



NORTHAMPTONSHIRE
INDUSTRIAL ARCHAEOLOGY
GROUP

NEWSLETTER



ISSUE 118 - SPRING 2011

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From the Editor

As we come to the end of the excellent range of talks this last winter it is time to look forward to another summer of visits and walks. It is hoped that there will be something for everyone to come along and enjoy. Fingers will be crossed for good weather.

I read recently that some of the Northampton market traders were concerned that due to all the frightful goings on in the Middle East that some products could soon become unavailable. This begs the question that perhaps it would be quite nice if we could get back to the seasons when strawberries, for example, were only available in the summer months.

Thank you to the two people who responded to my request for feedback on the possibility of e-mailing our Newsletter. From these two members there was an emphatic NO to this form of communication, one going so far as to say that if this road was followed membership would not be renewed. Thankfully it looks as if the Newsletter as you know it now will continue for the foreseeable future.

The consultation document for the proposed Northampton Boot and Shoe Heritage will have been discussed and no doubt finalised by Northampton Borough Council by the time you receive this issue. I noticed that they had consulted many documents when putting the Consultation together, English Heritage, Bridges, Pevsner to name but a few, along with our own member Dr. Peter Mounfield, and his paper on the *Development and Decline of the Boot and Shoe Industry in Northamptonshire, England from 1851 to 2004*. We will let you know outcomes of debate.

Just to let you know that we will be hosting the October EMIAC Heritage Day and the committee are working on, what looks like being, a very good day. Put the 15th October in your diaries now. Our theme this time is on the Extractive Industries of Northamptonshire. Details are being finalised but I can tell you that we will be based at Cogenhoe before moving to Irchester Country Park in the afternoon. Full details will be available with the next newsletter in July. It is hoped that you will be able to support this day. These conferences are well worth attending and the people behind the scenes who organise them, work very hard in bringing topics to the extremely wide membership that covers the East Midlands Industrial & Archaeology groups.

Whilst on the subject of supporting events, NIAG will be again taking a stand at the 2011 Northampton Heritage Fair on September 10th where we join other History organisations in bringing to the wider audience what we are all about. More details in the next Newsletter. It is hoped to see some of our members at this event.

Jane Waterfield



2010/2011 WINTER TALKS

Ironstone Quarrying at Pitsford – Friday 8th October 2010

Rob started off by telling us that he had been brought up in Geddington almost within sight and sound of the quarries at Glendon and Storefield and that his interest in the Northamptonshire ironstone industry had been from an early age. He explained that he had developed an interest in the quarry system at Pitsford and for the last 3 years had carried out much research with the intention of making an accurate model of it when time permits. In his research, and at his talk to NIAG, he has joined forces with Greg Evans of Burton Latimer and they have attempted to show their archive material to a wider audience.

The meeting took the form of a slide show and talk with a display of photos, plans and documentation about the extraction of ironstone at Pitsford. Rob explained that other than at Corby the quarry system at Pitsford was one of the last to be developed in Northamptonshire, this taking place in the period 1919-26. The quarry development began on land leased from Colonel Howard Vyse between the Northampton to Market Harborough railway line and the A508 road, adjacent to Sedgebrook Lodge Farm. The quarrying was under the auspices of the Pitsford Ironstone Company, a joint venture of the Park Gate Iron & Steel Co. Ltd., the Bestwood Coal and Iron Co Ltd. and the Staveley Coal & Iron Co. Ltd. with the latter having a controlling interest. Quarrying activity lasted for about 40 years with most of the ore going away to the furnaces of one or the other of the controlling companies.



© Geoffrey Starmer

The operations at Pitsford, which were managed by the Staveley Company, were always quite small when compared to other quarries in Northamptonshire and only one working face was in operation at a time. In the early days all quarrying was done by hand, and a 2 foot gauge tramway was laid to transport the shallow lying ironstone to a tipping dock situated closer to the Sedgebrook Lodge Farm where it was tipped into standard gauge wagons. This narrow gauge line was worked by the well known Bagnall saddle tank locomotive 'PIXIE' using 'Vee' tipping wagons. (From the mid 1960s onwards this loco was owned by the Rev. E R Boston of Cadeby, Leicestershire). The standard gauge wagons were then taken to the LMS sidings by an Avonside 6 wheeled saddle tank

locomotive named 'PITSFORD' which the company bought in 1923. This method of operation did not last for long as within a short space of time the narrow gauge railway was dispensed with for the removal of ironstone and a standard gauge system installed.

By 1927 the company had bought the first production No 135 Ruston and Hornsby steam powered stripping shovel, this had a 75ft jib and a 2¼ cu yd capacity bucket and was commissioned to strip the ever deepening overburden. Whilst the removal of the overburden was mechanised the removal of the ironstone was still carried out by hand until 1933 when a second-hand Ruston No.15 steam shovel was acquired to mechanise this job also. About this time a Manning Wardle 4 wheeled saddle tank of 1871 vintage arrived from the Charwelton quarry in the south west of the county; this was always a great attraction for railway enthusiasts until it was scrapped in 1964.

Apart from a brief closure in 1934, due to a lack of demand for their iron ore, the quarrying continued working eastwards towards the A508 Northampton to Market Harborough road. In 1946 a new Ruston Bucyrus 24RB diesel loading shovel was purchased to replace the No.15 steam shovel, the No.135 stripping shovel carrying on as before. By this time the workings were bearing the A5088 and test drillings were made to the east of the road with a view to working the stone near to Pitsford village. These culminated in a development plan costing £93,000 which began in 1954 with the construction of a railway bridge under the A508 to access the new quarry which finally went into production in 1959. As part of the scheme a new Ruston 5W electric walking dragline was ordered as were a Ransome and Rapier 490 loading shovel and a 27T Ruston blast hole drilling machine. To cope with the increased output two new sidings were laid and a second hand Hudswell Clarke saddle tank locomotive was purchased, allowing the old Manning Wardle to be retired. With the closure of the original quarry the old steam stripping shovel was scrapped.

Unfortunately apart from a few boom years in the late 1950s and early 1960s demand for the ore declined and the quality of it deteriorated, so the investment in the new quarry never reached its full potential. Final closure took place in 1965 with the last load of stone going away to Renishaw Ironworks in Derbyshire. After closure the railway was lifted, buildings demolished, and the quarry filled in and levelled leaving virtually no visible remains today.

The area near to Pitsford village was subsequently developed by Peter Bennie Ltd for the extraction of stone for building and road making purposes and should not be confused with the previous activity.

Mick Dix



A Building History of the English Power Station – Friday 12th November

Steve Miles took us down an avenue seldom discussed – unless there are plans to build one in your back yard – and that is of power stations. Starting in the early days the earliest installations were for lighthouses with early experiments at Blackwall and South Foreland in 1857. By 1878 there were over 20 lighting installations in Britain, with Holborn viaduct being the first public lighting scheme. Most early generating buildings were often lean-tos with an early Blackpool promenade installation housed in a wooden shed.

The first commercial installation of public and private lighting was set up in 1881 in Godalming, and during that year 100 installations were recorded. In 1883 Sir Coutts Lindsey installed electric lighting in his Grosvenor gallery in London, powered by two Siemens alternators driven by two Marshall semi-portable engines. Seeing the benefits, others requested that the supply be extended, and extended to what soon became The London Electric Supply Corporation in 1887, with the intention of building a plant at Deptford. This plant was the first high-tension installation (at 10,000 volts) and largest at that time.

By the 1900s there were large-scale plants funded by the municipal organisations down to simpler ones for private estates and enterprises; a local example of the latter being at Ashton on the Rothchild's estate, where a corn mill was converted to supply DC electricity.

Intermediate-sized stations for small towns utilised gas engines as the prime mover, as this proved less costly than steam. One larger example, at Birmingham Summer Lane, opened in 1906 and had four Bellis engines each with a 1,500 kW generator plus two 500 kW turbine generators, with a grand total capacity of 7,000 kW.

The next step in size and technology was the Lots Road power station and completed in 1906 by the Underground Electric Railway Company, to supply amongst others the District Railway system, the Baker Street and Waterloo Line plus some tramway networks. The largest in Europe at the time and consisted of ten turbo-alternators at 5,500 kW each.

In Northamptonshire the Hardingstone junction of the Northampton Electric Light and Power Company originally opened in 1919 (as the original Angel Lane station) and extended as demand increased in the 20s, 30s, 40s and 50s. In 1926 the electricity supply act established the formation of the Central Electricity Board and the National Grid. Hams Hall near Birmingham was one of the first stations to be selected for the Grid at an initial output of three 30 MW. In the late 1920s demand was such that the London Power Company proposed a 400 MW station at Battersea which became the prototype for others around the country. The next advance began in 1957 when Marchwood (near Southampton) was opened – it was oil-fired. In the early 1950s the British Electricity Authority took an interest in an American form of construction – that of weather-proofed boilers. The first to be completed was at Ince on the Mersey. It did not catch on in this country and only two more were built.

In 1956 Calder Hall in Cumbria was opened, the world's first large practical nuclear station. On the other hand, in the 60s the Drax power station became the last of the coal-fired stations to be commissioned (the second half was completed in 1986). In the middle of these two events, gas turbines also started to become popular.

Lastly, the controversial wind farms. The first large-scale application was on Orkney in the early 50s and later one at Carmarthen Bay in the 1980s.

Steve had illustrated a) how local power had gradually developed into the centralised units we have today, but also b) shown by his photographs the construction and design of the buildings housing the generating plant. He conceded that because of the controversial nature and size of the cathedral-like structures there was little likelihood of conservation in the future.

Ron Hanson



Watermills along the Nene – Friday 3rd December

In a style which shows he has lost none of the enthusiasm for IA developed over the past 40 years, Geoffrey reminded us of the importance of the River Nene to the county in providing power for milling and other industrial activities over hundreds of years. However, as he pointed out, there were often conflicts between the needs of milling and the use of the Nene for transport as well as the necessity of providing for flood relief. The large changes in depth of the water over the different seasons was also a problem for millers.



Ashton Mill

© Jane Waterfield 1999

The main stream of the Nene (i.e. excluding the Nene North Water) is some 91 miles long from its source at Arbury near Badby to The Wash and over that distance has in the past accommodated more than 40 watermills and all apart from four of these (at Elton, Wansford, Water Newton and Caistor) were in Northamptonshire. Using a selection of illus-

trations, Geoffrey reviewed each mill in turn, highlighting for some a key architectural feature, for others an unusual engineering arrangement or method of working or perhaps a human aspect of the mill's history. Many of the illustrations were photographs, taken by Geoffrey himself in the 1960s, others were copies of photos taken in the early 20th century and one or two were paintings, where no photos were known to exist.

Newnham	The mill closest to the source of the Nene but as yet no picture of this has emerged - any offers from readers? Ceased working in 1924 and a house is now on the site.
Dodford	Has 1836 datestone and used auxiliary steam power from 1865. Restored and now a dwelling.
Flore	Dates from 1789 and is of brick. Clear difference in windows styles in the mill building as compared with adjacent mill house.
Bugbrooke	First evidence of a mill here is 1725 when it was reported swept away in the Great Flood. By 1829 Robert Heygate was the miller here and today it is the site of Heygate's Flour Mills.
Heyford	New mill erected in 1821 but milling ceased in the 1960s. By 2003 it was in a bad state of repair but now has the appearance of a Lido!
Kislingbury	Mill is in three distinct parts – the older stone mill, the newer brick part and the mill house.
Harpole	Had " <i>Mill New Bilt by WP Millwright 1823</i> " carved onto one of its beams. Demolished in 1969.
Upton	Single structure but clearly in two parts – industrial and domestic. Now surrounded by a modern development.
Duston	There were two mills at Duston on the Nene. The Upper Mill was demolished in 1976. There has been a mill on the site of St James or Duston Lower Mill for nearly 1000 years. By the time of the 1960s photograph it was occupied by Lants Soft Drinks.
Northampton	The Town Mill was shown on some maps on the Nene North Water, on others on the main or West Water. In 1742 it was rebuilt as a cotton mill – the first in the world but not a commercial success.
Nunn Mills	The corn mill had a small water wheel until 1885 when a 5-storey steam mill was built. One of the steam engines could be seen through a side door from the footpath which ran south past the mill to Hardingstone. It was demolished in 1970 when Avon Cosmetics took over the site.
Rush Mills	Paper mill where the first Penny Black stamps were produced. Most of the mill was destroyed by fire in 1924, the remaining parts being used for fellmongering but demolished in 1989.
Abington	In its latter days was used by Stimpson Bros tannery, the waterwheel driving a dynamo for lighting but the tannery closed in 1988 and was demolished in 1992.

Weston Favell	The c1900 photo showed a cottage adjacent to the mill, which probably housed the miller, while the higher class dwelling next door was probably the owner's.
Little Houghton	Clifford Hill Mill at was mentioned in John Clare's poem " <i>Clifford Hill</i> ". Flour milling ceased in 1926 and the site taken over in 1938 by a French company for manufacture of gelatine, installing two Picard & Dujardin steam engines. Demolished in 1986.
Billing	Had an English version of the Poncelot type of waterwheel built by Grooms of Eastcote near Towcester. In 1965 the building was refurbished and opened as a Museum of Milling but by 1994 it had been converted to a pub albeit with machinery still in situ.
Cogenhoe	Unusual in that the gearing was above the stones as is normal for a windmill. Now gutted of all machinery.
Castle Ashby	White Mills burned down in 1790 apart from the waterwheels and the mill house. There is a reference to the mill at work in 1883, but by 1928 it had been demolished.
Earls Barton	The illustration was a watercolour by JA Perrin dated c1934. In 1928 it was described as in a ruinous state and the mill house was for sale in 1989 for £250,000.
Great Doddington,	The proximity of Hardwater Mill to the river lock illustrated the conflict between milling and transport. Of Doddington Mill only the wheel-race and mill house remain.
Wellingborough	Turnells Mill was an industrial structure built in 1874 to replace an earlier mill. Today only the waterwheel remains in a copse. Recently visited by NIAG.
Little Irchester	Victoria Mills was never a water mill but constructed as a steam mill by Whitworths, using the River Nene for transportation purposes.
Ditchford	Similar in design to other mills along the Nene until it was adapted in the 1940s as a paint factory and then for animal processing.
Higham Ferrers	Three waterwheels were reported under one roof in the 16 th century. Demolished in 1923.
Stanwick	The 1936 photo of this two storey mill showed an external pulley to accommodate an auxiliary steam engine.
Woodford Upper	Willy Watt Mill had two waterwheels, one internal the other external. Was at one time a paper mill, hence the opening at the back – now weatherboarded – for drying the paper.

Woodford Lower	Had lucam on the gable end and a wooden-framed store with brick infil. Demolished 1968.
Denford	There must have been a mill here (Mill Road) but little evidence where it was.
Thrapston	External waterwheel would have been covered to protect against ice. Demolished in 1986 except for base of square brick chimney.
Islip	By 1911 was one of only five mills on the Nene grinding bakers' flour. Milling ceased in 1960 and machinery 'smashed up'.
Titchmarsh	Milling ceased in 1964 but much of the machinery remains hidden behind partitions in social facilities of Middle Nene Cruising Club.
Wadenhoe	Notable for its tieplates. In 1906 a Gilkes water turbine was used to generate electricity for illumination.
Southwick	Perio Mill was a paper mill until 1851 when it converted to a corn mill. Milling ceased in 1940 when the water level on the Nene was lowered.
Barnwell	Roller milling plant installed in 1893 fed by a turbine. Converted to a restaurant in 1980.
Oundle	Only record of Oundle Mill is in name Mill Lane.
Ashton	Converted by Rothschilds in c1900 to provide electricity to Ashton Wold estate using turbines.
Cotterstock	Gutted by fire in 1968 and rebuilt as residence.
Warmington	Eaglethorpe Mill has been refurbished and converted to a retail showroom
Yarwell	A large mill with plenty of power from the river.

Peter Perkins



Members Evening – Friday 14th January

Another excellent mix of topics was given by Ron Hanson, Jane & Terry, Ron Whittaker and Peter. We were led into the bright Indian sunshine with Ron Hanson's photographs of the time he went on the Simla Railway – not for the faint hearted this trip. Jane & Terry took members on a photographic tour of our walks and trips of 2010. Ron Whittaker then took us to the beautiful island of Martinique, warm sunshine, fantastic flowers and not least some industrial remains. Finally Peter gave a very interesting talk centred around the stone of buildings in the Hunstanton area of Norfolk. A short report from each follows this introduction.

Shimla to Kalka Light Railway, India

Ron Hanson opened the batting for the home side with a short talk on a journey on the Shimla to Kalka Light Railway. Shimla is a small town in the foothills of the Himalayas and came to fame as the summer retreat for the Raj government to escape the heat of Delhi. To move all the paperwork and files, a narrow-gauge railway was built in the early 1900s between Kalka on the main line from Delhi to Shimla, a climb of approximately 2,500 ft and about 25 miles as the crow flies. For most of the distance it is single track and nowadays is powered only by diesel, the journey being about five hours' duration. The railway itself with all its rolling stock and buildings is the original 'big boys' train set with the station buildings very tidy, newly painted and the pathways around the track work marked out with whitewashed stones.



Shimla Railway



Photographs © Ron Hanson 2010

Because the progress is so slow, with many stops at passing points and stations, life takes on a new and slowed-down pace. People hang out of trains whilst in motion, alight at every opportunity and alongside the track, locals gather to chat or do their washing and generally watch the train go by. Halfway through the journey, the train stops for a lunch break where one has the choice of curry or curry and after 2 hoots on the hooter, it moves off again. The Shimla end of the journey is very spectacular with pine hills and high viaducts, but as the line drops down into Kalka there is quite an area of shanty town on approach to the city. Drawing into Kalka, immediately you are back into modern-day living in a modern station with air-conditioned trains ready to whisk you away back to Delhi, with just one slight reminder of where you've been when the local holy cow prevents you gaining entry to your specific coach!

The annual slide show depicting our walks and visits during the summer was given by **Terry and Jane**. With the exception of one walk – Harrington Viaduct – we had managed to record them all. Details of buildings, probably missed by the group, were shown. The inevitable group standing on a bridge looking in vain for trains or boats. The group studying, mostly in the sun, detailed information and maps which the organiser had meticulously researched to show us. Trains, gargoyles, you name it we were able to remind ourselves of those enjoyable walks and visits during the summer months.

An Early Caribbean Mill Complex



The stone built leat leading into the watermill © Ron Whittaker 2010

Ron Whittaker then succeeded in bringing a little more sunshine and warmth to the meeting by speaking and showing photos of an early water-wheel mill site on the island of Martinique in the Caribbean. Habitation Anse Latouche is currently a tropical garden tourist site but in its grounds is an original sugar mill complex constructed in 1715. The island of Martinique consists of four volcanic areas and the mill site sits in the shadow of Mt. Pelée, a 4,500 ft volcano which last erupted in May 1902 and destroyed the sugar plantation and mill complex.

From the dam in the grounds, a leat on top of a stone-built wall led the water to an overshot wheel which is still in position. Along the sides of the valley the remains of a stone-built slipway can be seen, where the bales of sugar cane were transported to the mill. In later years a distillery with a steam mill was added and

these buildings also remain. A very interesting industrial archaeological site, located in a beautiful tropical setting.

The waterwheel and associated equipment still in position after being destroyed by volcanic lava 110 years ago.

© Ron Whittaker 2010



Carstone in Norfolk

For his contribution to the evening **Peter Perkins** told us about a natural stone to be found in Norfolk, a study of which he has been doing for a number of years.

There is a paucity of natural stone in Norfolk but in the north-west corner of the county, a coarse, gritty ferruginous brown sandstone has been quarried and used for both industrial and domestic buildings in this area for hundreds of years. Variously called carstone, carrstone or gingerbread stone, the stone can be seen in its natural state at the base of Hunstanton cliffs beneath the white and red layers of chalk ‘clunch’.

It is mainly found to the eastern side of The Wash between Kings Lynn and Hunstanton and its use only extends a few miles inland. There is also a little in the Downham Market area. It occurs in two forms:

- large carstone – conventional blocks of stone which can be dressed in the normal way – these are still quarried at a site immediately adjacent to the A149 north of Snettisham;
- small carstone or carstone slips – thin tile like pieces of stone which were mainly quarried from around the Sandringham Estate.

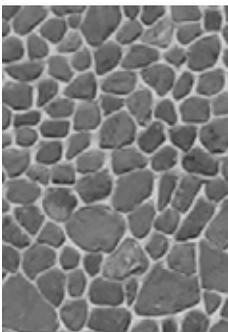
Large carstone is found on many buildings in north-west Norfolk, in both ashlar and rubblestone forms and laid in regular courses. It has been used on churches, houses, agricultural and industrial buildings. For example, it was used to construct Caley watermill at Heacham, now the home of Norfolk Lavender. Often it is used with brick dressings to quoins, doors and windows. It is sometimes mixed with other local materials such as flint or chalk clunch.

The modern town of Hunstanton was conceived in the middle of the 19th century by Henry Le Strange who lived at Hunstanton Hall. Most of the buildings in the town were constructed of carstone but instead of laying it in conventional parallel courses, it is often ‘snecked’ – that is horizontal courses are interrupted at intervals by the introduction of a taller stone. This gives the buildings of Hunstanton quite a characteristic appearance. Le Strange also built the Kings Lynn to Hunstanton Railway and many of the station buildings and crossing keepers’ cottages were constructed of snecked carstone. Dersingham station still retains its platforms, canopies and snecked carstone station house as does the station building at Sedgeford on the later Heacham to Wells branch line.

Large carstone has also been used in an irregular form with no vertical or horizontal joints. The earliest building I have seen this used on is the watermill at Snettisham. The mill consists of two phases each with a hipped roof. The mill building itself dates from 1800 and is constructed of regular coursed carstone but the granary cum cartshed built in 1868 has an irregular carstone facing. Much of the Victorian and Edwardian housing in the villages of Dersingham, Snettisham and Heacham has one or more walls faced with irregular carstone and today it is still used as a decorative facing on modern developments.

The use of carstone slips features mainly on houses built on and around the Sandringham Estate. These thin tile-like pieces are bedded in mortar such that none appears on the face of the structure giving a dry stone wall appearance. Because they are so small they have to be used with brick dressings to quoins, doors and windows. Used as early as the 17th century, their zenith came when the Prince of Wales (later Edward VII) developed the Sandringham estate for his own use and most of the estate house are built using carstone slips. Possibly the most attractive building on which they were used is the estate water tower built in 1877. Thus carstone features in quite different forms on the building of north-west Norfolk, retaining the vernacular style to the present day.

Examples of Carstone taken from photographs of Peter Perkins © 2010



Irregular Carstone



Small Carstone



Snecked Carstone

THE NIAG 2011 SUMMER RAILTOUR

Wednesday 8th June

(Itinerary and fares subject to confirmation after timetable updates in May)

In the last two years our Railtour has explored the West Midlands area, and so this year we will instead be heading north for a change of scenery.

The starting point will be the new Corby station (plenty of car parking currently £3.50 per day) where we meet soon after 9.00 am for the 09.30 service to Derby. (Return fare £17.90 / £11.80 *with railcard*). This is the one train of the day that travels via the 'back way' across Harringworth Viaduct, and through Melton Mowbray. At Derby we have a short break and purchase a Derbyshire Wayfarer ticket (£8.90 / £4.45), and then travel on through Chesterfield to Sheffield. Here we change trains and continue into the Peak District on the very scenic Hope Valley line to New Mills Central, arriving just after 13.00.

A walk of 1 mile to New Mills Newtown station will then allow a return rail trip to Manchester, using a GMPTE Wayfarer ticket (£10 / £5) which we buy from the nearby Tourist Centre (we have a 45 minute connection). We travel out via Stockport (40 minute journey) and after a short break in Manchester, return by a different route through Romiley and Marple (30 minutes journey) and this brings us back to New Mills Central station and Sheffield.

Alternatively, New Mills itself offers a variety of IA interests. The Torrs is a spectacular deep gorge at the confluence of the Rivers Goyt and Sett, featuring remains of an impressive disused watermill. There are also other old industrial remains and interesting buildings, and the Peak Forest canal runs through the town. If members wish to stay in New Mills, there will be approx 3 hours available to explore the area.

We will then all travel back to Sheffield on the 16.13 train from New Mills Central station.

From Sheffield, a through train is taken back to Leicester, where we change for Kettering, and then again for the short journey back to our starting point at Corby.

Arrival at Corby should be approx 19.20hrs

No advance booking is required, but do please let me know if you are interested in coming along so that I can assess numbers and also account for everyone on the day.

I will send out confirmed details about two weeks in advance.

Please e-mail to barryr.taylor@btinternet.com, or phone 01536 713518

Barry Taylor



Miscellany of Items of Interest

Aqueduct bicentenary – Restoration of:

The 200 year old aqueduct at Cosgrove is to receive a £300,000 makeover. The Iron Trunk Aqueduct, which carries the Grand Union Canal between Cosgrove and Milton Keynes, is to undergo a year-long programme of improvement works from British Waterways (BW).

Before repainting can start, BW needs to establish the original paint specification, including the colour scheme, from when it officially opened on January 21st 1811. BW's contractors abseiled from the top of the 40-foot aqueduct to take paint samples from various sections on the 11th January. These samples will be sent off for specialist analysis to determine the original colour of the aqueduct and its paint scheme, which is thought to be red, white and grey when it was opened in 1811.

The aqueduct was designed and built by canal engineer Benjamin Beavan to carry the Grand Union Canal over the River Ouse, after the previous brick-built one collapsed in 1808.

Repainting work will take place in the summer, a redundant gas pipe will be removed from in front of the aqueduct and graffiti and vegetation, surrounding the monument will be cleared away.

The restoration works include the installation of a modern interpretation panel, which will tell visitors about the aqueduct, the construction of a viewing platform where visitors can stand and watch the aqueduct as canal boats sail across it, and a new footpath around the area to create a range of Iron Trunk walks. The aqueduct will also be drained, for only the third time in its history, so repair works can be carried out.

Northampton Chronicle & Echo – 11th/12th January 2011

Further information gleaned from the MK Newspaper of January 2011 tells us that:

The aqueduct's regeneration will mean it needs to be 'dewatered' for repairs, which involves first slotting stop planks into grooves at various points along the canal, before pulling three plugs out of the aqueduct and allowing the water to fall into the river below.

Since it was built, there have only been two previous occasions when it was dewatered for repairs – the first in 1921 and again in 1986.

Designed and built by canal engineer Benjamin Beavan, the current 31 metre cast iron structure replaces a previous brick-built aqueduct, which collapsed in 1808. The cast iron units were cast at the Ketley foundry at Coalbrookdale and transported by boat along the canal before being fully assembled on site.

MK News – 12th January 2011

Luftwaffe photograph reveals a lost garden

A German aerial reconnaissance photograph taken by the Luftwaffe during World War II has led to the discovery of what might be the original design for the Tudor garden at the Lyveden New Build.

The photograph was taken in 1944 and shows an arrangement of ten concentric circles, the largest measuring about 120m across. It was found by Chris Gallagher, the NT's Gardens and Parks Curator, during research that has led to the garden being upgraded by English Heritage to a Grade 1 listing on the Register of Historic Parks and Gardens. The circular design lies within what Sir Thomas Tresham, who created the garden, called his moated orchard. Vestiges of a regular array of planting holes, possibly the remains of an Elizabethan fruit garden, can be seen on the photograph. Tresham's cruciform house is steeped in the Catholic symbolism and it is likely the garden, untouched since work stopped in 1603 following his death, was also emblematic.

Current Archaeology – Issue 250 January 2011

Plans to excavate World War II Fighter

Archaeologists from the international Group for Historic Aircraft Recovery (TIGHAR) has begun fundraising with the aim of recovering and conserving a Lockheed P-38 Lightning fighter aircraft that emerged recently from the sand of a Welsh beach, where it crash landed in 1942. Remarkably, the pilot, Lt Robert Elliott, emerged from the aeroplane without injury, though tragically he went missing in action while serving in the Tunisia campaign three months later.

TIGHAR is a not-for-profit organisation dedicated to the recording and retrieval of historically important plane wrecks, which it then donates to museums. It is keeping the location of the find secret, fearing that it will attract souvenir hunters to what the group describes as 'one of the most significant World War II-related archaeological discoveries in recent history'.

The aircraft has survived largely intact and remarkably free of corrosion according to aviation historian Matt Rimmer, who worked with specialists from the Imperial War Museum and archaeologists from Gwynedd Archaeological Trust and the Clwyd-Powys Archaeological Trust to record the aircraft, after it was revealed by shifting sands off the Gwynedd coast. Although the aircraft is covered by the Protection of Military Remains Act, looting of such sites is a major problem worldwide. The 60-year-old Lightning will require expensive and time-consuming conservation work it is to survive, once removed from the sea. Though techniques exist for stabilising metal recovered from salt water, they have never been used on a complete aircraft. Matt Rimmer said '*We are working closely with the Centre for Maritime Archaeology and Conservation at Texas A&M University to develop a recovery and conservation plan, and building a coalition of US and UK archaeological and aviation historical groups that will make it possible to fund and carry out the recovery*'.

Current Archaeology – Issue 246 September 2010

Meanwhile over on the Kent coast:-

German bomber remains recovery

A World War II Dornier 17, found by Wessex Archaeology two years ago off the Kent coasts at Goodwin Sands, is in such good condition that the RAF Museum at Hendon is to undertake an ambitious project to recover and preserve the remains. The upside down bomber still has its tyres inflated, 68 years after it was shot down on 26th August 1940. Air Vice-Marshal Peter Dye, Director General of the RAF Museum, said: *'This aircraft is a unique and unprecedented survivor from The Battle of Britain'*.

Current Archaeology – Issue 250 January 2011

Night Mail Museum for NVR

The team developing a Night Mail Museum at the Nene Valley Railway's Ferry Meadow station have reappraised the project.

Seeking of HLF funding pitched at developing the project in one go will be dropped. Instead a phased approach is being adopted dealing with smaller, more manageable stages.

The first step will be to fence and secure the site, then lay track. Next will be the comparatively straightforward construction of a running shed. Further stages will progressively add an overhaul and restoration shed and eventually a museum building.

The Railway Magazine – February 2011

BBC Show: Turn Back Time, The High Street

Historically accurate beers produced by town brewer Phipps NBC were amongst the items being sold by the historical High Street recreated on the show Turn Back Time, The High Street.

Alaric Neville, who runs Phipps NBC with his brother Quentin, said:

"It was exciting to get the call from the BBC. History is what we are all about. We are not just a company that sells beer, we sell history and to be recognised by the programme was very flattering.

Each one of our brews is brewed to an original recipe, using traditional ingredients. I like to think we are the people's pint, this is the beer that your dad, your grandfather or your great grandfather drank.

There was discussion with the production company behind the programme as to whether we could re-brew a wartime version of our beers, complete with austerity ingredients such as potatoes. We decided against this as the goods in the shops have to be bought by today's shoppers who were unlikely to have come back for more when faced with austerity beers."

Phipps beer was founded in 1801 in Towcester and it soon became established as one of the biggest brewers in the Midlands. The company ceased trading in the

1970s, but in 2004 Alaric and Quentin Neville started work on re-launching Phipps NBC beers to the East Midlands pub trade. After four years research and the support of several former employees of Phipps NBC, the dream became a reality. The company now sells a quarter of a million pints across the region every year.

Northampton Chronicle and Echo – November 28th 2010

Oxford University Press

Oxford University Press moved its Distribution Services from Corby to its new location in Kettering over Christmas 2010. The move saw 28 million books transported and put in place at the new site on the North Kettering Business Park.

The activity included moving all staff and equipment, setting up new hardware and communication systems and moving stock to ensure the company could start distributing orders from the new site on the 4th January.

Oxford University Press had its origins in the information technology revolution of the late 15th century. The first book was printed in Oxford in 1478. Since 1896, the business has changed considerably, with the growth and evolution of schools' publishing, trade and general publishing; and the use of new technologies. OUP is now one of the largest publishers in the UK, and the largest university press in the world.

Business section, Northampton Chronicle & Echo, 22nd February 2011

Industrial Heritage at Risk

English Heritage is embarking on research which will reveal how much of our industrial heritage is at risk of neglect, decay or even demolition. They will be revealing the results of this research at their annual Heritage at Risk launch in October. Steps are to be taken to find out what the public think about industrial heritage and proposing ways in which the best of our unique industrial past can be saved for future generations to learn from, value and enjoy.

The Industrial Heritage includes: Textile mills, coal mines, quarries, metal industries, glassworks, potteries, chemical production sites, food and drink factories, gas works, sites which produced electricity and water, sewage works, roads, bridges, canals, railways, ports, docks and harbours. English Heritage are focusing on these types of buildings in their research as visible reminders of the Industrial Revolution, that great era spanning from 1750 to the First World War when Britain led the world.

The Chief Executive of EH, Simon Thurley, says in regard to our Industrial Heritage: *“This period of British history shaped our place in the world, it shaped the lives of our forebears and laid the foundations of the modern age. Today the places where we live and work still look largely the way they do because of the industry that went on in them.*

But much of this heritage is now at risk and the current economic climate isn't helping. Owners are finding it hard to look after their buildings as well as their

businesses. Developers are cautious about taking on vacant industrial buildings and public bodies and regeneration agencies are less able to support schemes for re-use. There are no easy answers but we're determined to see what can be done to help. Our industrial past is too important to ignore."

It is the aim of English Heritage to get owners, developers, local people, voluntary bodies, academics, professionals and politicians debating the future of our industrial heritage before it is too late.

English Heritage has now launched a consultation for Good Practice Guide for Local Listing and are asking for comments on this draft guidance for the identification of significant local heritage assets, and the management of these assets through a local list. Local listing would support both the policies and guidance provided by Planning Policy Statement 5: Planning for the Historic Environment and also the Historic Environment Planning Practice Guide. The guide intends to encourage a transparent and consistent approach to the process of creating and managing a local list by:

- strengthening the role of locally listed heritage assets as material considerations in deciding the outcome of planning decisions
- renewing the role of local listing as a means of encouraging communities to identify and manage aspects of their local heritage
- improving access to clear and comprehensive information about locally listed heritage assets, including via Historic Environment Records (HER)

The Guide makes reference to case studies which will be included in the final version to be published later this year.

Information taken from English Heritage Newsletter March 2011

If you wish to view this consultation on-line then go to Englishheritage.org.uk/publications/heritage-assets-draft/. If you are really keen to get a copy then telephone 0870 333 1181,ask for 'The Setting of Heritage Assets – Consultation draft' and a copy should be sent to you. Comments are being invited with a deadline of 13th May 2011.

Thanks to member David Waller for drawing our attention to this Consultation Draft and sending the information.

Nene Valley moves for 2011

Ex-Norwegian State Railways Class 21c 2-6-0 *King Haakon VII* which arrived at the Nene Valley Railway at the beginning of December, was to return to its Bressingham home in February. It covered the Christmas services following the failure of BR Standard SMT No.73050 *City of Peterborough*, which should return to traffic in early March.

Polish 0-8-0T Tkp No.5485 remains available for NVR service and should be joined by 4442 Locomotive Fund's 4F No.444422 in mid-February when it

returns from L&NWR Heritage, Crewe, where it has been receiving attention to valves.

Hunslet 'Austerity' No.22 (3844/1956) is expected to return to the NVR from its Appleby Frodingham RP's base at Scunthorpe in early February and could remain at Wansford for the rest of this year. The possibility of equipping the 'Austerity' with air-breaking to increase its NVR usefulness is being discussed.

Telford's £1 Bridge

A redundant bridge removed from Honeybourne, has been delivered to the Telford Steam Railway following purchase for £1 from Network Rail. It will eventually be used to span the A4169 at Lightmoor in connection with the TSR's ambition to extend south towards Ironbridge power station. The bridge is stored in the yard at Horsehay while the railway develops its extension plans. The TSR's focus is opening its northward Lawley extension.

Bank Station could be re-tunnelled

London Underground is drawing up plans to refurbish Bank station to cope with growing numbers of passengers. The proposals include re-tunnelling a section of Northern Line, building an additional entrance on King William Street, installing lifts and widening the interchange passageways.

The station is in the heart of the City of London and an important interchange hub between the Northern, Central, Waterloo & City lines and the Docklands Light Railway. Bank is used by 300,000 passengers a day according to LU – a figure that has risen by 43% in the last few years and is set to rise further.

If approved, the refurbishment work would relieve congestion and provide step-free access to the Northern Line platforms. However, work would not begin until 2015 with a finish date in 2021. It would follow on from current work to provide a new ticket hall and entrance in Walbrook that will provide step-free access from the street to the Waterloo & City line.

Richard Parry, LU's strategy & commercial director, says "*If this work is not carried out, station control measures, such as restricting access at busy times and non-stopping trains, would have to be implemented more frequently.*"

Previous three pieces from The Railway Magazine – March 2011



Of This and That

Proposed visit:

At the last meeting Peter Perkins said that the Summer Programme would include a visit to the former Glendon & Rushton station. Unfortunately this will not now be possible. The Friends of Glendon & Rushton Station were renting the building and carrying out essential maintenance while they raised funds to purchase it.

However the landlord wanted to double the rent and so the Friends have had to give up their tenancy on the building for the time being. They are still hopeful of being able to purchase the station at some stage but it seems the owner may have other ideas.

Dates for the Diary:

- 6th May **Summer Programme of Walks** commence. Please see enclosed programme.
- 21st May **EMIAc: Heritage Day** at the Peak District Mining Museum.
- 8th June (Wed) **Summer Rail Tour** – See special notice on page 13.
- 10th September **Northampton Heritage Fair:** Church rooms – Church of the Holy Sepulchre, Sheep Street. 10.30 am to 4.00 pm. NIAG will be taking a stand at this event.
- 15th October **EMIAc: Heritage Day:** NIAG is organising and hosting this conference. Details available in July. Put this date in your diary so as not to miss it.

Exhibitions:

- Until 3rd July **Sport to Street** – A history of the training shoe, from the earliest sports shoes to the iconic brands of today. Northampton Museum & Art Gallery.

TV Programme:

- Channel 4 **How Do They Do That:** Tuesdays (new) Thursdays (repeats). 7.30 pm. Series hosted by Robert Llewellyn looking at manufacturing processes and generally how things are made.

Finally

Tube map shows moving trains

A remarkable new website shows the position of every Underground train in central London.....in real time.

Each train is represented by a little pointer, which slowly moves along a map showing all lines and stations. So it's possible;for instance, to see how many trains are currently running between any two stations at that particular moment.

The live map has been devised by Matthew Somerville and can be accessed via:

<http://trainintimes.org.uk/map/tube/>

<http://data.london.gov.uk/blog/guess-what's-back-trackernet-returns>

The Railway Magazine – February 2011

Fantastic if you wish to while away the hours watching tube trains running up and down the tracks – and indeed what fun.

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Newsletter:

Next Issue: **July 2011**

Deadline for all articles and information **20th June 2011**. Anything received after this date will be held over to the next issue.

Article guidelines: Should be no more than 1½ pages long, unless article is of a special nature and accompanied by photographs or diagrams. 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, the picture should be no larger than 250,000 pixels in JPEG format and should be sent as separate attachments. 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.