have nuclear energy, ships and cell phones, computers with light speed....and many more.”

After a brief silence, the senior citizen responded as follows:

“You’re right son. We didn’t have those things when we were young....so we invented them. Now.. what are you doing for the next generation?”

The applause was amazing!

Certainly makes you think. Thanks to a colleague of Terry’s for sending us this little thought provoking piece.

Errata

I would like to extend my sincere apologies to Dr. Mounfield for the incorrect spelling of his surname in the last issue.

*Jane Waterfield, Editor
July 2009*

LATE INFORMATION

**STOTFOLD MILL VISIT
SATURDAY - 1st AUGUST**

I have just learned that the Mill will require payment of £12.50 (lunch + tour costs) up front. Please let me know immediately if you are planning on attending and certainly NO later than Thursday 23rd July.

The number required to ensure that this visit can proceed is 20 and so far five members have shown an interest.

Please confirm by e-mail or telephone
(answerphone permanently on)
if you wish to attend this day.
Full details on page 2.

Contact Jane on 01237 312850 with
Name, number of persons and your contact details please
Or
e-mail: dargasson@tandjassociates.co.uk
and immediately send a cheque for £12.50

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Newsletter:

Next Issue: **October 2009**

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