



NORTHAMPTONSHIRE  
INDUSTRIAL ARCHAEOLOGY  
GROUP

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NEWSLETTER



ISSUE 113 - WINTER 2010

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## From the Editor

The time seems to go faster and faster these days and it seems incredible that once again it is almost New Year as I write this preface. It is hoped that everyone has had a peaceful and restful Christmas and will have a happy 2010.

As I stood in yet another queue on the Tuesday before Christmas weekend, I have to say with my somewhat 'unloaded' trolley compared with others I did begin to wonder what it was all about. In M&S I stood behind one family who spent over a hundred pounds, the wife mumbled something about 'you should never shop without a list' while the husband paid the bill in £5 notes! Yes all £159 plus of it – and I kid you not. The assistant on the till was marvellous and quietly got on with counting out the 'fivers'. Up at Wyevale – a bit of an oasis – to get a sack of coal, sales were in existence. Enter an elderly gentleman, and very smartly dressed, wheeling a very reduced-in-price bird table (sale price £99 – reduction of something like £40 off) on one of those trolleys you get at garden centres. It was not well balanced as we found out in the queue. A loud crash, missed me by a foot, and one very smashed bird table. The 'house' on the top was made with some kind of breakable fabric. *'Perfectly OK sir, not to worry, accidents happen, we'll get you another'*. I had left the building by the time he got to the checkout with another and I don't know if he had had to pay for the breakage. Loading the car I did however see him making his way to his vehicle – 'house' had been taken off!! I then 'poodled' round to Waitrose (Towcester) – my god – this was Tuesday and there was hardly anything left on the shelves and there were still two days to go. Tesco was the next quick stop on the way back home and I managed to get the few things that we needed. Firefighters and a missing present.

So to this issue. October saw the start of the winter talks – well commenced with an excellent talk by Bob Ayers and the Trams in Stratford. The AGM was well attended and was then followed by another excellent talk on Eurostar and the new high speed line. As we all know Eurostar was very much in the news before Christmas and we were only too pleased that we had come home (annual trip to German Xmas markets) well before the problems with the trains coming to a standstill in the tunnel.

I would like to thank everyone who has contributed one way or another to this year's newsletters. In particular to the members of the committee who unfailingly report on their walks and trips and then are coerced into writing up a report on one of the winter talks. A big thank you and I look forward to the same high standard during 2010. Can I make a request of our membership that should you see anything of interest for our newsletters, newspaper articles, engineering, other organisations whatever, to send it to me and I will endeavour to use it in one of our future issues. Address and e-mail address are found at the back.

Once again every good wish for 2010 and I look forward to seeing many of you during the year.

*Jane Waterfield*

## MORE SUMMER PROGRAMME WALKS AND VISITS OF 2009

### **H G Matthews Brickworks – Saturday 11<sup>th</sup> July**

On the morning of 11<sup>th</sup> July, 8 NIAG members and 3 friends undertook a tour around H. G. Matthews Brickworks, Bellingdon, Buckinghamshire.

The brickworks started operation in 1923, and has been run continuously by the Matthews family. Trafford Matthews, one of the current co-owners and family members to run the works, showed the society around. The works specialises in producing old-style bricks, especially for historic building conservation purposes. Projects using Matthews bricks include Mapleduram House, Chequers, and Hampton Court's main gate.

We were first shown the raw materials that go into the production of their bricks. This consists of local clay, flint, and anthracite to assist in the firing process. This is sieved and milled, in some rather old-looking mills. Other elderly looking equipment included a 'Berry's Patent Brick Machine', made by Berry & Son, Westcliffe on Sea.



Brick moulds (c) Jane Waterfield '09

One of the specialisms of the works, is to produce both machine and hand made bricks, in both imperial and metric sizes. Most of the bricks are machine made, however a substantial number are actually hand made. In this process, a wooden mould has sand put into it, followed by the clay. The brick shaped clay is then taken out ready for drying. There is an area specially set aside for the production of hand made bricks, a large table being split into four, so up to four people at one time can be producing bricks. We were told that amazingly, up to 1200 hand made bricks can be made per day by each individual brickmaker!

There follows a drying period before firing. During the summer months, drying takes place

outside under specially constructed open sheds to allow the bricks to air, the period needed to dry being two weeks. During the winter months, drying normally takes place inside a diesel fired oven. However, this is set to change as the company recently bought a wood fired (biomass) heater for drying, in order to reduce their 'Carbon footprint', the society being proudly shown the new heater by Trafford during a test firing. The biomass heater also works out cheaper than the diesel fired option.

Once ready, the bricks are then fired for 28 hours in traditional style ‘Scotch’ kilns, with diesel as the fuel. The company has four such kilns. These are amongst the last remaining working Scotch kilns in the country, although Trafford explained that a nearby small brickworks also uses scotch kilns. Once the firing is complete, the kiln is emptied, and the bricks prepared for dispatch. Interestingly, because the heat inside a scotch kiln is not uniform, so bricks from different areas of the kiln are not fired to the same heat. This produces bricks of varying colours, which can be sold to customers who need an exact ‘match’ for their buildings. Bricks can be fired again if they are not fired enough.

We were also shown the mould store for the hand made ‘specials’ bricks. One of the company’s strengths is that they can produce one-off hand made specially shaped bricks. The moulds for these are made locally. This room was a fascinating place to explore, and was a good indicator of the range of shapes and sizes the company are capable of. An interesting example of this was a batch of bricks shaped like old fashioned mobile phones. Trafford was not sure of the customer’s reason for ordering these.

Much of the site appears to be post war, although there were one or two buildings that seemed to be older, the office building being an interesting inter-war structure with Crittall windows. The main group of buildings, including the kilns, were not surprisingly constructed of brick. There were however a few concrete sheds, and the drying sheds were very recent steel framed constructions with clear plastic corrugated sheets for the roof. The kilns themselves were not very old, having been recently constructed to replace older kilns, now demolished. An employee of the company had designed a special sliding roof for the kilns, to assist in the firing and loading/emptying of the kilns. The site also has a new showroom building to display the company’s fireplaces, leading to a rather strange looking building with lots of chimneys poking out through the roof.

The tour finished at lunchtime, sadly with no time for members to see the Matthews collection of historic agricultural machinery and vehicles, however everyone appeared to agree it was a fascinating morning. Thanks must go to Trafford for taking time out from his Saturday morning to take us on an illuminating tour.

*Steve Miles*



With Jan’s untimely death he was unable to complete his reports of the walks which he organised and conducted during the summer months. The fact that the last two were completed with his meticulous attention to detail is typical of Jan in spite of not being at all well. Before he died he sent me his notes and a couple of half finished pages of his walk reports. What follows is a mix of his words and mine and the three following reports are in his memory.

## **RN Diesel Engine Co. Ltd, Daventry – Friday 15<sup>th</sup> May**

It was a good crowd of NIAG members that packed into the small premises of R N Diesel. This company, formed in 2000, holds the rights to the production of the Russell Newbury engine known as the DM2 (Diesel Marine Two cylinder) which was first produced in 1932 and thanks to an order to equip many of their 'star class' boats became a standard Grand Union Canal Carrying Co. canal boat engine.

The DM2 engine has, with few modifications, been in almost continuous production ever since. Producing 18 hp per cylinder at almost flat line torque between 800 and 1200 rpm the engine is more than capable of powering the heaviest of canal boats. The cylinders have a bore of 4 $\frac{1}{8}$  inches, a 6 inch stroke and 1320cc. Using the same basic components 3 and 4 cylinder models were also produced. Though using the latest CNC milling machine when appropriate, the body is still traditional cast iron and uses aluminium pistons of unusual shape. Brass plaques, which provide access points highlight the traditional appearance. The major change has been the re-machining of the head to accommodate neoprene gaskets. All dimensions are still in Imperial and threads are Whitworth, so no change there.

In addition to producing and repairing the boat engines, some 300 of which are believed to be operational, development has been undertaken to utilise the engine for the generation of electricity and heat (CHP). The company has thus gone the full circle to the original concepts of the founders. The reliability of the engine in 24/7 operation combined with the ability to use a variety of fuels including waste oil, cooking oil, central heating oil may provide a new opportunity for this company.

Our thanks to Brian Jarrett and Allister Denyer, whose warm welcome made this an interesting and informative evening.

### **Brief History.**

- 1909: Frederic Russell and William Newbery, both previously employed at Rolls Royce formed a partnership to produce petrol and paraffin generating sets to supply electricity to country houses. Production started in a small factory built for the purpose in Grosvenor Road, Altringham
- 1930: The company produced what it described as a high-speed single cylinder diesel engine running at up to a 1000rpm.
- 1932: Production of the first canal boat engine, the DM2.
- 1940: Russell Newbery becomes a limited company with investment from the Sterling group. The Altringham works are expanded and workshops built at Dagenham, home of the Stirling Group.
- 1942: Development of the E3 engine rated at 48hp, which is then produced under licence by Francis Shaw of Manchester for use in landing craft.

- After the war production was moved to an expanded Dagenham plant and the Altringham works were closed in 1948.
- 1950-53: The engine range is retooled and minor design modifications are included.
- 1955 An uprated engine is introduced and is designated the F type.
- 1970: The Stirling group is broken up and Russell Newbery is bought up as a going concern with orders to produce engines for the Iranian Oil Co.
- 1980: The company is put into voluntary liquidation and the assets are bought by Vero Engineering of Southampton who continue production of the D engine.
- 1994 Concerned owners of RN engines form the Russell Register and then create the RN Diesel Engine Co Ltd to provide a spares and repair service.
- 1999: Assets of Russell Newbery are bought by R W Davis of Sharpness Docks.
- 2000 RN Diesel Engine Co Ltd acquires the assets of Russell Newbery & Co Ltd and resumes production of the D engine in the garage of chief engineer Allister Denyer.
- 2004: A group of Russell Register members finance the purchase of the Daventry premises, which are then leased to RN Diesel Engine Co Ltd.
- 2004/9 After a hundred years RN produces a CHP unit based on the DM2.

*Jan F*

As many of you will recall many of Jan's walks during the summer months were often accompanied by extreme types of weather. The evening at RN Diesel was no exception as it was extremely dark on arrival and the heavens opened to an absolutely horrendous rain storm during the visit. Thankfully we were indoors for the best part but had to 'leg' it back to the cars getting drenched in the process!

What Jan has not said was the fact that during the talk Allister exhibited a "sten gun" and this was handed to one of our members to hold. Thankfully we were all quite safe in spite of the fact that Allister had forgotten to remove the bullet from the chamber! Rest assured once he realised his error, the bullet was removed and put in his pocket - a huge sigh of relief was felt from around the room.

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### **Nether Heyford - Friday 19<sup>th</sup> June**

Looking across the almost idyllic rural landscape it is sometimes easy to dismiss the changes wrought by industrialisation in its various forms. Often one takes for granted features in the landscape that have now been absorbed as part of the rural scene, whilst at the same time other features have become hidden or disappeared with the passing of time.

Standing on the humpbacked canal bridge outside Nether Heyford provided a perfect opportunity to look at the landscape around us and reconstruct the industrial changes that have taken place over the centuries.

Perhaps the earliest example of industrial progress was the building of the roman highway of Watling Street, the A5. Originally constructed for military use it would have quickly encouraged trade both long and short distance. Much of the modern road follows the original line surveyed by the Romans. Where more modern deviations occur the original road can still be traced through the fields. The line of the road may have also played a part in the sighting of Whitehall Roman Villa. This complex would have been the centre of a thriving agricultural estate providing an early example of farming on an industrial scale. Wheat or possibly wool would have been produced to supply the nearby towns of Towcester or Banaventa or even further afield directly to the roman army.

In the following centuries traffic on Watling Street would have been slow and difficult until the introduction of the turnpikes. Private investment in road improvements in return for toll fees allowed for increased speeds and greater comfort in passenger coaches.

*Jan F*

Having filled us with many facts and figures, smoke in the distance announced the arrival of a working canal boat making its way up the canal that evening. Many of us moved across the road to look at this and be covered in a smokey smell. Then without much more ado, we walked across fields to a small archway and once through this we walked along the trackbed of a small railway. Evidence of iron ore much on show as we walked along. From a vantage point we were able to see the London/Birmingham line and were rewarded by a Virgin train shooting past. This was a pleasant evening and enjoyed by the 15 or so people who came out – and no, for once it did not rain – not even a drop!



Chugging along and deep in thought

(c) Jane Waterfield 2009

*As before hereunder are some of the dates and information, in note form, which Jan had made and from which he would have continued with his interesting narrative about the walk we did.*

Notes and important dates which accompanied Jan's brief before the walk.

### 1833 London and Birmingham Railway (L&BR)

The London & Birmingham Railway Company took Stephenson's advice and in 1833 Robert Stephenson was appointed chief engineer and was paid £1,500 a year to build what was the first railway into London. Many people living on the proposed route were bitterly opposed to the railway. As a result of this change, Stephenson now had to build a 2,400 yard tunnel at Kilsby. Another major engineering problem that faced Stephenson was the Blisworth Cutting. The line took 20,000 men nearly five years to build. The total cost of building the railway was £5,500,000 (£50,000 a mile). The railway was opened in stages and finally completed on 17 September 1838.

1846 Formed by the merger of the Grand Junction Railway the London & Birmingham and the Manchester & Birmingham. This was the largest joint stock company in the United Kingdom, collecting a greater revenue than any other company.

### Grand Junction Canal – Brentford to Braunston – 1793 1805

London Birmingham Brentford 137miles 166 locks 5 days

Blisworth Tunnel - collapsed - 1796 railway built

1796 - opened Braunston to Blisworth. Coal from Warwickshire

1800 - opened except for tunnel

1805 - including tunnel

1929 Grand Union Canal formed

### Quarries

The 1834 map shows Church Stow quarry – limestone

1853 - proposed ironstone extraction

1863 - Heyford Hills quarries on Mr Pell's land

1863 - Lodge Plantation ironstone commenced.

### Tram Way

1852-4 – Tramway for the quarry – double acting incline route to canal.

1867 Castle Dykes Ore Co put in standard gauge and altered the route.

1869 Engine Chaplink Co. of Glasgow No1056

Bridge under the A5 still there in April 1988 with coat of arms.

Loco shed for Stow Nine Churches Quarries

Used by Chaplin local standard gauge.

1975 this was demolished and replaced by a farm building.

### Heyford Furnaces

1853 tenders for the erection of blast furnaces, buildings for steam engines, casting sheds.

1857 pair of blast furnaces erected by George Pell & Co.

sale of slag for road construction 20,000 tons

1859? Third furnace - this was only 3 years in blast  
1860 G Pell in bankruptcy...Partnership with Morrison of Newcastle who would supply coke

Pell would provide Northamptonshire ore and Morrison the coke. Morrison would manage the smelting and Pell the sales of pig iron.

Pell claimed that the pig iron was not up to standard and would not sell it. Morrison tried to sell it but Pell sent out a circular to the trade indicating the poor quality so Morrison blew out the furnace causing, according to Pell, £1500 damage. It was settled that the works should be given up entirely to Pell.

Ore came from Heyford Hills, Stow Lodge Plantation, Gayton and Duston.

In 1864 Pell formed Hayford Co

By 1891 the furnaces had closed and finally dismantled in 1898.

#### Stow Furnaces

1885 - Operating by New Weedon Iron Works – this was wound up 1866

1866 - Stowe Iron Ore Co. single furnace for few months

1873 - second furnace built but not put to work

1874-6 – one furnace at work

1875 – the works are closed

1889 - taken over by Steel and Iron Co. and one furnace demolished

1890-1 Furnace at work

1894 demolished.

#### Stow Brickworks

1877 Bricks and Tiles by Machine

1894 Patent Honeycomb Wine Bin

1940 – WD ammunition dump

A no.2 Aveling Porter locomotive was rescued by Ind. Loco Society and restored by London Transport.

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### **Northampton Arm – Grand Union Canal – Friday 24<sup>th</sup> July**

*Jan's own words for his final report for the above walk conclude the reports of the walks that Jan had organised for the summer programme.*

Heavy rain cancelled the planned walk along the Northampton Arm of the Grand Union Canal and the Blisworth Northampton Railway. A small group of diehards retired to the Old White Heart to sit out the downpour. Returning to our cars once the rain had stopped we found that the gates to The Northampton Brewery Social Club were open. This enabled us to enter the site that had previously been timber yards relying on the proximity of the Nene River Navigation and the Grand Union Canal.

Despite complete clearance and redevelopment of the site we were able to see the truncated remains of the dock that had extended into the timber yard and is clearly marked on the 1901 OS map. We were also able to examine the guillotine lock

installed when the Nene Navigation was upgraded in the 1930's. A plaque commemorated its restoration by apprentices of Carlsberg Brewery in 1996? We were also able to get a closer look at the timber sheds on the adjoining site on the eastern boundary. These open sided, pantile roofed structures must have been typical of the area and are now in a very poor state of repair.

*Jan F*

*We had left home in dark, stormy weather – no rain, but did it come down once we reached Northampton. Terry got out of the car (unwise) to check where we might be meeting and came back drenched to move the car to another area and where we met up with the others – all sitting in cars and my lasting memory of this evening was that of Jan looking decidedly wet sheltering under his large umbrella on the corner of the road, what dedication.*

Whilst much of the information is there, in note form, I hope that your memory of those walks, if you were there, will compensate for any mistakes which may have unwittingly been made by me.



### **Heritage Day - Trams in the Limelight – EMIAC 78 – Saturday 3<sup>rd</sup> October**

The latest East Midlands Industrial Archaeology Conference, held at Crich Tramway Museum in Derbyshire, was organised by the East Midlands Group of the RCHS. It was timely because it is exactly 50 years since the Tramway Museum Society first inspected the Cliff Quarry site at Crich and the Tramway Museum came into being.

Although the accent was on trams, the first talk by David Smith told the history of Cliff Quarry and here there is a local link. In 1840 George Stephenson's Clay Cross Company built a metre gauge railway to carry limestone from the quarry at Crich down to its kilns at Ambergate. The railway was horse worked until 1893 when the company purchased a new 0-4-0 saddle tank locomotive from Markham and Co at Chesterfield. Curiously in 1924 they obtained an almost identical locomotive from the Cranford Ironstone Company (by now owned by the Clay Cross Co), which was one of a pair of metre gauge engines purchased from Markham and Co as early as 1889.

Deviating from the talk, Tonks\* informs us that the two earlier Markham locos were purchased to work the quarries to the west of Cranford (opened in the 1870s) but when the surface ore was exhausted, they were moved to Cranford East quarries in 1898. They continued at Cranford East until the early 1920s. One engine went to Loddington in 1923 from whence it went to end its days at Waltham Quarries, the other, as mentioned, went to Crich where it retained its 'CRANFORD IRONSTONE CO' plates on the sides of the saddle tank, albeit with the 'CO' removed.

Returning to David Smith's talk, the Crich railway lasted until 1957 when the quarry closed. It was the Tallyllyn Railway Preservation Society lifting track on the site for their own line who first suggested it might be a suitable site for the Tramway Museum and the rest - as they say - is history. Ironically the quarry reopened a couple of years later and ever since has used the Museum's access road to transport the limestone away.

David posed an interesting question. How come the Crich railway was metre gauge when the metre was only accepted as a unit of measurement outside France some 30 years after the railway was built? He thought it likely that the gauge was originally defined as the distance between the centres of the stone blocks - in this case 40 inches - and it turned out by chance to be a metre between the rails. Any views on this from NIAG members?

In the second talk, Richard Wiseman, reviewed the tramways of the East Midlands, but added nothing to our knowledge of the Northampton tram system covered by Martin Wills in last year's winter lectures. The Wolverton & Stony Stratford Tramway, covered by Bob Ayres in his talk to NIAG in November, did not get a mention, presumably because most of it was not strictly in the East Midlands! The most useful outcome of the talk was a discussion on the reasons for the demise of the tram systems. The cost of infrastructure replacement was felt to be the main, but by no means only, reason.

In the final talk Glynn Wilton, the Museum's Curator, outlined the development of the Museum over the past 50 years by. Looking at it today one can only wonder if those inspecting the site in 1959 could have imagined how much it would develop over the next 50 years.

Attendance at the conference was disappointingly low - only 50 people. Perhaps people were put off by the high cost (£22) or imagined it would simply involve the usual tour of the exhibition and tramsheds. Whilst there was of course the obligatory tram ride after lunch, the organisers had arranged a 'behind the scenes' tour of the workshops where rebuilding of trams continues apace plus visits to the document and photographic archives, all areas not normally open to the public.

*Peter Perkins*

*\*Eric Tonks - The Ironstone Tramways of the Midlands Part V, Runpast Publishing 1991.*



Trip to Hunts County Bats  
Huntingdon

A trip has been arranged to visit the maker of Cricket Bats

The date is Wednesday **13<sup>th</sup> January**

If you are interested in going please contact Ron Hanson

on 01536 412818. Places remain

A location map will be provided.



**Miscellany of Items of Interest**

**There I was, Digging This Hole.....**

NIAG was contacted recently by the Rothwell Heritage Centre, who reported that contractors working on gas mains in the town had discovered some unusual metal remains just below the footpath surface in a residential street in the town (see photograph). Their first thoughts were that these were the remains of an old



Rothwell's hole (c) Rothwell HC

ironstone tramway, as the metal sections that were visible bore some resemblance to lightweight rails. However this possibility was quickly discounted by the staff at the Heritage Centre, and the advice of NIAG was sought. Despite rather inclement weather, two of your committee selflessly visited the site and looked into it (the hole, that is...).

Photographs were also passed around at the next Friday meeting, for possible interpretation by our many 'experts' – but still to no avail.

Thus far, the remains defied specific identification, but the general consensus was that they were part of a supporting structure related to earlier work on local services.

That was, until our recent Committee meeting when our President took one look at the photographs, and immediately identified the ironwork as old metal pavement edging, which had been buried during later resurfacing work. A photograph subsequently found of a similar kerb in Wellingborough seems to support the theory.



Kerbing at Wellingborough

(c) Geoffrey Starmer

So it looks as though the mystery has been solved – Rothwell are scouring their archives for evidence of the use of such kerbs around the town, but agree that this is the most likely solution.

The hole's not there now – the grounds all flat – and beneath it is .....??

*Barry Taylor*



## **Survey of former turnstile building at the British Timken site, Duston**

### **Introduction**

NIAG was contacted by Jenny Ballinger, Conservation Officer with Northampton Borough Council, who had in turn been approached by the developers of the former British Timken site at Duston. They had 'found' the former turnstile building for the Timken athletics track along the south-western boundary of the site, complete with turnstile. It was in a poor state of repair and due for demolition unless anyone was willing to take responsibility for it. It was understood that no one had come forward and thus NIAG agreed to record the building prior to demolition. The survey was undertaken on 30<sup>th</sup> October 2009 by Peter Perkins, Geoffrey Starmer, Jane & Terry Waterfield.

The British Timken Works was built to produce roller bearings on a green-field site immediately to the north of Duston village commencing in 1941. At its peak over 4000 people were employed in the factory. Production ceased in 2002 and the works were demolished over the next 4 years. A survey of the works was undertaken prior to demolition but it appears that the turnstile building was excluded. It is not known precisely when the turnstile building was constructed but it is thought likely to date from the 1950s.

The turnstile building was located alongside what is assumed to have been the former entrance to the Timken sports ground, accessed from a lane leading off Main Road, Duston at grid reference: SP 723611. The building sat adjacent to the boundary of the former Timken site. Butted against the south west wall was a stone built pillar that was once part of a double gateway, the metal track and accessories associated with the gates remaining in the concrete road surface. At

the time of the survey, apart from the Timken gates on Main Road in Duston, the turnstile building and gate pillar were the only remaining structures relating to British Timken on the site.

Access to the south-west and south-east external walls (including the gate pillar) was severely restricted due to the combination of a steel fence along the boundary coupled with extensive growth of ivy on these facades. Likewise there was a large growth of ivy on part of the north-east wall and much of the roof. All of this inhibited recording some aspects of the building.

### **Description of turnstile building**

The building was rectangular measuring approximately 2.8 x 2.5 metres and the outer walls were constructed of coursed stonework, a mixture of ironstone and limestone (both occurred naturally in the Duston area). There was an internal skin of brick and the structure was surmounted by a pre-cast concrete roof. The edge of the roof carried a parapet surmounted by concrete coping slabs. In some places these coping slabs were missing and some were hidden under the ivy. The northern half of the north-east wall had deteriorated, with extensive loss of the exterior stonework, revealing in some places the brick liner and what appeared to be an infill of cement mortar, brick and stone waste.

Doorways in the north-west and south-east walls were positioned to allow people to pass through the turnstile in roughly a straight line. The door in the south-east wall was still present but had been permanently closed for some time. It was hinged at its eastern edge and had originally opened inwards.

There was a single window opening in the centre of the south-west wall but this had been blocked up at some time using breeze blocks.

The walls of the building were overall 0.35 to 0.38m thick and constructed with coursed stone exterior approximately 0.13m thick and a brick interior 0.11m thick. The bricks appeared to be 'commons' measuring 214 x 110 x 73mm, typical of those used in the mid 20<sup>th</sup> century. At the door and window openings, brick returns were used to provide a smooth transition between stone exterior and brick interior. However, judging from the damaged north-east wall, the gap between outer stone and inner brick faces in other parts of the structure was filled with cement-based rubble which included pieces of brick.

The roof appeared to be a pre-cast concrete slab measuring approximately 2.5 x 2.25 metres and 0.14 metres thick. It was clearly not cast in situ as there were mortar joints visible above the top course of bricks. Within the roof slab were a number of square holes visible from beneath at regular intervals, some of these holes contained wooden blocks. It is suggested that all originally contained wooden blocks and that these were inserted prior to casting, perhaps to act as a thickness guide or to help position the steel reinforcing bars which the slab undoubtedly contained. The roof slab appeared to be in good condition. It was not possible to ascertain what type of covering had been used on the flat roof or indeed if it had a gradient to facilitate drainage.

## Turnstile

The building contained a half height turnstile of tubular steel construction. The four curved tubular steel baffles were mounted within a semi-circular frame and rotated around a perpendicular axis. Rotation of the baffles one quarter of a turn would have permitted one person to proceed though the turnstile, with rotation being controlled by a foot-operated lever which engaged with the base of the rotating baffles.



Turnstile

(c) Peter Perkins 2009

The cast iron foot treadle itself was circular and contained the name '*Sir WH Bailey & Co Ltd Patricroft*' cast into its upper surface.

Due to the amount of detritus on the concrete floor of the building, it was not possible to ascertain how the turnstile had been fixed to the floor, but it was clearly not in its normal operational position. It is thought likely that the turnstile frame itself rotated about a fixed point near to one corner to facilitate people exiting the sports ground. It appeared to have been left in this 'open' position.

## Adjacent gateway

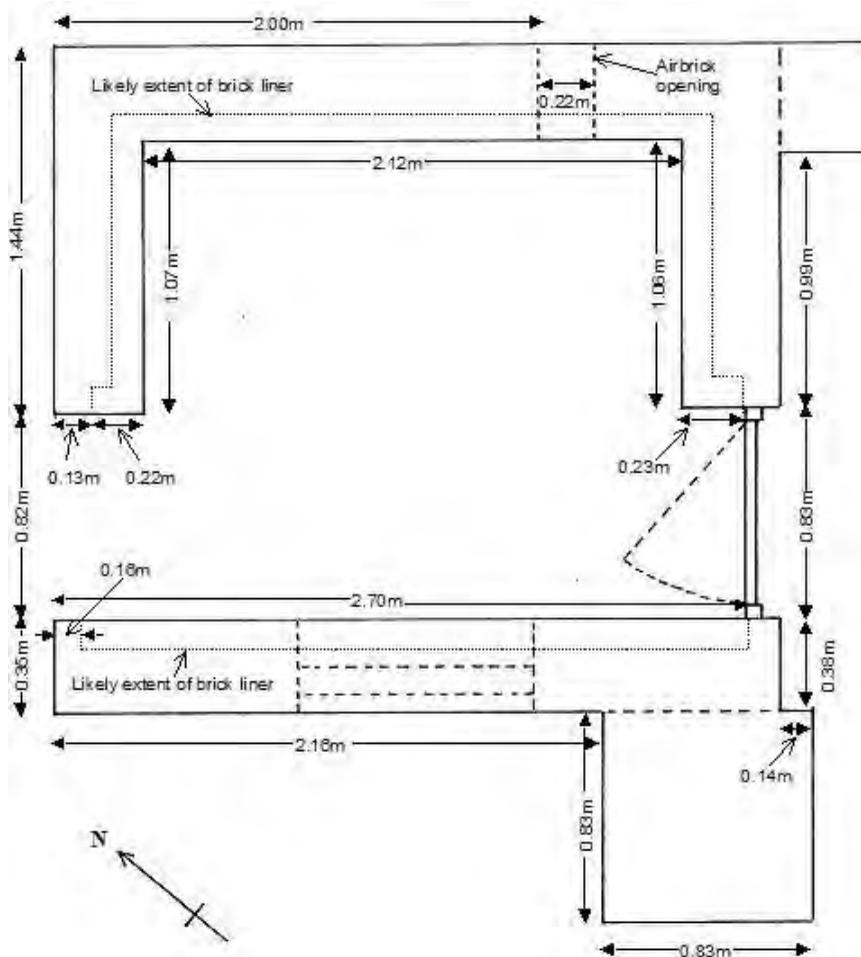
As noted earlier, the turnstile building stood adjacent to the remains of a gateway. The north-east pillar remained abutting the turnstile building but there was no sign of the south-west pillar. However, the metal strips on which the gates rolled open remained in the surface of the concrete, as did both pivot cups for the gate hinges and the centre latch stud. Thus the width of the gate opening could be ascertained (approximately 3.75 metres between gateposts).

The stone used to construct the gate pillar appeared to be ironstone but different in colour to that used for the turnstile building. Furthermore, there was no evidence that the stonework of the pillar was bonded into the turnstile building or vice versa. This suggests that they were constructed at different times. Neither the gates nor the turnstile building appear on the 25 inch OS map of Duston published in 1937 and it is likely that both were built after construction of the works, most probably in the 1950s.

## Acknowledgements

Thanks are due to Jenny Ballinger, Northampton Borough Council and Alvin Brown, David Wilson Homes.

A more comprehensive version of this report is available from Peter Perkins (eastfields@supanet.com).



Detailed drawing showing the layout of the former Turnstile building at the British Timkin site, Duston.  
As at 30<sup>th</sup> October 2009 – drawn by Peter Perkins



## Of This and That

### Annual General Meeting

This was attended by some 37 members and the business was conducted, as always, efficiently by Peter who continues to be Secretary for the next year. The committee is now at its full compliment as Mick Dix and Malcolm Naylor took 'office' at this meeting. Terry Waterfield, standing in for Jan whilst he was ill, has taken the post of Treasurer and members were happy that he do so. Before Jan died he had mentioned that he had felt that membership subscriptions should increase again in September 2010, due, in the main, to increased costs with regard to the publishing of the newsletter and the never ending increase of post every year.

Draft year ending accounts were presented to the meeting and these were accepted. A copy of the audited accounts accompanies this newsletter. It should also be mentioned that arrangements are in hand to ensure that there will be two signatories on the Bank account in the likely future event of illness of the Treasurer.

Members were also saddened to learn of the recent death of Fred Golby.

The committee are working on next year's summer programme and once again I can report that this looks like being as excellent as in previous years.

### From Terry Waterfield, NIAG's new Treasurer

Taking over the role of an Officer is never easy at the best of times as everyone has their own way of working; the sad circumstances of this handover don't lend themselves to a seamless transition. If, during the coming months, I have interpreted the records incorrectly please let me know.

I have now received the Treasurer's papers from Tess and from them, and with a little help from Jane and Peter, I have reconstructed the membership list together with the status of everybody's membership subscription. It would appear that a number of you have still to pay your subs for the 2009-10 membership year; if you are in default then a green renewal form is enclosed.

- a. If there is a green form in the envelope and you think that you have already paid your subscription for the current year, then please contact me urgently so that I can correct the membership list.
- b. If there is a green form in the envelope, and you wish to continue your membership of NIAG, then please return it, duly completed and with your remittance, to reach me before the end of January. However, If you no longer wish to remain a member of NIAG, it would be much appreciated if you could let me know.

**Your membership will lapse unless you complete either of the two actions above and THIS WILL BE YOUR LAST NEWSLETTER.**

If you hear of other members who have not received their newsletter, please ask them to contact me, so again I can check and update the records.

## **Dates for the Diary:**

8 <sup>th</sup> January	Members Evening: Various presentations.
13/14 <sup>th</sup> January	Proposed visit to Hunts County Bats, Huntingdon. Details on page 11 and more next newsletter. Places limited to 20.
12 <sup>th</sup> February	NIAG Talk: The History of Milestones - 7.30 pm.
24 <sup>th</sup> February	South-West Industrial Buildings Day School: This will be based in Exeter and is being jointly organised by AIA and CBA. Visit the AIA website to keep in touch. <a href="http://www.industrial-archaeology.co.uk">www.industrial-archaeology.co.uk</a> .
12 <sup>th</sup> March	NIAG Talk: The History of the Drainage of the Somerset Levels – 7.30 pm.
20 <sup>th</sup> March	NALH AGM and conference. As members NIAG membership are free to attend the day. There will be a charge for the hot lunch. Details not yet finalised, contact Jane Waterfield, 01327 312850 for further information if interested.
24 <sup>th</sup> April	SERIAC 2010 – will be held at the Chertsey Hall, Heriot Rd, Chertsey, Surrey. Advance notice only.
May	Summer programme of walks and visits commence. Programme available in April.
22 <sup>nd</sup> May	Heritage Day – Swanning around Swannington – EMIAC 79 being hosted by Leicestershire Industrial History Society. Leaflet enclosed.

## **Did you know?**

5,000 copies of the first Vegetarian Messenger were circulated in 1849. This rose to 50,000 by the start of the 20<sup>th</sup> century.

There are 9km of shelving at the new Glamorgan Archive Centre in Cardiff which are gradually being filled as thousands of historical documents are moved into the new centre due to open in the Spring (2010).

£50 million will be spent on the redevelopment of Liverpool's Central Library including a new home for Liverpool Record Office. The restored library will open in 2012.

## **Fishing facts:**

The number of herring exported from the British Isles rose from around 320,000 in 1853 to 660,000 in 1871.

The 1871 census recorded 47,000 males engaged in fishing as their occupation, 2.7% of the male population.

In 1876, Hull magistrates sent 216 fishery apprentices to Hull gaol for absconding from their servitude. Counterparts in Grimsby despatched 221 to Lincoln gaol the same year.

In 1913, the British fishing industry as a whole landed more than 800,000 tons of fish, caught by a fleet of 9,500 boats, including 1,200 trawlers, all of which employed more than 37,000 men at sea and tens of thousands more in related onshore industries.

#### Nursing facts:

Wages varied but probationers were usually paid between £12 and £18 a year. A fully qualified staff nurse might receive an annual salary of between £30 and £35, rising to between £40 and £50 for head nurses.

The 1851 census records that of 25,466 institutional nurses working in Britain, 19,325 were beyond their mid-forties. At that stage there were just 6,141 nurses between the ages of 20 and 40.

Before 1861 there were fewer than 1,000 hospital nurses; by 1900 there were 12,500.

*Taken from Who Do You Think You Are – November 09 to January 2010*

#### **A request for photographs**

Robert Payne a modeller from Geddington is looking for photographs of Pitsford Ironstone Quarries with a view to making a working model. He is looking specifically for photos of the locosheds, workshops and signal box at Pitsford Ironstone Sidings which were in operation until 1965. Anyone with information should contact Peter Perkins (eastfields@supanet.com) who will pass it on.

#### **Books**

##### **The Life and Work of Samuel Sanders Teulon – Victorian Architect**

Author: Alan E Teulon MBE - Cost: £8.00 plus £1.50 P&P

This is the first book devoted to Samuel Sanders Teulon, one of the busiest architects of his time. Alan Teulon, a great, great, great nephew of SST has spent many years compiling the story of SST's life and career, his family, friends and his many commissions. Alan's quest has involved travelling many miles throughout England. He describes some of the many discoveries and adventures he enjoyed together with his wife, Christine.

SST did a great deal of work, designing churches, parsonages, schools, country houses, estate buildings, monument and complete villages. His considerable output is almost equally divided between ecclesiastical buildings and country houses and other works for the landed gentry, including the Royal Family. His work has been severely criticised, particularly the churches, yet some writers have referred to his work as that of genius. Alan has been puzzled by this diversity of opinion and has attempted to discover how this came about. He has also highlighted the best and most accessible of SST's works.

The book is available from the author at:

54 Clarence Avenue, Northampton, NN2 6NZ. 01604 711755

## **Newport Pagnell's Bridges – The Tickford Iron Bridge in Context**

Authors: Dennis Mynard, Paul Woodfield and Roy Bailey

Published by Phillimore & Co. Ltd: ISBN 978-1-86077-603-8

Hardback – well illustrated – 100pp

Cost £20.95 including postage from Mr G Stratton, 3 Lakes Lane, Newport Pagnell, Bucks, MK16 8HS (Cheques payable to Tickford Bridge Bi-Centenary Committee).

The subject of bridges seldom receives the attention it deserves. If a bridge collapsed through tempest or neglect, or failed to adapt to changing demands of road transport, it could partially isolate a town to the deterioration of its commercial and industrial activities. This new book on the Newport Pagnell bridges draws on the combined research of three well known local historians to tell the story of the rebuilding and upgrading of the bridges over the Rivers Great Ouse and Lovatt from their deteriorated state at the turn of the 19<sup>th</sup> century. This is of more than just local interest as one of the bridges is the famous Tickford Bridge which is the earliest cast-iron bridge in the western hemisphere still taking standard road traffic. In 2010 it will have taken traffic for two centuries.

This is a well illustrated book which draws on many unpublished sources to provide an interesting history of the Newport Pagnell bridges and information about the development of cast-iron bridges. Included is a useful table of all known cast-iron bridges predating 1810. It is a shame that in addition to the bibliography there is no list of unpublished sources such as the Bridge Trustees minute books or references within the text. The book will appeal to local historians, industrial archaeologists, civil engineers and the hundreds of people that cross the bridges daily.

*Brian L Giggins*

## **TV Programmes**

Channel 5 Fridays 8.00pm. Ice Road Truckers: 13 programmes – commenced 5<sup>th</sup> January: Not exactly industrial but all about men transporting supplies across the Dalton Highway, one of the most dangerous ice roads in Alaska due to the combination of strong Arctic winds, unforgiving terrain and the threat of avalanches. The supplies being for an oil rig near to the arctic circle.

## **Finally**

*Two short stores from retired employees in the Barclays Pensions News caught my eye and I thought that you would like to share the humour of how it used to be before Health, Safety and Security became the norm in the last 30 odd years. For obvious reasons I have left out the names of the writers of these memories.*

### **Cash and Carry 1!!**

I joined Barclays, aged 19, at Burnt Oak Broadway branch in 1953. The first thing the manager wanted to know was if I had a driving licence. I said yes, and found myself with the job of sitting next to him for the weekly 'cash run' to Hatfield, as he only had a provisional licence.

At the branch, we had the account of de Havillands Aircraft, whose factory was at Hatfield. As we were a busy shopping area branch, we had a lot of surplus cash. So we transported about £75,000 each week from Burnt Oak to Hatfield Branch, to cover de Havilland's weekly wages. We would transport the money in the manager's car, with me sitting at his side and our messenger sitting in the back. Every four or five weeks we would take between £90,000 and £100,000 in the car, but as all the sacks would not fit in the car boot, around £20,000 would travel on the back seat with the messenger.

For 'security reasons' we would either turn right or left when leaving branch, but within a mile or so join the same route every week down the A1.

How we got away with it I do not know, but the manager was happy with his mileage allowance. I was happy to get out of the office for a couple of hours and visiting inspectors did not seem worried.

### **Cash and Carry 2!!**

When we ran out of cash in Nigeria's Benin City branch of DCO, the manager would telephone the Onitsha branch and ask for cash.

Once the date was agreed, the manager, with myself as escort, would pile into his VW Beetle and drive 80-odd miles through the bush of Western Nigeria to Asaba on the banks of the Niger. Here we would wait for the man to arrive from Onitsha, in a two-man canoe, sitting on bags of silver and anything up to £80,000 in notes in a mail bag between his knees.

The Niger at this point was some three quarters of a mile wide, cocoa coloured and moving very fast. There was no Niger Bridge in those days. I'm sure that everybody waiting at Asaba ferry, and the canoe men, knew who we were and what we had.

We always struggled to get the mail bag into the Beetle's boot, whilst the silver was piled in the footwells and on the back seat. After a chat, and a bottle of Star larger, we'd do the return journey and struggle to get the notes into the safe. The coin was stacked on the floor and the night watchman told to sleep on it until we returned in the morning.

*Taken from Barclays Retirement magazine Dec. 2010*



### **NIAG Committee**

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### **Newsletter:**

Next Issue: **April 2010**

Deadline for all articles and information **20<sup>th</sup> March 2010**. 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.