NORTHAMPTONSHIRE'S INDUSTRIAL HERITAGE

NEWSLETTER

ISSUE 134 - SPRING 2015

Northamptonshire Industrial Archaeology Group

CONTENTS

Photograph front cover: The new Northampton Castle Station

From the Editor

Much has been happening since the last newsletter. Greyfriars bus station, a source of much controversy over the past year or so, is no longer, having been demolished on Mothering Sunday. What a day to chose! A great deal to clear up and according to the Chron the council do not have anyone to redevelop the site at present – how ridiculous? The new look Castle Station is up and running after a long delay of when it would open. Abington Street in Northampton has had a major refit and once again vehicles are able to move through the top end – a nightmare for pedestrians as it's so easy to forget that the road is once again open – so much so that they have now put up a barrier to differentiate between the road and the pavements! Roadworks continue with abandon and not a day passes by when, on the travel news, there is another 'incident' in the 20 mile stretch of the M1 between junctions 16 and 19. The A5 at these times is almost a no-go road. The A14 is also undergoing massive upheaval and again gets a mention on the travel news periodically. Thankfully the works at Towcester (Tove roundabout) are nearing completion and at least sections are being released for use. And don't let's start on the 'Diversion' signs which are prolific, and which give no indication as to what they are for.

The Winter session was another enjoyable one and thanks to all those who have had a coffee/tea, which has proven again to be a success. Ron and I have appreciated the extra assistance when we have been a bit pushed.

The Summer programme begins in May and is enclosed with this mailing. Hopefully we will see many of you during these walks and visits and it is to be hoped that the weather will be kind on those evenings when we are not indoors.

Clocks, once more, will be leaping forward into summer and it is good to see that spring is truly with us – a bit blowy as I write this, but at least it is getting warmer.

Until next time.

Jane W

----oooOooo----

Industrial Archaeology & Industrial Heritage

In the Secretary's Report for last year's AGM, I alluded to NIAG Committee's concern about the difficulty of attracting new members and that we were considering whether or not we should promote NIAG under the banner of Industrial Heritage, rather than Industrial Archaeology

The term Industrial Archaeology was coined in the 1950s to mean the study of buildings and equipment formerly used in industry and, indeed, that is the activity that NIAG has been involved in from its inception. Unfortunately, the popularity in recent years of archaeological topics on television, notably programmes like Time Team, means that the general public tends to associate the word 'archaeology' with digging holes in the ground, whereas in reality most of the industrial archaeology NIAG is concerned with, relates to the remains of buildings and structures above

ground level as well as to the industrial processes.

In recent years the term Industrial Heritage has become more widespread in its use. It refers to the remains of industrial culture which are of historical, technological, social, architectural or scientific value. We can say that NIAG studies the industrial heritage of our county. The concept of heritage seems to have a resonance with the public and the Committee believes that to promote NIAG and its activities, the word heritage would in many instances be more helpful than the word archaeology.

The Committee has thus agreed that, whilst our official name will remain Northamptonshire Industrial Archaeology Group, in our publicity and promotional material we will use the term Industrial Heritage. In particular the strapline *NIAG – Northamptonshire's Industrial Heritage* will be used on our website, display boards and other membership information. It does not mean that the term Industrial Archaeology will disappear; merely that the emphasis will be on Industrial Heritage. We hope that this will help people to better understand what NIAG does.

On a positive note, we are pleased to note that five new members have joined NIAG in the past couple of months, so let us hope that trend continues.

Peter Perkins

2014 SUMMER WALKS - Final Reports

Kings Cross/St Pancras: Part 2 - The Afternoon

To continue our day and after a picnic lunch, in glorious sunshine, by the Regent's Canal we set off to explore the Granary complex and the various warehouses which were still standing.

The Goods Yard complex, designed by Lewis Cubitt, was completed in 1852. The complex comprised the Granary Building, the Train Assembly Shed, and the Eastern and Western Transit Sheds. The sheds were aligned to the axis of the Copenhagen Tunnels through which the trains arrived from the north. The Train Assembly Shed and Eastern Transit Shed have been redeveloped and are now part St Martin's College of Art; however the northern wall of the Granary still shows the outline of the shed. The Western Transit Shed has now been redeveloped into small business units.

Originally the Granary had two canal arms running beneath the ground floor with access to Regent's Canal via the now-filled-in basin.

To the west of the Granary, beyond a sunken roadway, stands the Eastern Coal Drops building, built in 1851. This originally carried four high-level railway tracks from which coal was discharged from the wagons into hoppers on a mezzanine floor above cart-loading bays. In the late 19th century the southern section was converted into a warehouse; the northern coal-handling section was badly damaged by fire in 1985.

Beyond stands the Western Coal Drops building, which was converted to a general goods shed at the end of the 19th century. Beyond that building would have been another canal basin, whose blocked-off entrance had been seen from Camley Gardens; it was filled-in as part of the conversion of the coal drop to a goods shed. Between these two buildings would have been the rail track to Camley Coal Depot on the other side of the canal. In front of the coal drops would have been the rail access to the gas works.

From the Granary we strolled up to the now derelict and former York Road Underground Station. This was opened by the Great Northern Piccadilly & Brompton Railway on 15th December 1906 and is situated between the stations at King's Cross and Caledonian Road. It was designed by Leslie William Green. The firm of Ford & Walton Ltd built the station at a cost of £8,176 and clad the exterior walls in £1,022.5.9d's worth of glazed ruby-red tiling by the Leeds Fireclay company.

The booking hall was linked to the platforms by way of emergency stairs and a single 23ft diameter lift shaft. This contained two electric lifts supplied by the Otis Elevator Co and these were recorded as having a rise of 89.49ft when inspected at the time of opening.

The station being located in a 'poor' district failed to attract a great deal of custom. Sunday trains were withdrawn completely from 5th May 1918 and with the onset of the General Strike it closed on 4th May 1926. However, it was considered to be a source of inconvenience and reopened on the 4th October the same year. As part of a scheme to increase line capacity, it was closed for the second time on 19th September 1932, but this time was to prove permanent.

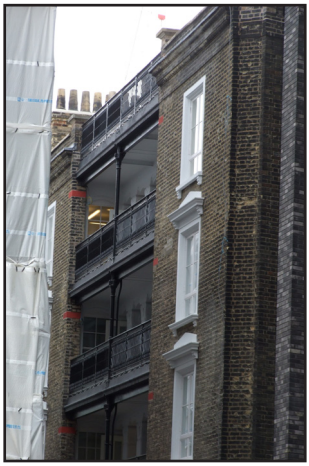
The building was briefly used as offices by a Printing company but currently stands empty. There have been recent calls to re-open York Road in light of the redevelopment of the surrounding area but these have so far been dismissed as financially unviable. It is to be hoped that the façade will be kept if any new development is mooted for the site.

Returning to the Granary the curved structure that was the East Handyside Canopy was a prominent feature. Erected in 1888 it provided a covered area for the unloading of potatoes for the adjacent potato market with its 39 warehouses. The return route led under the West Handyside Canopy, again erected in 1888, where fish and other perishable goods were unloaded for distribution around London. Railway traffic ceased during the 1970s but the area continued to be used for deliveries and parking.

Between the two canopies stands the Midland Goods Shed, built by the Great

Northern Railway (GNR) in 1850. It served as a temporary passenger terminal while the current King's Cross station was being built. Once King's Cross station was completed, it became a goods shed and a three story annex was added at its southern end. The name Midland Goods Shed survived even though the shed was subsequently used for warehousing. We were unable to explore this more due to the development work in the area.

Leaving the Granary site the route led through the developments between Kings Cross and St Pancras stations. A View Point which has conveniently been provided by the developers to get a 360º view over the Kings Cross Trainshed exit, was soon climbed and we were able to see the wider picture of the new office buildings, down to St Pancras Station, The Great Northern Hotel and the new squares which are in the process of being built. It was difficult to work out where the warehouses and houses once stood on Battle Bridge Road which has long gone since 2007. However as we walked down the newly named Kings Way we were able to look at the former Stanley Buildings Flats 1-20 which stand next door to the German Gymnasium.



These flats were erected in 1864 to a design inspired by Prince Albert for ideal workers' homes and served the men working on the building of the railway in this area. They were erected by the Improved Industrial Dwellings Company an organisation erecting dwellings for poor artisans. A nice feature of this block of flats being that the staircase has balconied recesses and window architraves to the full height of the building. The balconies are supported by cast-iron columns and are enclosed by railings in a lattice pattern. Once there were 5 blocks which housed 104 families. The building is an early example of the use of concrete in construction being used because it was cheaper and reduced the risk of fire. In 1969 the apartments were described as being *'so old, they didn't have a bath, only the toilet bowl and a sink, no hot water. The cooking stove looked like it was from the 1800s*! On our last visit the building was encased in plastic wrapping; it was a great pleasure to be able to see the restoration work which is now going on.

Next door, and wrapped up, stands the German Gymnasium – so called because German immigrants formed the first gym club in Britain and opened this building on the 28th January 1864. Ironically it was bombed by the Germans in 1917! The National Olympian Association held its first Games here in 1866 which continued annually until the modern Olympic Games were held at White City in 1908. The building was then brought by the GNR to provide accommodation for its operations centre. After some years of neglect it was used as an exhibition centre. Inside the building there is a narrow entrance hall with an imperial stair (2 flights then 1) the

entire width of the hall. The Gymnasium is a single cell subdivided into nave and aisles by two storeys of cast-iron piers with lush early English foliage capitals. Like the Stanley Buildings this building has been saved from destruction and is currently undergoing extensive restoration.

The visit concluded with a look at King's Cross station and its new canopy; though seemingly an integral part of the station building it is a structurally free-standing building. The new concourse is a vast improvement on the old booking hall, which is still there and used as such. Our visit today did not coincide with that of a falcon, which is employed by the Railway to keep pigeons at bay. From the high-level footbridge that runs across the two sheds from the concourse, designed by Lewis Cubitt and built in 1851-2 on the site of the a fever and smallpox hospital, the three tunnels under Regent's Canal were clearly visible.

For the first 10 years there was only one arrival and one departure platform (today's platforms 1 and 8 respectively), with the space between used for carriage sidings. As suburban traffic grew additional platforms were added; the suburban station building now containing platforms 9–11 dates from that era.

By the time of Grouping in 1923, arrivals and departures were still using separate platforms, which gave rise to extra shunting movements across the station that blocked arrivals and departures. In January 1930 it was decided to switch to power signalling using an all-electric system and colour lighting. Re-modelling and re-signalling of the tracks with the introduction of electrification resulted in the abandonment of the eastern bores of both the Copenhagen and Gas Works Tunnels. The remaining four lines through these tunnels were signalled for two way working

Once again there was a queue for the 9¾ platform for anyone to have a photo taken whilst supposedly 'disappearing through the wall' to go to Hogwarts. Needless to say we did not join!

Jane & Terry Waterfield

We make a return visit in July, particularly for all those who were unable to join us in July last year – this area is not standing still! See summer programme for details.

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Models of 18th Century Steam Engines - 2nd August

Perhaps the idea of studying models of 18th century steam engines doesn't sound very exciting but the wow factor when a select group of members entered David Hulse's small museum was enormous. Five models showing the early developments of steam engines had been built to a scale of 1/16 with a sixth built to a scale of 1/10; these were working models built to the finest detail using for example individual bricks and roof tiles and the same, or similar, materials to those used in the original machines. Whereas English oak would have been used in the original engines, its grain is too coarse for modelling at this scale so Japanese oak with its much finer

Richard Trevithick's high pressure engine 1804

grain structure has been used.

As David explained he had actually built seven models, the first one was used to develop the modelling process and to check the model's structural strength because all have been built as 'cut away' to reveal all of the working details and internal structure of the engine house. What followed was not just a brief description of each model; we were to hear about his research on the subject that had taken over 30 years and the lengths to which he had gone to verify the authenticity of a particular engine's design.

The starting point for 'the tour' was Newcomen's atmospheric engine built in 1712 near Dudley Castle for the purpose of pumping water from coal workings 150 feet below ground. This required two pumps working in series and driven from the single beam. Details for the model were taken from Thomas Barneys' engraving of 1719, a copy of which hangs on the wall and to which David made regular reference.

As we all know Newcomen created a vacuum by condensing the steam in the main working cylinder; an inefficient process because the cylinder temperature continuously cycles between that of the steam and that of the cold water used to condense the steam. James Watt improved the working efficiency by utilising a separate cylinder to condense the steam; this was embodied in Boulton and Watt's Navigation Engine No 1, built in 1778 for the Birmingham Canal Navigation Company to return water from the bottom lock to the top pound at Spon Lane locks. Although only delivering about four horsepower (4 hp) it did prove the principle.

This was followed a year later by the larger Navigation Engine No 2 built in Smethwick to lift water 38 feet from the bottom lock to the summit pound. Water was directed to the pumping engine through a brick-lined tunnel; the pump discharged into a high-level wooden launder, which directed the water to a culvert for return to the canal. In his trials Watt found that the engine delivered 160 gallons per stroke at the rate of 12 strokes per minute; this equates to 22 hp. This engine continued to work until 1891. There was a down side to using this more efficient engine: The owners had to pay Boulton and Watt a royalty calculated as half the savings of using a Boulton & Watt engine compared with a Newcomen engine.

There were many attempts to convert the rocking motion of the beam into a rotary motion, though perhaps Matthew Wasborough came the closest when in 1779 he patented the idea of fitting a 'fly' (flywheel) to the driven shaft. James Pickard, in whose manufactory Wasborough's engine had been installed, was not satisfied with the inconsistent running speed of his machinery. He did no more

than remove Wasborough's ratchet mechanism and replaced it with a simple crank; this arrangement he patented in 1780. And the rest, as they say, is history. Thus Pickard was the first to provide true rotary motion from an atmospheric engine, which continued running until about 1879. For his model David used 69 segments held together with 1,749 rivets having a diameter of 0.0625" to form the haystack boiler. Each of the 0.020" thick mild steel plates was hand beaten over a wooden former.

Great attention to detail.

However this development was not without controversy from the Boulton and Watt camp. As a result they refused to license Pickard to build any of their engines, even when he offered them free use of the crank on their machines; they were unable to use a crank in any of their machines until 1792, when Pickard's patent expired.

At the same time as Pickard introduced the use of a crank to achieve circular motion, Watt was developing his gear mechanism. In this a toothed gear was rigidly fixed at the lower end of the connecting rod; this gear was held in-mesh with a larger toothed gear wheel mounted on a shaft in such a way that the small gear could move around the larger gear. In modern nomenclature a sun-and-planet gear. As the connecting rod was moved up and down by the rocking beam, the small gear imparted a circular motion to the large gear thus rotating the shaft. A flywheel attached to the shaft ensured smooth rotation. The sun-and-planet arrangement was used in all of their engines until 1792 when they started to fit cranks.

Thus far in time all atmospheric engines had used a single-acting piston, i.e. steam pushed the piston in one direction with the vacuum pulling it in the other. So successful was the use of a separate condenser in reducing the amount of steam needed to operate his machines that it was possible to consider the use of double-acting cylinders to provide rotary power for industrial uses. Possibly the most famous of all Boulton and Watt engines was the Lap Engine built in 1788.

This engine utilised both a vacuum, created by Watt's water cooled separate condenser, and the expansive force of steam to provide the power: steam entered one end of the cylinder as a vacuum was created at the other; with the piston at the end of its travel, steam was then admitted to the other end of the cylinder and a vacuum created at the opposite end. The combination of low pressure steam and a vacuum produced a continuous output of energy. This engine continued to power Boulton and Watt's factory machinery at their Soho Manufactory until 1858; it was known as the Lap Engine because it was used to lap and polish small items.

At around the same time as Boulton and Watt were building their Lap Engine, another engineer was also working to achieve rotary motion from a double acting cylinder. In 1788 Robert Davison and John Hawksley built a water-powered textile

mill at Nottingham on the bank of the River Leen. Since the river was used to drive numerous other mills, the flow of water was unreliable. When that mill was burnt down in 1791 they decided to move their business to a site at Arnold where they built a large five-storey mill and warehouse on the banks of a small stream. Even with reserves of water in a four acre mill pond, there was only sufficient water to run the mill two days a week. This deficiency was made good by asking Francis Thompson to supply a steam engine that could drive the spinning and weaving machinery whilst the mill pond filled up.

Thompson's design used two single acting cylinders positioned one above the other so that both pistons were attached to the same piston rod thereby making the engine double-acting. He did not use a separate condenser so that he didn't infringe any patents held by Boulton and Watt. Such a design had been used previously at the Gregory Mine, Ashover. Although the design was inefficient, requiring the steam from two large circular boilers each consuming 5 cwt of coal per hour, coal was relatively cheap at ten shillings a ton. The water wheel and steam engine powered the spinning machines for ten years.

Thus far the pressure of the steam used to drive these atmospheric engines was about 3 psi (lbs per square inch). In contrast Richard Trevithick wanted to develop an engine that utilised the expansive force of steam direct from the boiler acting on both sides of the piston, i.e. double-acting. His first engines operated on high pressure steam at 45-50 psi. He started introducing his small high pressure steam engines into London. Although produced in 1804, a drawing of one of his engines, used at Still's Dye House, Lambeth, was not found until about 1971.

From this and the associated description David has made a 1/10 scale model that works from compressed air. The cylinder is integral with the boiler casing and the steam is introduced into either end of the cylinder through a rotary valve operated from the crankshaft. The valve arrangement also directs the exhaust steam to the chimney.

The visit concluded with a visit to his workshop with a demonstration of his skills. To create his models David has produced 151,000 miniature clay bricks. Using his experience gained as Chief Engineer for Royal Doulton, he has developed a moulding process for making them: Dry air-fired red clay is pressed into the four moulds with a pressure of 5.5 tons. The bricks are then fired in an electric kiln in a reducing atmosphere to give them their authentic colour. The same press was used to make roof tiles; since only 3,000 were required for a roof, they were pressed one at a time.

This was an enjoyable visit and showed the dedication of David to his subject. The attention to detail of these models really does need to be seen. Each brick, tile, rivet all created with meticulous care. Each model is wired to work and are on wheels for easy manoeuvrability. The models have been made over a period of 40 odd years and David is still modelling. Wonderful.

Terry Waterfield

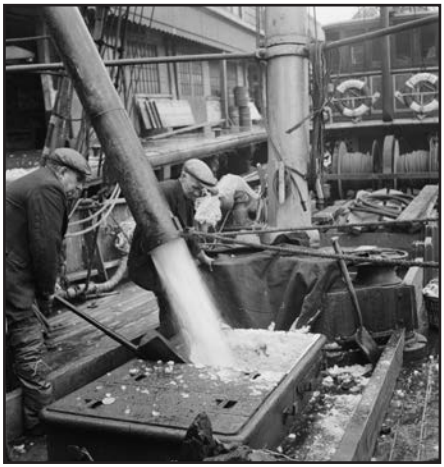
WINTER TALKS 2014/15

Grimsby Ice Factory – 10th October

For those who can remember the days when Britain ruled the waves and possessed a fishing fleet, Grimsby was one of the primary fishing ports on the East coast. A number of developments lay behind this: First the railway comes to town in 1848 thereby enabling the landed catch to reach the markets quicker and easier, which in turn encourages more fishing vessels to the port. New docks were constructed to accommodate the increasing number of fishing vessels: The Royal Dock was completed 1852 and the Fish Dock in 1857.

Since the catches were landed 'live' before being processed and distributed onwards, it was inevitable that the product would deteriorate during its distribution. At first locally sourced ice was used but it soon became necessary to import ice from Norway; regular imports started in 1857. By the end of the century 75,000 tons had been imported from Norway.

Although a number of ice factories had been established in the town, they couldn't supply the ever increasing demand. Recognising that the demand for ice was too large for small suppliers, the Grimsby Ice Company identified a site adjacent to No 2 Fish Dock on which to build a new factory. This facility, designed to produce 300 tons of ice per day, commenced operation in October 1901. A conveyor system delivered ice directly to the trawlers and to road transport for distribution to fish merchants.



Chris Lester, a member of the Society for Lincolnshire History and Archaeology, gave a very interesting presentation on the development of the factory as it was expanded to supply 11,000 tons of

ice a day until its closure in 1990 and of the processes used to make the ice. The building has now been listed as Grade II* and plans are afoot to save it from further deterioration and to eventually bring it back into use. Unlike many other industrial buildings 'at risk', most of the equipment is still present and offers a unique insight into large scale refrigeration equipment.

The basic ice-making process is the same as that found in a domestic refrigerator – but on a much larger scale! Four ammonia compressors were driven by triple-expansion engines running at 50 rpm; these were powered by steam produced by six Lancashire boilers operating at a pressure of 180 psi. In the 'can' method a line of individual tapered rectangular metal vessels, which were filled with water, were immersed in a tank of calcium chloride brine cooled by the ammonia fluid. As the line of cans moves through the tank, the water in the cans is cooled and ice forms. On reaching the end of the tank all of the water has frozen; the line of cans is removed from the tank and briefly immersed in a bath of warm water to release the block of ice from the can, which is then up-ended to discharge the ice block. The blocks of ice are then directed to a crusher.

With increasing demands to supply ice, work started in 1907 and lasted three years to expand the facility to increase production by 200 tons of ice per day. Two new ammonia compressors driven by steam engines were installed; the new engines were supplied with steam from the original boilers. These were fitted with superheaters to enhance their performance.

Despite this expansion of the facility, demand for ice from the fishing fleet still exceeded the plant's capabilities; further upgrades were started in 1930. Over a period of three years the original steam equipment was replaced by up-to-date electrically-driven high speed (250 rpm) compressors; improvements to the ammonia and brine circulation were also implemented. All without any loss of production. The new facility was capable of producing 1,100 tons of ice per day.

A fifth new compressor was added in the 1950s to meet an increased demand for ice from the trawler fleet. This also allowed the factory to operate on four compressors whilst allowing the fifth to be taken out of service for maintenance. A third bore hole was sunk within the premises to increase the water supply.

Following the 'cod wars' of the 1960s and 1970s and the introduction of quotas, there was a decline in the fishing industry, which in turn meant that the demand for ice required by the fishing fleet was in decline. In addition with the introduction

of ‘freezer’ trawlers – trawlers with their own on-board ice manufacturing facility – and the introduction of a new ‘flake ice’ plant sounded the end of the ice factory, which closed its doors at the end of July 1990.

Many thanks to Chris for an excellent presentation.

Terry Waterfield

Photographs:

Page 9: SSRTO - © Imperial War Museum

Page 10: Conveyers carrying the crushed ice to the Quayside - © Sue Stone

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The Northampton to Peterborough Line Remembered : 14th November

Following the AGM, which the Chairman managed to conduct in nine minutes, we welcomed Richard Deacon who told us that the presentation that we were about to see came about as the result of an exhibition at Cogenhoe. He explained that he had grown up in Little Houghton and the Northampton to Peterborough, or more correctly the Blisworth to Peterborough railway was ‘his line’ and the show was his way of commemorating the fifty years that have elapsed since it closed.

Richard explained that the London and Birmingham Railway opened on the 17th September 1838 and cost £5.5million to build against the estimated cost of £2.5 million. It passed through Northamptonshire and the nearest station to Northampton was at Blisworth, the line taking the higher ground on its way to Rugby thereby avoiding Northampton. A connecting coach service ran from the station at Blisworth into Northampton. Following the opening of the main line the London and Birmingham company promoted a line from Blisworth to Peterborough depositing the plans for its construction in 1842. It was to be the first railway to reach Northampton as well as being the first one to be built entirely in Northamptonshire, the Soke of Peterborough at that time being part of the county.

The bill promoting the line had a stormy passage through parliament with a number of landowners objecting as well as concern being expressed about the number of road crossings. Support for building the line came from the citizens of Northampton and the bill received Royal Assent on 4th July 1843. At the time the railway was proposed Peterborough did not have a railway but by the time the line was completed the Eastern Counties Railway had reached the town and the London & Birmingham Railway used their station which later became known as Peterborough East Station. The route of the railway followed the river Nene and no really heavy engineering works were required other than the tunnel at Wansford.

The line, which was built as single track from Northampton to Peterborough, opened from Blisworth to Northampton on 13th May 1845 and throughout on 2nd June of the same year. The station in Northampton was situated in Bridge Street adjacent to the level crossing. Most of the stations on the line were sited adjacent to level

crossings some of them not being particularly close to the places that they served. The line cost £429,409 to build which was less than the estimated cost. Traffic grew rapidly leading to the doubling of the line between Northampton and Peterborough in 1846, by which time the L&BR had become part of the London & North Western Railway.

Ironstone traffic originated from a number of locations on the line and became an important source of revenue. Traffic dwindled in the mid-twentieth century owing to a reduction in the freight traffic and competition from buses for the passenger traffic, the buses running into villages unlike the train. These factors led to the closure of the line with the last train running on Saturday 2nd May 1964.

Billing Station in 1953 © R Deacon

Richard illustrated his talk with a selection of slides some of which showed detail from the deposited plans and their books of reference. Many of the slides depicted a scene that has long since disappeared not only from the county but nationwide. Particularly memorable was the 1960 view of Blisworth Station showing a fine selection of what are now classic cars parked outside, as was the view of Castle Station in Northampton in the early 1960s with two Corporation buses and hardly any cars. The slide of Billing Station yard with piles of coal reminded us of the importance of this traffic to the railways with virtually every station being a delivery point to the local coal merchant.

Also illustrated was the push-and-pull train that ran between Northampton and Wellingborough. When the train reached its destination the loco did not need to run round the coaches as the back one was provided with windows in the end and a driving position. The driver would control the train from the loco when it was on the front and from the coach when travelling in the opposite direction. Whilst the driver was in the coach controlling the train the fireman was still at work on the loco footplate; presumably the Health and Safety brigade would have a field day with the operation today with a mountain of paperwork being required for method statements and risk assessments.

The presentation recalled the local railway scene of years gone by where the railway and its infrastructure were part of the landscape unlike today where it is almost invisible as it makes its way through a linear forest behind a palisade fence.

Mick Dix

UPDATES

Timsons

The end of an era has been announced for an historic Kettering business which has entered liquidation. Printing machine manufacturer Timsons Ltd, based in Bath Road, has confirmed that it will be wound up after being unable to attract orders for its digital printing equipment. Timsons, which was founded in 1896 and employed 150 people just a few years ago, had concentrated on the digital equipment following a re-organisation of the business last year.

In a statement released on the 9th January, to confirm the news, a spokesman said: "A*fter a significant drop in the sales of printing presses Timsons Ltd announced a restructure of the business in 2014. It ceased production of conventional lithographic presses in order to concentrate on the manufacture of digital printing equipment.*" He added: "*Unfortunately, in the period since restructuring Timsons Ltd has been unable to attract further orders for digital equipment and as a result trading losses have continued. These losses have meant Timsons Ltd can no longer continue to trade and the directors have taken steps to place the company into a Creditors' Voluntary Liquidation. This will result in the closure of Timsons Ltd and the loss of 25 jobs*".

The firm is now a separate company to the nearby Timsons Engineering, in Water Street, and Timsons Incorporated, which have not been directly affected by the move.

Northants Telegraph - 15th January 2015

Greyfriars stripped bare and ready for 'blowdown'.

A 'structural shell' is all that remains of Greyfrairs bus station - a final tour of the 'mouth of Hell' before it is imploded has revealed. [*Kevin McCleod, Grand Designs presenter, called it this in a programme some years ago*] The 1976 'brutalist' structure is set to be reduced to rubble via a detonation of 2,000 explosive charges on Sunday March 15th. The C&E was granted one final look of the bus station and its upper floor offices, once home to Barclaycard, this week. The contracts manager for DSM Demolition Group, which is carrying out the controlled demolition said the building has been extensively stripped since the Chron was last shown round in July [2014]. He said: "*a lot has been happening over the past few months and we are now well into the enabling works for the demolition itself. The building has now been extensively assessed and stripped – we are just back to the structural shell now.*"

When the paper was there last the inside of the building was littered with lighting fixtures stripped from the 4,000 sq ft office space once occupied by Barclaycard. About 25 workers have spent months dropping the stripped materials down three large former lift shafts to the ground floor. A total of 400 sacks of pigeon droppings were removed from the 1976 building. A top floor garden and pond – which in July resembled an overgrown wilderness – has now been completely removed. Vertical concrete building supports have been lined with wire meshing and a black 'geo-textile' material in preparation for the demolition. Holes will be drilled in 2,000

locations across the structure and explosive material inserted within them.
The demolition which will happen in a timed floor-by-floor detonation is designed to make the building collapse in on itself. A section of the middle floor, once home to a car park, has been removed to ensure the building collapses inwards.

Northampton Chron & Echo – 12th February 2015

Pictures and more information next issue. Ed

MISCELLANY ITEMS OF INTEREST

Rothwell Church visit shows change in safety rules

On a number of NIAG's Summer visits in 2014, some long-standing members could remember earlier evenings out to the same locations. In the October issue (132), our Chairman referred to the memorable visits to Stockton Locks, led by Ray Tims in June 1991 and also to Roy Sheffield's visit to Bozeat in 1994. However, the connection that interested me was the first visit of the 2014 programme to Rothwell Church Tower. This reminded me of the visit led by Cecil Swann eighteen years earlier on 31st May 1996.

Much of the visit was the same, such as going down to the bone crypt, the ringing of the bells - with Cecil participating - and the visit to the bells themselves with a good explanation of their operation and history.

However whilst in the bell loft I noticed - but no mention was made of - the precarious looking step ladder which reached up to the top of the tower. On our visit eighteen years ago we were obviously allowed to climb up that ladder, go through the trap door and walk around the top of the tower! As the pictures show, we were able to witness a grand view of the town of Rothwell. I was hoping that in 2014 I might have been able to take another set of photos for comparison but no doubt current safety rules prohibit such adventures these days!

Ron Whittaker

Above: Looking east towards Rothwell
Right: View across the Market House showing the famous "Rowell Fair" in town © Ron Whittaker

Northampton Corporation Daimler Bus – Part 1

In March 1981 a group of six people purchased from the then Northampton Transport a Daimler CVG6 double decker bus. This was Fleet number 250 which was now surplus to requirement. The group consisted of members of the Rushden Historical Transport Society, two of which were also members of NIAG. Not included in the price of the bus was its tyres. Like many transport operators the Corporation hired or leased their tyres from tyre companies.

On the day the bus was moved from the bus garage a borrowed set of wheels and tyres where fitted, the vehicles own wheels piled inside the lower saloon.

It had already been arranged that United Bodybuilders of Rushden would keep the bus in their yard, prior to a between deck advert, which the company would pay for, being applied on the nearside. Although only too happy to have the bus safely parked, it did mean that access to work on it was limited. In fact the only run the bus got this year was to the Rushden Cavalcade.

The Society had obtained from Alec Head Travel his Bedford OB coach. This required a lot of restoration and had been moved to a yard at Yeldon. This was alongside part of the old Chelveston airfield. Talks with the owner of the yard allowed 250 to be also stored at the yard. The weekend before the move the area had been cleared of rubbish. We now considered ourselves very lucky that we had somewhere to park rent free. We had access to electricity for which we had to pay and the area being secluded should mean that vandalism should not be a problem.

One of the first jobs to be done was to construct a door for the open rear platform. A couple of household doors were obtained and hinged together so that access could be had without taken it down each time. The purchase of a padlock made everything reasonably secure. The electricity supply was connected and a strip light along with a socket.

The next task was to remove all the seats from the upper deck so that the wooden floor could be given a good scrub and the seat frames and backs painted. Once back in situ the lower saloon could be attended to.

Whilst this was being done areas of paintwork on the outside had been rubbed down and primer applied. A fuel pipe on the engine which was leaking was removed for brazing, the leak being caused by the two metal pipes rubbing together due to engine vibration. The repaired pipe was replaced on the engine. On trying to start the engine no fuel was coming through the lift pump. A new fuel filter was fitted and the pump stripped down and cleaned. This had the desired effect and the engine started. The batteries on the bus, there were four situated below the front four seats in the lower saloon, were not new. Working at this time in the motor trade I was able to purchase four new batteries at a reasonable cost. Because the bus was stored in the open and not used that much flat batteries could be a problem. On several occasions we had to start the engine using jump leads onto one of our cars. An interesting procedure until we discovered that levers on the cylinder banks could be used to

stop that particular bank of pistons thus reducing the load on the batteries. Once the engine was firing the non-operational pistons allowed to start.

The Rushden Society had obtained use of a yard at Wymington so the Bedford and 250 duly moved to this new site. Also kept here was the Society owned Bristol Lodeckker (651) and several other vehicles belonging to society members. The 250 group had the use of an old Weetabix truck body in which we stored our bits and pieces.

The bus was governed to about 40 miles an hour, plenty quick enough around town but longer journeys would seem to take for ever. The bus did about 12 miles to the gallon and did not have a fuel gauge. A means of dipping the fuel tank was by using a bamboo stick. During its first MOT at the United Counties garage in Bedford Road the fitter wanted to fail the bus because the rear brake lights did not work. It was explained that the brake lights worked on a mercury tilt switch and only worked as the bus was braking and not when it was stationary. This he was happy with. Being used as a non-PSV vehicle it only needed a class 4 MOT the same as a car.

Places visited included the Rushden Cavalcades, the Rutland Railway Museum, Old Warden, Oxford Bus Museum, Marshalls of Peterborough gathering of Leyland Marques at the showground and those of you who were members of NIAG at the time might remember a trip on 250 to the Nene Valley Railway. The longest trip of all was to Donnington Park race track. This was a Transport Trust Rally. Having to bear in mind that 250 was full height we had to avoid low bridges. The rally was held at one end of the site and a caravan and camper exhibition at the other. To allow people to visit both sites 250 and 651 were used to transport people from one venue to the other. However we were not allowed on the race track itself. There was a dirt road that ran in the centre that we had to use. We were paid so much a mile but also managed to get people to make contributions during their journey. The bus was also used by a certain couple to transport them from their wedding in Rushden to the reception held at Sywell airfield. Bedecked with white ribbons and with the destination blinds reading 2 Out of Service.

Having moved from Wymington a few weeks were spent on a farm on the outskirts of Moulton. The bus was then moved to the yard of Knights of Old which at this time was on the edge of Old. Being parked in the open the paint work suffered. The Northampton red did not seem to weather as well as London Transport red.

I cannot now remember the year but five of us had enough of bus preservation and the sixth member was able to find some others to buy us out. After sometime he unfortunately had a heart attack and his widow gave 250 to the Rushden Transport Society. 250 now resides at the Rushden Station along with other vehicles.

Some facts about the vehicle:

Type:	Daimler CVG6 (Gardiner Engine 6LW)
Bodywork	Chas Roe 59 seat double deck body.
Gearbox:	Daimler Pre-selective 4 speed.

Entered Service: 1/3/1965
Withdrawn: 22/8/1980
Total mileage: 497,136 miles
Fleet Number: 250
Registration No: BNH 259 C

Peter Acres

If anyone is interested there are pictures of 250 on my site at U-Tube - PA

To be continued.....

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Longtown Weekends Remembered

In the 1970s and 1980s a key feature in NIAG's programme was the annual IA weekend at Longtown Outdoor Centre in the Brecon Beacons in Wales. Mostly organised by Geoffrey Starmer and John van Laun (the Head of the Centre at that time) the enjoyable weekends provided the opportunity to look at canals, tramways, ironworks, coal and other industries in South Wales and Herefordshire. Ray Grimes spoke at several members' evenings about various visits and published some detailed reports in NIAG Newsletters nos. 13, 19, 23, 27 and 31 for example.

Many of NIAG'S members who attended the Longtown weekends will remember the "evening entertainment" which Ray describes in a number of his reports. This consisted of walking more than a mile down the completely dark lane from Longtown to Clodock and visiting the Cornewall Arms.

The Cornewall Arms was one of the oldest and most quaint pubs any of us had ever visited. It consisted of a large room with old tables. Around the room a number of games such as table skittles were positioned. The friendly locals used to challenge the Longtown residents to various games but understandably the locals always won! On one side of the room there was a large opening where the bar was situated. This was at a lower level to the rest of the pub and acted as a cellar where barrels were stored and pints of beer drawn. Standing at the lower level was the landlord and his wife who were local characters and even in the early 1980s got confused about decimal currency!

On a recent visit to the area I was pleased to see that the pub has survived. Not only that but members who attended the Longtown weekends will be interested (but perhaps a little sad) that it has been modernised extensively, as shown in the photograph.

Ron Whittaker

----oooOooo----

Rail Academy 'boost' to economic future

The Transport Minister has said a new £7 million national training academy in Northampton will be a 'much-needed facility to support the future of the railways'. Baroness Kramer visited the new National Training Academy for Rail (NTAR) in Kings Heath, Northampton on Monday to view the progress of construction works. Opening in autumn 2015, the academy will provide 170 places for young people to study rail engineering.

NTAR is a joint project between the National Skills Academy for Railway Engineering (NSARE), the Department for Business, Innovation & Skills (BIS) and the Department for Transport (DfT), who have provided half the funds required, with industry partner Siemens contributing the other 50 per cent.

The Baroness said: '*The academy, the first of its kind in the UK, is a crucial part of the government's long-term economic plan to secure a better future for Britain. Generations of young people will benefit from the apprenticeships and training provided here to find new jobs and get on in life'.* The first students, including apprentices, will enrol in the autumn of 2015.

Northampton Chronicle & Echo – 30th October 2014

Horace Lampard Batten – 5th generation of shoemakers passes away aged 102.

One of the biggest names in Northampton's shoe –making history, and creator of the boots worn by Darth Vader in the original Start Wars movies, passed away aged 102. Horace Lampard Batton was the former owner of Horace Batten bespoke Boot Makes and the fifth generation to take up the family business. His greatest passions in life were his business, cricket and his family.

He was born in Long Buckby in 1912 after his parents moved to the county to develop the Horace Batten business in Henry Street, Northampton in 1920. But the Batten family can trace its bootmaking roots as far back as 1804. Horace's son Timothy, now aged 69, said it was the business's niche riding boot market that had enabled it to survive the post-war economy. He said: "*Back then a pair of our boots would have cost £4 to £6; now we sell them for £1,000. When he married my mother, Barbara Harris, in 1939, he bought a house in Ravensthorpe where he lived until he died. There he founded the Ravensthorpe Cricket Club and almost became a professional, but he didn't like the divide between professionals and amateurs. They had separate changing rooms and he said it was like being second class citizen*".

Some of the highlights of Horace Batten's career include kitting out submariners and the Women's Land Army during the Second World War and creating both the heavy wax calf jackboots worn by actor Dave Prowse in his role as Darth Vader in the original Star Wars trilogy and the size 72 pair worn by a Lady Godiva puppet at the London 2012 Olympics.

Horace Batten is now run by his granddaughter, Emma. Plans for Emma's four-year-old daughter, Charlotte are in hand!

Northampton Chronicle & Echo – 8th January 2015

Braunston Canal

In January members of the public were able to '*hit lock bottom'* thanks to a £37,500 programme of works. The weekend of January 24/25th enabled visitors to walk down into the drained chamber of lock 3 to see the works taking place to repair the brickwork and restore the lock gates. Work started during the week with fish being rescued from the lock before the water was drained. The project involves re-lining the lock gates to ensure a better fit, and repairs to the brick and stonework inside the lock.

A précis of the report from the Daventry Express – 15th January 2015.

As part of a five-month maintenance programme, £37,500 is being spent on repairing Lock 3 in Braunston. About £920,000 is being spent on the canals in the South East this winter period to restore the historic canal network.

Extra information from the Northampton Chronicle & Echo – 15th January 2015

St James, Northampton may get a new power station

A 'green energy firm' is bidding to build the first power plant in Northampton since the 1970s on the site of a St James Mill Road depot. Councillors at NBC were set to consider the scheme, by an as yet unnamed company, at the November 12th cabinet meeting. The authority was to discuss whether to sell part of its Westbridge Depot to the from, which would then build a power station on the site fuelled by a portion of the town's household waste that would normally go to landfill.

The leader of the Council, David MacIntosh said the move could have potential benefits. '*This could be another existing Northampton Alive project, creating jobs and brining investment into our town. Waste-to-energy schemes have the potential to solve two problems facing the UK, the need to generate more power domestically and the decreasing amount of available landfill space. This is exactly the sort of initiative we should be exploring as we look to give our town a bright future. But first we must assess whether this is the right option for Northampton and what the potential benefits are for our town.'*

The power plant proposes to use only the 'non-recyclable' element of collected household waste from within the Northampton borough. If the power plant is approved it would be first to operate in the town since the station at Nunn Mills, Midsummer Meadow, which ceased operation in 1975. Concerns could still be raised about pollution created by a new plant. The council will only agree to the planning and the sale of the land when they are convinced there would be no adverse impact on residents.

<u>About the Nunn Mills plant</u>

The iconic Nunn Mills power station was built shortly after the end of the First World War and at one point provided all of the town's electricity. The 200ft cooling towers which served the station were demolished in 1979 and further parts of the old power station were knocked down in 2007. The front of the old building, along the

side of the River Nene, was left standing however, until earlier this year (2014) when it was demolished to make way for the new University of Northampton site. When the power station closed in 1979, more than 15,000 people turned out to watch the cooling towers be demolished.

Northampton Chronicle & Echo – 23rd October 2014

Dambusters artefacts sold at county auction house

The original 'Dann'bomb sight, used by the famous World War II Dambusters squadron is to be auctioned in Northamptonshire. The sight, used in Second World War aircraft to accurately line-up bomb targets, is among the items passed on to JP Humbert Auctioneers in Towcester by Hydneye House School. The school was given them by the family of David Maltby, pilot of the Lancaster bomber that, in May 1943, breached the Mohne Dam in Germany with a bouncing bomb. Brainchild of Wing Commander Dann, the mahogany bombsight on sale was used in the successful raid. It it thought to be the only surviving example of the sights used during the Dambusters raid and its value is estimated at £20,000-£25,000.

Humberts is also auctioning a map light and parallelogram used by Maltby's navigator, Vivian Nicholson, on the same Lancaster bomber. All three were signed and verified by George 'Johnny' Johnson, 'the last of the Dambusters'. Also available are four marbles used by Dr. Barnes Wallace to help design the bouncing bomb, along with Guy Gibson's leather collar box, all separate lots.

Auctioneer Jonathan Humbert said: "*Of all the items that have come under my hammer over the years, these have to rank as some of the most spine-tingling and historical.*"

Northampton Chronicle & Echo – 15th January 2015.

<u>And after the sale:</u>

An original bomb sight used in the Dambusters raids during the Second World War was sold at auction for £41,000. Bomb aimer John Fort used the sight to deliver the decisive 'bouncing bomb' that breached the Mohne Dam in May 1943. It featured in a collection of memorabilia that was sold by JP Humbert Auctioneers in Towcester for a total of £75,000.

Some of the actual marbles that Dr Barnes Wallis used to help design his bouncing bomb realised £27,200. Humberts also sold the map light and parallelogram used by flight navigator Vivian Nicholson for £2,700 and £2,650 respectively. The leather collar box once belonging to Wing Commander Guy Gibson sold for £750.

Commenting on the sale, auctioneer Jonathan Humbert said: "The overwhelming interest we had in these items is testament to the bravery and heroism of the men who risked their lives in Operation Chastise. These historical items, much like the story of The Dambusters, have really captured the imagination and I am delighted that the auction has met with such resounding success."

Remnants of the Perspex bomb-aimers' bubble, through which only-surviving 'Dambuster' George 'Johnny' Johnson aimed and dropped a bouncing bomb on the

Sorpe dam, sold for £520 which is being donated by the vendor and auctioneers 'fee free' to the RAF Bomber Command Memorial Fund.
The memorabilia all sold to private buyers.

Northampton Chronicle & Echo – 22nd January 2015.

I really do think and believe that these priceless artefacts should have been given to the RAF Museum at Hendon or indeed to the home of the Dambusters Squadron at Scampton and not sold since these items were 'given' by David Maltby's family to the school. On a personal note any bits that my Father still has from his days in Bomber Command RAF, will be going to the RAF Museum at Elvington, York where he was stationed with 77 Squadron, but obviously not until he passes on. Ed.

Vulcan Works plans will see buildings demolished

Plans to convert the former Vulcan Iron Works in Northampton town centre into 57 art workshops are set to be approved by the borough council's planning committee next week.
The authority aims to spend around £5 million converting the former factory in Guildhall Road, which council leader Councillor David Mackintosh said would transform the area into a into a "prospering creative hub" and create 240 jobs when completed. The project, also proposes to demolish the former Weights and Measures building on Angel Street, with a four-storey building erected as a replacement.
However English Heritage has objected to the proposals in their current form and recommends the building and its boundary walls are retained. In a written statement to the council, English Heritage said: "*In our view the scheme causes a high level of harm to the character of the conservation area.*"
The application includes plans to create of an "a*rea of public realm at the corner of Angel Street and Fetter Street"* and a garden accessed from Fetter Street at the south of the site.
However as the bid, submitted by the borough council, will involve the demolition of buildings within a conservation area and works to listed buildings, they must be referred to the Secretary of State before planning permission or listed building consent can be granted. The Council for British Archaeology has also stated it is against demolishing the Weights and Measures building, but has said it is on favour of the scheme as a whole

Northampton Chronicle & Echo – 22nd January 2015

Vulcan Works go-ahead after funding pledge

Multi-million pound plans to create a new '*cultural and creative hub'* at a former ironworks in Northampton have been given unanimous approval by the borough council. The Vulcan Works site in Guildhall Road is set to be converted into 57 art workshops, after amended proposals were approved for planning permission at a Northampton Borough Council planning committee meeting.
Changes to the building will include installing new doors in the front of the building's

separate bays and converting the inside to make it fit for purpose as a community space. The amendments follow objections by English Heritage and the Environment Agency to the original plans, which included the demolition of the nearby former Weights and measures building, which is listed.

Estimated to cost between £5 million and £6.5 million, the full project could create up to 240 jobs in Northampton's '*Cultural Quarter'*.

The South East Midlands Local Enterprise Partnership (SEMLEP) has announced it has acquired £46.7 million of Government funding for 10 projects across the South East Midlands region and a share of that money will be used for the Vulcan Works project in the town centre. The investment forms part of the second round of funding delivered by the government's Local Growth Deal.

Northampton Chronicle & Echo – 5th February 2015

OF THIS AND THAT

Northampton 'Castle' Station

We went for the first time at the beginning of March to catch a train to London and yes the steps are a bit steep, but no more than some others I can think of. Obviously passengers with luggage and children and indeed the 'older' passenger with minor health issues can no longer 'run' to catch a train – too much up and downs here. The lifts from the bottom of the complex and those that take you to the platforms themselves are not that big – a wheelchair, two people and large luggage would have difficulty getting in. The usual ghastly barriers are across the entry to the platforms – thankfully information can be obtained from the concourse side of the barrier. A Starbucks outlet and Smiths are up and running and the 'facilities' are excellent! This is a station that requires time to get around – up the stairs from either the Bridge side or up three flights from the car-park entrance. The run-down old station is well on the way to being demolished and it will be interesting to see what kind of car-park will be provided for the traveller. Watch this space, as they say.

Castle Station : Left: shows the old in the process of demolition
Right:: shows the new from the car park

NIAG Publications

The Industrial Heritage of Northampton's Boot & Shoe Quarter

This new book, written by Peter Perkins, is now available. [*A flyer is enclosed with this newsletter which gives a review of this book.*] Members price is £7.50

A Guide to the Industrial Heritage of Northamptonshire

Reviewed by David Saint - there are still a few copies available of the Gazetteer. Members price is £6.

Evolution of the Northamptonshire Ironstone Industry

This book written by Peter Perkins and Mick Dix tells the story of the Ironstone Industry's evolution in the county. The book came out of our Conference held at Cogenhoe in 2011. Copies are available – Members price is £5.50.

Irchester Time Line

Another booklet which came out of the Conference in 2011. This gives the time line of events at Irchester Ironstone Quarries and complements the previous book. Copies available. Cost is £3

All the books are available from Jane Waterfield – address at back of newsletter. Postage and packing is extra. A small supply of the new book will be available on the walks. Should you wish to purchase please ensure that you bring money or cheque payable to NIAG .

Dates for the Diary:

2nd May	NIAG's walks and visits begin - see enclosed programme.
4th May	Northampton Society of Model Engineers Public Running. 2.00 to 5.00 pm. Thereafter the 1st Sunday of the month from June to October. There are a couple of club evening runs in July and August. Contact Mike Ringwood (01604 762524 or *kay@kandmringwood.plus.com*) if you would like to pop along on these evening runs which can be good for photography.
9th May	EMIAC - Transport innovations of the Butterley Company - Glebe Field Centre, Crich. Booking closes on the 20th April.

Food for thought? - Where is the world's largest reservoir?

This question was raised in the Daily Mail last year and it was answered by a Mr Trant of Aberdeen in the paper of October 29th 2014. So here is the answer – unless you know better.....

Reservoirs built behind dams before 1800 were relatively small and used mainly for domestic water supply, crop irrigation, energy production and canal operation. In the past two centuries, there has been a marked increase in size and number of large capacity reservoirs, especially with the development of hydropower.

When the Kariba Dam completely blocked the Kariba Gorge of the Zambizi River, between Zambia and Zimbabwe in 1977, it created, at least by volume, the largest

man-made lake in the world. The lake has 180 cubic km of water with a catchment area of 663,000 square km and surface area of 5,400 square km. Lake Kariba is up to 97m deep.

The Volta Reservoir in south-east Ghana, created by the Akosombo Dam, is the largest reservoir by total surface area in the world, covering 85,02 square km, which is 3.6 per cent of Ghana's land area. It has a capacity of 148 cubic km, making it the fourth largest by volume after the Bratsk Reservoir in Russia (157 cubic km) and the Aswan Dam in Egypt (150 cubic km). The six largest reservoirs in Europe are all in the Volga river system in Russia. The Kuybyshev (volume 57.3 cubic km, area 6,450 square km) and Rybinsk (volume 25.4 cubic km, area 4,450 square km are the two largest.

Kielder Water in Northumberland holds 200 billion litres or 0.2 cubic km, making it the largest reservoir in the UK by capacity.

Rutland Water at 12.6 square km is the largest by area (volume 0.124 cubic km).

Daily Mail – 29th October 2014

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And Finally

An amusing little anecdote spotted in the Daily Mail.

It has been reported that the Prime Minister's maths are found wanting again, this time on a visit to Rolls-Royce HQ in West Sussex. He told his hosts he had '*82 days left*' to the election. It was 77. Incidentally, R-R employees – for security reasons – were told a VIP guest identified only as 'DC' was coming. One told the PM tacklessly: '*I'd hoped it was David Coulthard.*' (ex-F1 racing driver).

Daily Mail – 19th February 2015

Next Issue:

.....Winter programme reports

Part 2 of the Northampton Corporation Daimler Bus

Updates and stories from the newspapers

Unless stated all photographs are credited to Jane and Terry Waterfield

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NIAG Committee

President:	Geoffrey Starmer, 34 The Crescent, Northampton, NN1 4SB
Chairman & Secretary	Peter Perkins, 116, Northampton Road, Earls Barton, Northampton, NN6 0HF secretary@northants-iag.org.uk
Treasurer	Terry Waterfield, 6 Bakers Lane, Norton, Daventry, NN11 2EL – 01327 312850 treasurer@northants-iag.org.uk
Web site:	Terry Waterfield
Members:	Mick Dix, Ron Hanson, Matthew Nayler, Mike Ringwood David Waller.

Web Site: northants-iag.org.uk

Newsletter Editor

Mrs Jane S Waterfield, 6 Bakers Lane, Norton, Daventry NN11 2EL
Tel: 01327 312850 - e.mail: newsletter@northants-iag.org.uk

Newsletter:

Next Issue: **July 2015**

Deadline for all articles and information **20th June 2015.** Anything received after this date will be held over to the next edition.

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 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.