



NORTHAMPTONSHIRE'S
INDUSTRIAL HERITAGE

NEWSLETTER



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Northamptonshire Industrial Archaeology Group

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Photograph front cover: Leather elephants - University of Northampton's
Tannery

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From the Editor

The summer has almost left us and the dreaded putting the clocks back looms not long after you receive this latest edition of the newsletter. On one of my frequent ‘*can’t get out of it now*’ trips to Yorkshire (Father is now in a nursing home) I called in at a Garden Centre (they do a nice cup of tea and cakes) to see that the aisles were being cleared and the first Christmas Card displays were being set up. August? Having worked in the retail business, my first job was at the Woolworth Head Offices in London, I know that retail has to prepare a good six months ahead of the event, but August for putting the merchandise on display – I think not. I have also picked up a few East Yorkshire local newspapers and have found some items of interest from that area, a few of which caught my eye and have been produced later on in this issue.

The summer trips and visits have been another excellent mix and we have been blessed with some quite good weather this year, with Stamford being the only walk having to be cancelled because of the heavy rain which was not only forecast, but fell out of the sky all that Friday. A huge thank you to the committee members, and members Barry Taylor and Graham Cadman, who organised these walks and visits and as I write, ideas are being drawn up already for the 2016 season. If you have any thoughts for visits/walks please get in touch either with myself or with Peter (secretary@northants-iag.org.uk) who will be delighted to explore further. Thank you also to those committee members who, not only organised the summer programme, also put pen to paper to write up the reports for you to sit back, hopefully with a cup of tea/coffee, and enjoy. Their job is not done however, as some of them will be ‘volunteering’ to write up the winter talks for your enjoyment in future editions. There should also be a thank you to those members who have given us books, etc for us to sell at events. This all helps towards funds, and is much appreciated.

Next month, November, sees the AGM. Yes another year has gone since the last AGM, the papers are enclosed with this mailing and we look forward to seeing you at this meeting and subsequent talk this year from Peter Boyce on the subject of Canal Boats restoration.

Once again as another year draws to a close we look forward to the new. More anniversaries no doubt, but not on the scale that we have seen this last year as the people who took part in the historic events of yesteryear are slowly fading away.

Coffees and teas will continue to be served at the end of the talks and will remain at a bargain 50p. To all of you who we don’t see on a regular basis and whilst it seems ever so early please take care and have a good Christmas and New Year.

Jane W

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SUMMER VISITS OF 2015

Whissendine and Wymondham Windmills - 2nd May

A dozen members set sail for Whissendine where the resident proprietor and miller Nigel Moon gave us a guided tour of the mill, periodically interrupted by the need to lob some more grain into the stone's hopper. Nigel bought the mill for £50k in 1995, the culmination of a fascination with windmills that had begun in childhood. Whissendine had always been the one he'd wanted but there had in the meantime been a 21-year diversion in the ownership, restoration and commercial operation of Downfield Mill at Soham.



The mill had been built in 1810 as part of the Earl of Harborough's Stapleford Park estate (which included much of Whissendine village) and remained in their ownership until the death of the 6th Earl in 1861 and the fragmentation of the estate. A change of ownership also heralded re-investment in the mill and the cast iron gearing dates from 1863. The mill then worked through until damaged by a gale in April 1922 and the 74-year interruption before Nigel was able to get it going again.

Nigel worked the mill by electric motor for thirteen years until getting new sails fitted to enable wind-power to be used since August 2009. Now, two pairs of stones can be driven by electric motor and two by the sails. In addition, the mill is complete with the original smutter (for cleaning the grain), dressers (for sifting the grades of flour) and an 1877 Wegmann roller mill complete with porcelain (not steel) rollers. Also of interest are the items that enable Nigel to operate the mill single-handed and profitably – the electric-powered grain elevator that he installed and, in the attached granary, the steel grain bin and the grain cleaner which enables grain to be bought and delivered in bulk and cleaned in-house.

In the early 1980s Nigel was involved in the partial restoration of Wymondham Windmill a few miles north of Whissendine, and that was our next port of call. Now also home to a café and various shops, visitors are free to wander up the mill and see the brakewheel, gearing and millstones although the ancillary equipment has not survived. A five-storey tower (the lower four of ironstone, the upper-most of brick) of probably similar vintage to Whissendine, but with the distinction of having worked with six sails until, and like Whissendine, put out of (wind-powered) action by a 1922 storm, but soldiering on by electric motor until 1960.

Legs were then stretched by following part of the Wymondham Heritage Trail. The village is noted for its role in the development and production of Stilton Cheese

but before we could say ‘cheese’ our route took us across the line of the Midland and Great Northern Joint Railway (from Saxby to Bourne). A brick-built bungalow beside the route of the line – the former station master’s house – is built around the timber shell of a 19th century navvies cottage. A second such hut still, just about, stands beyond ‘Station House’ and the footprint of a third can be seen in the field beyond that.

As luck would have it, our peering at these coincided with the resident of Station



House returning from her shopping trip and our being ushered in to see the timber interior of her home and to hear the problems of trying to maintain the other hut. A previous owner tried to make this into a garage by the unfortunate expedient of sawing through the roof joists in order to fit wider doors. Unsupported, the joists were no longer able to bear the weight of the slates so these had been removed and tarpaulins were now relied upon (read ‘failing’) to

keep the hut watertight. A little further down the road our attempts to interpret the lumpy ground into what must have been the goods yard – with weighbridge house by the field entrance and a large brick-built loading shed further into the field as fixed points to guide us – coincided with the arrival of the farmer on a (suitably-) vintage tractor and another slice of oral history.

After all this excitement the story of Stilton Cheese was a bit of an anti-climax. But that’s Stilton Cheese for you.

Matthew Naylet

It has to be said that none of us had seen so much flour dust as there was throughout the Whissendine Mill. We spent a good five minutes brushing each other down at the end of the tour! Ed.

----oooOooo----

Visit to the University of Northampton’s Tannery - 8th May

Fifteen members visited the leather tannery which is part of the Institute for Creative Leather Technologies at the University of Northampton’s Park Campus. We were shown around by Paul Evans, a senior lecturer in leather technology, along with Chris Barnard the tannery manager.

Tanning leather was a key industry in the county from medieval times. In the late 19th/early 20th centuries there were a number of tanneries in Northamptonshire, located mainly along the Nene valley, around Northampton and Irthlingborough in particular. Commercial leather tanning in Northamptonshire disappeared some

15 years ago and now only a couple of firms are left who only finish the tanned leather, including Dickens Bros in Kettering Road, Northampton. There are still a few specialist tanners left in the UK – for example Claytons at Chesterfield – but the majority of tanned leather is imported. However the University of Northampton still has a facility which enables them to produce small quantities of leather. It is used for research that responds to the scientific and technological needs of the leather, fashion and footwear industries and provides courses to train future leather technologists (mainly from overseas). The tannery has a typical range of machinery to undertake the modern tanning and finishing processes that would be found in a commercial tannery, the only exception being that the tanning drums are not full size.

Tanning is essentially a means of treating the hide of an animal to make it durable and less prone to decomposition. Traditionally, it was undertaken by soaking hides in oak bark vegetable tanning liquor in a pit. However, this process took some 3 to 6 months. We were reminded of the tanning pit by means of two short films. The first taken in 1945 featured a tannery in Silsden, Yorkshire and can be viewed on the internet: (<https://vimeo.com/107802812>). The second featured a tannery in the Cotswolds in 1924 and can be also be found on the internet: (<http://www.britishpathe.com/video/a-really-old-time-job/query/Cotswold>).

The introduction of mechanical agitation to the tanning process significantly reduced the time taken for tanning and modern tanning in large rotating drums only takes a day or so. These drums contain a series of shelves and/or pins around the inside to increase agitation. In the 1880s tanning using chromium salts was introduced, largely replacing vegetable tans and came to dominate leather production in the 20th century.



Tanning is only part of the process of preparing leather and we were shown various operations which are carried out on hides or skins both before and after tanning. Before the actual tanning process, the so-called ‘beamhouse’ operations are carried out on the hide. These include soaking in water to remove salts put in to prevent putrefaction of the hide during transportation, then soaking in a lime solution to facilitate removal of the hair. We were given a demonstration of how the flesh and fat are then scraped off the hide, both manually using a somewhat dull knife or by using by a

machine with rotating blades which reproduces this scraping action.

After looking at the tanning drums, we were shown some of the finishing operations which follow the tanning process. These include the use of a band knife splitting machine to remove the unwanted flesh layer and a shaving machine to ensure uniform

thickness of the remaining hide. The wet hide is dried using either a vacuum drier in which the hide is pressed between heated metal plates in a partial vacuum, or by toggle drying – stretching the hide on a frame to dry in a heated tunnel. The hide can be softened using a staking machine, where it is passed repeatedly over a blade and/or by the use of a heated drying drum. Finally the grain of the hide can be buffed to produce the desired surface finish and a final coating applied by spraying or roller coating.

Although, by no means a commercial operation, it is good to see that there are still remnants of the processes involved in an important part of the county's industrial past. However, the University is due to move to its new Waterside Campus in a few years' time and it is by no means certain if funding will be available to transfer the tanning facility to the new site when they move.

Peter Perkins

---ooOoo---

EMIAC - Transport Innovations of the Butterley Company - 9th May

On a rather overcast day we set off to Crich, the venue for the May EMIAC meeting. Ten members attended this day and after the usual welcome cup of coffee settled down to hear about the various aspects of the Butterley Company. Three topics were covered and each different but all linked. The most interesting for us was the talk about the Gangroad which we were to look at during the afternoon.

The Cromford Canal and the Wide Hole

Hugh Potter told us that following a meeting of local business men in Matlock in 1788 it was proposed that a canal should be built linking the area to the Erewash Canal. William Jessop surveyed the route. Construction started in 1789 and the Cromford Canal Company formed with Jessop as principal engineer and Benjamin Outram as one of his assistants.

The following year Benjamin Outram and Company (BOC) was founded as a coal and iron enterprise; having purchased 200 acres of the Butterley estate the Butterley Works was established.

In 1791 Outram took over construction of the canal with plans to carry it through a tunnel under Butterley Park. Butterley Reservoir situated on the hill above the tunnel provided water for the canal. Water flowed from the reservoir directly into the tunnel via an adit 600 yards into the tunnel from the western portal. BOC negotiated with the canal company to have an underground wharf, known as the *wide hole*, constructed on the southern side of the canal and directly beneath a proposed furnace location.

When the 2,966 yd long tunnel opened in 1794, it was the third longest canal tunnel in the world. At only 9 ft wide it caused a bottle neck to traffic, which could only travel in any one direction at specified times. Rich coal and ironstone seams were exposed during the construction of the tunnel which enabled the newly formed

Butterley Works to quickly expand into an ironworks as well as a mining operation. The 60 yd long *wide hole* was located about 880 yards from the western portal. The width of the tunnel is about 16 ft allowing allowing traffic to pass the wharf whilst boats are being loaded/unloaded. Two loading shafts connected directly to the Butterley Works above.

A short branch tunnel ran from the *wide hole* to the company's collieries, Butterley Carr pit.

In 1898 the tunnel closed after suffering a collapse; it reopened four years later but with much reduced traffic. It closed permanently in 1900 after a further partial collapse. The tunnel was listed as a scheduled monument in 2013.

The Butterley Company and railway construction, 1790-1830

The Butterley Company was founded in 1790 as Benjamin Outram and Company only taking on the name Butterley after Outram's death in 1805. During the early years the company developed as a coal and iron company with its own source of limestone, necessary for iron making. It became a major supplier of cast iron L-shaped plate rails to many quarries for transporting raw materials to the nearest canal and sometimes for linking quarries.

Whilst L-shaped plate rails had been used underground in mines for a very long time, they had not been used extensively above-ground. Philip Riden considered factors that led to the company's importance as a supplier of plate rails.

The company owned a limestone quarry at Crich and it used its own plate rails to build a tramway from the quarry to its limekilns at Bullbridge and to the Wharf on the Cromford canal for shipping to its ironworks in Ripley. This helped Outram, Riden believes, to better understand both the civil and mechanical engineering requirements for a tramway. He may have been the first to relate rail weight (lb per foot) to its carrying capacity. Evidence suggests he was the first in the East Midlands to use stone blocks as sleepers. Outram understood the need for well laid ballast and good turned wheels for improved performance.

With the introduction of wrought iron rails, Butterley's cast iron rail business declined because they didn't invest in the new processes.

The Butterley Gangroad

Our speaker Trevor Griffin told us that a year after setting up Benjamin Outram and Company in 1790, the first blast furnace was established at the Butterley Works. Although coal and ironstone was available within the estate, limestone was needed for the production of iron. Outram's wealthy patron Francis Beresford purchased land for limestone extraction at Crich and leased another quarry.

At about the same time Beresford purchased land adjacent to the Cromford Canal at Bull Bridge for use as a wharf, later known as Amber Wharf. Lime kilns were built there and were in operation by 1793.

The Gang Road was built to connect the initial limestone mine at Crich with Amber Wharf from whence the limestone could be taken by barge to the Butterley works. It passed Fritchley in a 90 ft long tunnel constructed using the cut-and-cover method, which is now recognised as the first railway tunnel. It seems that the original plateway was constructed in a hurry. Outram supplied cast plate rails from 1796 and introduced stone sleepers with the plateway having a gauge of 3 ft 6 in. The line was worked by gravity with horses being used to pull the empty wagons uphill on the 1 in 30 gradient.

In 1813 William Brunton, an engineer with the Butterley Company, constructed one of the first steam locomotives. He called it a '*mechanical horse or traveller*'; although it ran on four wheels, it propelled itself by means of a complicated mechanism resembling ski sticks that pushed against the rails.

By the 1840s the quarries at Crich were proving difficult to work so land was purchased and a new quarry, known as Hilt's, opened up nearer to Crich. A new 700 yd long branch line was constructed from the Hat Factory to Hilt's Quarry; this included a 500 yd double-track rope-worked self-acting incline with a gradient of 1 in 15.

The North Midland Railway opened between Derby and Normanton in 1840 passing



Now in private hands the remains of the Gangroad

close to Amber Wharf. In 1846 the Midland Railway received approval to construct a branch line from Amber Wharf to Crich; this was to have been a mineral line to replace the gangroad. The "Railway Bubble" had burst and it was never built.

Despite this, however, the Butterley Company modernised its gangroad by

re-routing it following the alignment and works that had been proposed by Midland Railway. The stretch between the Hat Factory and Fritchley had been completed by 1849 and the lower section to the wharf by the early 1850s. New sidings were built by Midland Railway between the main line and the lime works adjacent the wharf.

At about the same time the gangroad was converted from a plateway to an ordinary narrow gauge railway having a gauge of 3 ft 10½ in; this permitted the new flanged wheels to run on either the plate rail or the new edge rail during a transition period.

Chaplins of Glasgow supplied a 4-wheeled vertical-boiler chain-driven locomotive to the Butterley Company in 1869. It seems likely this was used on the gangroad as there are accounts of the chimney having to be lowered to allow it to pass through the tunnel. A loco shed was built at the Hat Factory. The operation continued to expand



Showing the two types of rails.

Showing the two types of rails.
It was filled-in during the 1970s.

with new 3ft 9 in gauge locos until the start of the First World War with output peaking c. 1907. Modernisation continued during the 1920s though output was very erratic.

In 1933 it was decided to close the limeworks business; the track remained in situ until the drive for scrap iron to service the Second World War. The Fritchley tunnel was used as an air raid shelter;

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After lunch we split into groups to either go on a walk of some two miles or to take the bus to look at the only remaining part of the gangroad in Fritchley and then on to the Butterley Works in Ripley. All of NIAG had chosen to take the coach but the downside to this was that there had been many more members wishing to go on the coach than had been first thought and the party was split into two 'trips'. We were taken to the site of the gangroad and had a good look round whilst the coach returned to the village hall to pick up the second group which was taken to the Butterley Works site in Ripley. The coach returning for us some good half hour later to take us down to the Butterley Works, taking the second group back to the Gangroad before returning for us to take us back to the Hall. It then went back to Fritchley to pick up the second group. Are you still with me? And I forgot to mention that the walkers would also be picked up by the same coach near the Cromford canal.

Thankfully the rain held off for both visits but the wind did not. We looked at the new signage board in Fritchley and what remains of the gangroad – quite impressive. We also noted the coping stones on the wall of the 'road' which had, at one time, been used for the rails. At the Butterley Works we had the use of five guides who each told us about the works and what could still be seen of the vast derelict site.

Another good day and plenty to see, even if we all did get rather cold standing about whilst waiting for the bus.

Terry and Jane Waterfield

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Phipps NBC Brewery Tour, Northampton - 13th May

The old Albion brewery building (NGR SP75365 60200) on Kingswell Street, Northampton was the venue for an informative and outstandingly entertaining exploration and celebration of this fine building and the remarkable and still unfolding tale of the phoenix-like resurrection and continuing development of Northampton's Phipps NBC Brewery.

Seventeen members attended. Attending summer visits is a familiar experience for

all in NIAG; supping a good beer afterwards sometimes follows but to have visit and beer tasting together is a rare experience. An evening to savour.

Our hosts and entertainers for the evening were Alaric Neville, Managing Director and Mel Tundno-Jones, Brewery Manager. Alaric told us of a former existence as an archaeologist working with the County Council's Archaeology Unit at sites along the A14 before taking up a guitar in a band. Twenty eight years later he found himself back in Northampton restoring a brewery.

A short summary introduced NIAG members to the essential events that led over the course of the last decade to the long defunct brewery being turned in to today's blossoming new business. We were told that this started when Alaric's brother was working for Scottish & Newcastle, a company which turned out to hold the Phipps name. Banter between brother and colleagues touched upon bringing back Phipps. In 2004 the idea advanced to producing some Phipps beer (at Theakstons) with Alaric brought in to undertake further research. Parts of S&N began to be sold off around this time and the idea of bringing back Phipps moved forward with the gifting of the brewery name from S&N but minus any beer production. MacManus Taverns offered to sell Phipps beer if it could be produced. At this point Mel joined from Grainstore in Oakham along with Pat Heron an experienced head brewer with links to Phipps joining as consultant head brewer c2005/06. They looked to get others brewing on their behalf using original Phipps recipes. After many experiments and much work a test brew was approved by Pat Heron. Grainstore brewed this and Phipps beer began to be sold again in Northampton. The next pivotal change was the decision to give the production a go themselves. Towcester was considered before Alaric chanced upon the sale boards on the present building, and a bid was submitted and accepted, ensuring that the building escaped the fate of demolition and building of flats as proposed by another bidder.

The choice of building could not have been better. Built in 1884 by Ratliffe and Jeffery the Albion brewery was part of the Phipps's empire from 1899 until their departure in 1919. Phipps brewing continued elsewhere before finally closing in 1974. After 1919 the Albion building was used by James Bros for lemonade production followed by use as a tannery, most recently by Teasdale Leathers, a company also known for its tannery in Little Irchester. At least one NIAG member recalled visiting Kingswell Street when Teasdale's were operating. The latter continue to own the building whilst also having developed a close working relationship with the new brewery. Little information has been found concerning the years after Phipps moved away in 1919. Any information from NIAG members about those years would be



most welcome by Alaric and Mel.

In early 2014 Alaric, Mel and others moved in and had their first beer ready by 1st April. They have successfully back-converted the building and are justly proud of their achievement of not just resurrecting the Phipps NBC brewery name and production but doing so using an original building. This is an outstanding and almost certainly unique achievement. Development continues apace with several ambitious plans for the building and the business. A new permanent bar and shop will open this summer in the converted front of the building, replacing an earlier pop-up bar. Features will include various brewing memorabilia including the heavy stone base of a 13th century malting oven found off nearby St John Street during recent archaeological excavations and interpreted as forming part of the town's first identified brewery - now relocated to be re-used as a hearth within the bar. Part of an old Phipps mash tun will become a seating booth with other brewing furniture and functional and decorative items being brought into use or display. Plans are being developed to use the building's unique cellar storage in the maturing of local Cobblers Nibble cheese, the well water to produce a Kingswell Gin along with potential future appearance on higher floors of a music venue, even a restaurant utilising the fine top storey views. More poignant items include two Phipps WWI war memorials recently returned to the brewery and being prepared for display.



Members sampling the beers.

The first part of the tour of the building was to the extensive multiple cellars. These include an impressive, long brick arched conditioning tunnel, ideal for the storage of beer. From a sump at one end have come fragments of old barrel staves and lemonade bottles. The tunnel now holds metal and some wooden casks, the latter containing the Reserve and Stingo brews. We sampled the very fine, golden Phipps IPA (4.3%). At one time there was what

was described as 'an old railway' present, in practice wooden rails enabling barrels to be trundled down the slope of the tunnel. The cellars/tunnel remain cool using natural air-conditioning invoked by careful use of double walls at one end with small windows in the opposing walls, thus creating air circulation which combined with the depth of the cellars, ensures that they remain consistently cool.

Next stop was the Kings Well or at least a large, heavy slab in the floor covering the 30 feet or so drop to the spring under one cellar. The significance of this source should not be underestimated. Our hosts explained that water for the brewery came from the town main and from the Kings Well. The latter takes the form of an aquifer spring utilising a fissure between the ironstone and limestone beds hereabouts. This is the source also originally supplying Becket's Well and other local wells and it is

this that drew and supplied five breweries hereabouts. Similar water sources have led to major brewing industries developing at Burton on Trent and Tadcaster.

Alaric painted a vivid picture of the Kings Well spring as a special, perhaps sacred place as far back as prehistoric times. On through Roman, Saxon and later times, part of this specialness was he conjectured linked to the alchemy of making beer. The medieval brewing recently discovered to have taken place nearby can be seen as adding credence to this understanding with what our hosts described as the mystical process of brewing continuing of course to the present.



The story of brewing in Victorian and later Northampton is notoriously complex, drawing in the labyrinthine inter-relationships and rivalries between the various brewing companies and families. In short Phipps, originating in Towcester before moving to Northampton, came to merge with its rival NBC in the late 1950/60s. The merger undertaken in an effort to retain their independence ultimately failed with Watneys in turn taking them over. The help and achievements of many breweries, brewers and individuals was freely acknowledged over the course of the evening, including it was good to learn, their Northampton big neighbours, Carlsberg.

Back on the brewing floor this time with some Phipps Red Star (3.8%) in hand, we learnt about the brewing process from Mel. The brewing hall was originally the brewery loading bay. Water, hops and yeast are joined by malted barley to supply sugar, Phipps beers having a reputation for sweetness. We were shown a range of varied malts which add varying sweetness and burnt flavours. The process of combining malt and hot water to produce the ‘lovely sweet liquid’ (wort) follows. After pumping into a large copper tank hops are added (they use the two old varieties Fuggles and Golding , nowadays from Herefordshire but traditionally obtained from Kent) and then boiled. A heat exchanger is used to help cooling before pumping into tanks where yeast is added. After three days or so the yeast foam is removed and after a further week the yeast ceases its work and the beer is hose fed into barrels before storing. Little is wasted, the spent malt grains being used for pigs and the hops as a soil conditioner leaving only some waste yeast presently unused. The brewery has three fermentation vessels with two generally on the go each week. Some smaller vessels provide for experimental and bottling brews including the Phipps bottled IPA. The old ‘*double dropping*’ process, involving draining straight from the fermenting vessels into barrels below in the basement has long been superseded.

Rare old recipe books have been employed to help brew authentic Phipps beers. Maize has long been used in some Phipps beers, such as its IPA (as well incidentally

in Stella Artois and Peroni). Boot and shoe workers in particular appreciated the taste delivered by inclusion of maize enzymes. Maize was expensive in the 1930s and unobtainable during WW2 but it was reintroduced in the 1960s after the end of wartime austerity. IPAs were described as nowadays being the hallmark of craft beers with Phipps bottled IPA being particularly successful.

The final part of the tour took in some of the rest of the 17,000 square feet of building, not all of which is required for brewing. Some floors, originally leading to malt and hop stores have been opened up to more closely resemble their pre 1919 form. Iron lintels across some doorways were said to be constructed with



re-used WW1 German trench rail lines, some incorporating the name 'Krupp'. The top floor provides grand views over this part of Northampton. This was originally where beer was cooled, being the early version of the modern heat exchanger downstairs. From this fine vantage point we were also able to look down on the old brewery stable (SP75345 6024) and yard on the north side of Foundry Street, still used

by the brewery and almost certainly a rare surviving example of its type. It once accommodated horses used by the brewery for dray and other work. Underneath we were told is a very large 'cavern' and culvert, providing other access to Kings Well water.

For some years I worried about the future of this notable industrial building close to the end of Bridge Street in Northampton and thus clearly visible to all entering and leaving the town centre from the south. It looked very vulnerable. The 'for sale' signs went up and I feared the worst. It was at this point that Alaric also saw the signs, stopped and the phoenix like resurrection began. Unlike the fate that has befallen too many historic buildings in Northampton, this one has been saved from destruction or inappropriate refurbishment. Sensitive conservation is well underway. The building has a fascinating past but also, due to the persistence and hard work of Alaric, Mel and colleagues, it has what we all hope will be a long and prosperous future. Cheers.

Graham Cadman

Visit <http://www.phipps-nbc.co.uk/> for a much more detailed history, along with plenty of other background and current news about the brewery, its origins and people.

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Photographs: Page 11: Alaric displaying a Phipps mash tun barrel indicator which is to be incorporated into the new bar. Page 12: On the top floor, the former beer cooling room. At that time, wooden slats presumably stood in place of the glass windows © Graham Cadman

Trip to Shuttleworth - 22nd May

Nice flat field with a windsock. That's all you need. Goggles at the ready. Good, chocks away.

What a glorious day. We were greeted by around 60 Chipmunks who just happened to be on a fly in.

The tour through the hangers and restoration workshop was inspiring. Everything was in the open and at arms length. Their Spitfire was having a total rebuild including every single rivet being replaced. It will take around another eighteen months before it flies again, but it should be good for another forty years. The Lysander is virtually finished complete with side steps and long range storage tank.

Our guide had flown as an air cadet and was able to explain in great detail an aircraft's characteristics including gliding, wing warping, inherent stability and instability for performance. An early aircraft was a 1909 Bleriot made from thin wood, piano wire, a few bits of fabric and glue. The engine is air cooled.

Development leaped exponentially during WW1 to include in-line water-cooled engines and synchronous machine guns firing through the arc of the propeller.



Three planes were used in the 1965 film *'Those Magnificent Men in their Flying Machines'*. An original 1910 Deperdussin and replicas of the 1910 Bristol Boxkite and Avro Triplane. They are still flown today in ideal weather conditions.

As it was a flying weekend many of the exhibits were outside having air tests to ensure all was well. We were privileged to see the 1934 twin engine

Comet, Grosvenor House flying. This actual aircraft won the London to Melbourne air race of 11,300 mile in 70 hrs, 54 mins and 18 seconds in October 1934

For those who stayed after lunch the Gloucester Gladiator, dating from 1938 which was rebuilt as a civil aircraft in 1948 and was also the last biplane used by the RAF, took to the air ahead of a massed take off of 20 chipmunks which then flew several formation fly pasts. The Gloucester Gladiator was in use until 1944.

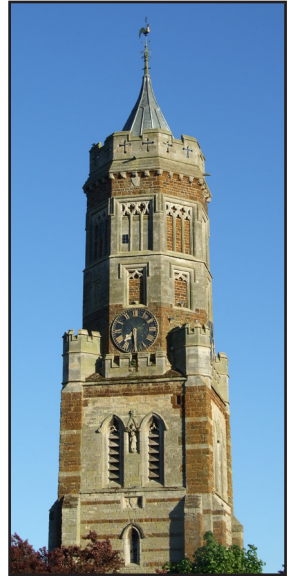
There are many events throughout the year at Shuttleworth and it is a must-see for anyone with any interest in planes with propellers. Take a look at their web-site for all the events and to look at their collections. www.shuttleworth.org.

Mike Ringwood

There is also an extensive collection of motor vehicles and motor cycles and I noticed that there was also an aircraft which was used in the film 'Reach for the Sky' starring Kenneth More as Douglas Bader. Ed.

Irthlingborough Town walk - 29th May

Some 20 members and friends gathered in the car park near the cross in Irthlingborough for a walk led by Roy York, Chairman of the Irthlingborough Historical Society, and assisted by several society members. Irthlingborough had been an agricultural village on the side of the Nene valley but became an industrial town during the latter part of the 19th century; in 1851 the population was about 1500 but had trebled by WWI. The meadows leading down to the River Nene provided a good location for grazing cattle and this, together with the availability of oak bark for tannins and a good supply of water in the Nene meant the village was ideally suited for the development of leather tanneries of which there were several. The boot and shoe industry was also important as was ironstone mining. Irthlingborough once boasted a cement works on Wellingborough Road, its own gas works in Station Road, a large commercial laundry up Crow Hill and on Finedon Road were the workshops of the Wellingborough Motor Omnibus Company, the forerunner of United Counties. The coming of the Northampton to Peterborough railway line in 1845, put the town on the map and halved the price of coal but it closed in the 1960s. Sadly most of the industries have gone, as have many of the buildings associated with them and Irthlingborough has effectively become a dormitory town.



From the car park, Roy pointed out the site on the opposite side of Church Street, now an area of scrub, which until a few years ago was the Express Works of the Wearra Shoe Company which at one time employed 400 workers. Walking down towards the church, Roy pointed out that here, there had once been dozens of old stone cottages, many of which had poor facilities, some having their kitchens on the other side of the road! These have all been replaced by modern housing. Walking along Oak Terrace, to Spinney Road we came to the 3-storey former Lilley leather factory (1880 to 1936), now converted to apartments. Adjacent to this was the site of the manor house, owned by the Vaux family of Harrowden in the late 16th century. They were devout Catholics; the house contained a priest's hole which was actively used to hide Catholic priests when England became Protestant.

Walking up to the High Street, we came to the site of Thomas Lilley's house and shoe factory. Sadly this has been replaced by an ugly 1960s block of shops. (Thomas Lilley founded his shoe factory in Irthlingborough on this site in 1840. He later formed a partnership with William Banks Skinner and expanded into leather sales and shoe retail, hence the name Lilley & Skinner familiar on shoe shops in the 20th century. We looked at a former Lilley & Skinner leather warehouse on the Rushden

boot and shoe walk last year.)

In 1868, the High Street was lit with gas lamps, supplied by gas from the Irthlingborough Gas Co, situated at the bottom of Station Road. There were some 27 gas lamps extending all the way down Station Road, the last one being on the river bridge near the railway station, notable for being mentioned by HE Bates, describing the lamplighter trying to light the lamp in the wind.

On the north side of High Street, adjacent to the inevitable Tesco store is a plaque denoting the site of the Picturedrome cinema, built in 1916. Close-by, there is also a stone house, formerly the farmhouse where many of the scenes were shot in the 1913 silent film of the Battle of Waterloo which was filmed in Irthlingborough. Making our way through what was part of the farmyard and is now known as 'Palace Gates', we came onto College Street. This was once the northernmost extremity of Irthlingborough. Roy emphasised that Irthlingborough was originally a linear village but in recent years has extended southwards onto the flood plain of the Nene and now there are plans to extend northwards and build some 700 houses on land which was mined for ironstone in the first half of the 20th century. It is proposed that the still extant mine tunnels would be filled in with pulverised waste!

Pausing at the junction of College Street and Scarborough Street, Roy said this was locally known as 'Ation Corner' - the school on one side giving education, the chapel on the south side giving salvation and the working men's club on the third side giving damnation! In Scarborough Road is the former Excelsior Boot & Shoe Works of JP Horn & Sons, a three storey factory now converted to apartments.



Stone detail on the former Victoria Works.

College Street becomes Victoria Road – originally called Back Lane – and was the site of several shoe and leather factories, most of which have been demolished in the last 20 years. Only the early 20th century Victoria Works remains, once the factory of WT Hobbs & Co, later Glenn Leathers. There was also a large Co-operative premises in Victoria

Road. In common with many small towns in Northamptonshire, the Co-operative movement was very strong in Irthlingborough. Returning to the High Street down one of the many jitties, we passed the site of the rectory, with its expansive gardens. At one time the Church Institute was built here and there was a bowling green but now houses cover the whole site.

Like many of the A6 towns in Northamptonshire, Irthlingborough was a hotbed of non-conformity. The Methodists had started in a small barn but within 60 years a chapel holding 400 was built on High Street, opening in 1865. The Northampton

Mercury reported that in 1885 there were so many in the congregation that they had to hold services in the open air. The present Methodist Chapel was built in College Street in 1897 and it was here that we finished our tour where Kathleen Whittaker was on hand to supply tea and coffee. NIAG had last visited the chapel in 1998 during Roy Sheffield's perambulation of the town. This was just before a major renovation to convert the chapel into a modern multi-use facility including café facilities. We agreed that the renovation provides an attractive place suitable for services and other uses.

Many thanks to Roy York for his amusing insight into the history of the town, to which this report does scant justice. Thanks also to Kathleen Whittaker for providing sustenance in the Chapel on a rather cold, though sunny May evening.

Peter Perkins



UPDATES

Historic England (the new name for English Heritage) have just announced that the covered pedestrian walkway known as “the worm” at Great Malvern station has been listed Grade II. If you remember we explored this on our visit there during the rail tour a couple of years ago. The following link takes you to the listing page.

1427007 - The National Heritage List for England Historic England

Peter Perkins

Phipps Brewery

The new bar opened at this historic brewery during the first week of August. (*NIAG's visit of 13th May – see report on page 8*). Described as “*The town's newest, oldest brewery tap*” (because the site was first used for making beer in the 1880s), it features eight hand pumps of cask ale, Phipps, Hoggleys and a revolving guest ale, lagers, craft ales, wines and spirits, including Phipps Kingswell Gin. Food will be served from midday and there will be gigs and events on Sunday and Monday nights later in the year. Phipps NBC's brewery shop will also re-open once work has finished, selling Phipps and Hoggleys bottled beers.

Northampton Chronicle & Echo – 6th August 2015

Greyfriars site ‘will not be rushed’

A decision on the future of the former Greyfriars Bus Station site ‘will not be rushed’ according to the leader of the Northampton Borough Council. The building, which was demolished in less than nine seconds on Mother's Day, has been completely cleared now and the site has been prepared for development by contractors DSM and has been handed back to NBC.

According to the statement from the Council, a number of developers have already expressed an interest in the site and the council will be contacting major national

property companies and advertising in specialist journals to capture further interest. It would appear that potential developers will need to show that they have considered the results of the public consultation into the future of the site that took place last August (2014) and the proposals will also look to include some improved facilities for coaches.

Northampton Chronicle & Echo – 30th July 2015

I was under the impression that coaches already had a good site within the former Bus Station so what is all that about? 'It seems like a good idea at the time' syndrome which seems to beleaguer the Borough Council is at work again! Ed.



MISCELLANY ITEMS OF INTEREST

Bee Boles

Bee boles are historic structures often taking the form of a row of recesses, frequently located in a south-facing garden, farm or landed estate wall. Each recess was big enough to hold a skep – the coiled-straw hive used by beekeepers in Britain before the introduction of the modern wooden hive in the late 19th century.

The grand sounding International Bee Research Association (IBRA) maintains a Register of recorded bee boles and other beekeeping structures from across Great Britain and Ireland. The Register contains records for 1,572 sites together with images for most of them. Ten bee boles are identified from Northamptonshire. To encourage conservation and further recording, the Register was put into a database and made available online in 2005. It can be found at <http://ibra.beeboles.org.uk/>

Via Graham Cadman

Series of Heritage Maps to put historical sites in the spotlight

Giant maps displaying Kettering's heritage are going on show around the town. The maps have been based on a design by Kettering & District Art Society member Sian Brown. They show all the main architectural or historical buildings in the town, with the Alfred East Gallery and the museum in the foreground, from a bird's eye view.

One of the maps has been unveiled at Kettering Railway Station on the wall of the main reception and ticket area. The map was presented by the Friends of Kettering Art Gallery and Museum.

The map is based on an original which was funded by the group with the help of a matching community grant from Kettering Council. A decision was made to create a map to be displayed permanently at several locations in the town. The buildings were researched and small models made to copy from to create the perspective required for the map.

A copy has already been installed in the foyer of the Newlands Shopping Centre, a

framed print has been presented to the borough council for their offices and there is a large version in the side entrance of Kettering Library.

Northants Telegraph – 6th August 2015

Work starts on country's largest medieval jigsaw

A monumental milestone has been reached in a major conservation and restoration project at York Minster, one of the largest of its kind in Europe. The first piece of restored stained glass has been returned to the 600-year-old Great East Window, seven years after the panels were originally removed for conservation. Conservators from the York Glaziers Trust have returned the panel 'Gowd the Father' to the apex of the window, which is bigger than a tennis court and the largest single expanse of medieval stained glass in the country.

311 stained glass panels were removed from the medieval masterpiece in 2008, which the trust's experts have so far spent more than 70,000 hours working to restore and conserve. The trust has already conserved 157 panels depicting the Apocalypse of St John, the last book of the Bible as well as historical figures and part of the Tracery, which each take between 400 and 600 hours to restore, and over the next three months these will be painstakingly returned to the Great East Window.

A Director at York Glaziers Trust says *"It is a fantastic achievement by the team to have reached this milestone and to begin returning the stained glass to the window marks an important date in the Minster's history. The Great East Window is one of the great artistic achievements of the Middle Ages, a stunning expanse of stained glass of unparalleled size and beauty in Britain. The work undertaken as part of this project will ensure this masterpiece is preserved for hundreds of years to come. In terms of returning the glass to the window, it seemed fitting to start with God the Father and work downwards, with the medieval perception of human history unfolding beneath his feet."*

God the Father is the uppermost panel in the Tracery section of the window and features the words *Ego sum Alpha et Omega* – I am the Alpha and the Omega (the beginning and the end, from the first and last letters of the Greek alphabet).

The window was made under the direction of medieval master glazier John Thornton of Coventry between 1405 and 1408 who was paid £56. The current restoration work has been part of the York Minster Revealed project, a £20million investment over five years, generously supported by the Heritage Lottery Fund and scheduled for completion in spring 2016.

York Minster's stonemasons and carvers have worked alongside York Glaziers Trust, conserving and replacing nearly 3,500 stones on the cathedral's East End, including a badly weathered figure at the apex of the window believed to represent St Peter, to whom York Minster is dedicated. As well as being one of the largest projects of its kind in Europe, it has involved using ground-breaking new material, with the Minster being the first building in the UK to use a revolutionary new UV resistant glass in its external protective glazing.

The sheer size of the Great East Window has meant the conservation and restoration

of all the stained-glass could not be completed as part of the five-year York Minster Revealed project. Work to restore the remaining stained glass from the window will begin in August and will take around two years to complete, before being returned to the window in early 2018. However, from early next year visitors to the Minster will be able to see the Great East Window free from scaffolding, with the already completed panels returned to the rightful places and clear glazing protecting the areas being worked on by the trust.

Your News – July 2015 – [A Yorkshire free newspaper]

Quarry extension given green light

Last December county councillors approved a western extension to the Collyweston quarry. The number of blasts were to be limited to 12 a year and measures should be taken to reduce mud on the roads.

Northants Telegraph – 18th December 2014

Old railway tracks

Disused railway tracks are to be removed in London Road, Northampton, with additional resurfacing taking place at the same time. Works began on the 12th August with access maintained for local residents/businesses.

Northampton Chronicle & Echo – 13th August 2015

Good vibrations at the smithy

Adam Kirkwood might not be a Beach Boy but he is giving off good vibrations when it comes to hammering the metal as a blacksmith. The former Warwickshire student now works in Broughton for George James & Sons, Blacksmiths which was established in 1841. The work of the Northamptonshire business goes out all across the country. Wider afield it created the metal roses which have been used in the memorial to those murdered in the 2011 killings in Norway, carried out by Anders Behring Breivik.

When he was 23 years-old Adam took a two-year-blacksmith and metal-work course at Warwickshire College. After he got his diploma he came to George James & Sons for work experience and never left. He is now an integral part of the team, whose bespoke work adorns houses in London and across the county. Their success demonstrates that there is still a place in today's plastic world for the traditional skills and handcrafted work of a blacksmith.

Herald & Post – 13th August 2015

Ex-factory site – Supermarket plans

A supermarket and homes could be built on the site of a former shoe factory in Irthlingborough. A planning application has been submitted to East Northamptonshire Council for the comprehensive development of the former Express Works site in Church Street. There was a huge fire at the Express Works shoe factory in 2007.

Plans were submitted three years later but these never came to fruition. A spokesman said: *“The development will deliver significant new investment to the town centre, create a significant number of jobs and provide a modern new supermarket in the*

heart of the town centre, together with another smaller retail unit and 20 new houses, all of which will be affordable and available to local people.”

Northants Telegraph – 13th August 2015

Legal review option in the battle of a York malting sale

Another interesting piece from the Yorkshire papers is this one about a former maltings in York and how valuable buildings are suddenly lost as consultations don't always reach the people who care about such things. Ed.

Campaigners say they could have turned an old brewery malting in York into a museum, brewery, cafe and artists' studio, but were not given a realistic chance. City of York Council has agreed to sell the Grade II-listed Clementhorpe Maltings, in Lower Darnborough Street, to a local developer who wants to turn it into six houses. The local Association says that local people were not adequately consulted ahead of the sale. (*sounds familiar!*). Planning permission was granted in June, but an attempt to get the buildings listed as an asset of community value failed. The Association is calling for a judicial review as it and the council disagree about the extent and adequacy of consultation in recent years. Accounts of discussion apparently differ! The building was once used by Tadcaster Tower Brewery until the 1950s and still contains much of its original equipment and local residents' awareness and interest soared after they were given a chance to look round the building in May. It would appear that the developer plans to retain original features and display machinery in the communal entrance, but the Association says the visit in May was the first time many realised what the building was. It would appear that the Association wanted the opportunity to raise funds to preserve the historic building and its internal workings as a community hub. Because the council failed to advertise the sale or enter into any worthy consultation, the Association were denied the right to bid.

The 'York' Press – 18th July 2015

Blue John find

A new variety of a mineral that graced homes of the aristocracy during the Regency period has been found in Derbyshire – 150 years after the last discovery. Blue John derives its name from the French 'blue-jaune', referring to the 'blue-yellow' appearance of the stone. The vein was found at Treak Cliff Hill, near Castleton in the Peak District and craftsmen have already started working samples into decorative bowls and other pieces.

Such items were highly fashionable in the early 1800s and graced the tables of some of Britain's great houses, including Buckingham Palace and Chatsworth House. There has not been a distinctive new vein discovered since the mid-1800s. Each vein has its own characteristic colouring and this latest addition has been named the Ridley Vein after Gary Ridley, the miner who found it. He said he could not 'believe his eyes' when he came across the Blue John, which was like none he had ever seen before.

Daily Mail – 20th August 2015

Kelham Hall, Nottinghamshire

Famously known as the wartime home for the 42 American ‘oil riggers’ who carried out the massive but top-secret exercise drilling for oil during WW2 in the Eakring and Dukes Wood area of Sherwood Forest: the drillers completed over 200 wells in the area, producing over 100,000 tons per year of this vital commodity during the war years. More recently used as offices for the Newark & Sherwood DC, but it’s now open to the public. The Hall was designed by George Gilbert Scott who was working in the East Midlands when a fire in 1857 destroyed the greater part of the old hall. Manners Sutton, the owner, engaged Scott to design a new house to incorporate the latest thinking in fire prevention. By 1859 his plans were in place and building work finished in the summer of 1861. Scott then went on to design St Pancras Station Hotel and much of Kelham can be seen in this building.

Kelham Hall is now open for morning coffee, light lunches, afternoon teas. The interior is well worth the visit.

NEDIAS newsletter No.59 – August 2015.

Thanks to our colleagues at NEDIAS for this piece of information – EMIAC Conference in October 2013 visited Dukes Wood during the afternoon – Report of this can be found in Newsletter 130/Spring 2014. Ed.



OF THIS AND THAT

News from the Committee

With the AGM coming up in November we sadly have to announce that Matthew Nayler is standing down at that meeting. On a personal note I would like to thank Matthew for all his work in leading many walks during the summer months. They have always been of great interest and his research has been exemplary with his reports being both entertaining and informative.

With Matthew leaving the committee, this leaves a vacancy and the committee are ‘on the hunt’ again for someone to ‘fill the gap’. If you feel up to the challenge, duties are not onerous and meetings are held in convivial surroundings, please get in touch with any one of the existing (remaining) committee or alternatively to Peter our Secretary, details on back page.

Coffees and teas will again be served after the meetings, but I would greatly appreciate assistance with the clearing up. The committee members are already committed but extra hands are always welcomed.

The AGM agenda, minutes and accounts are enclosed – a few copies may be available on the night, should you leave your set at home.

Ed

Heritage Fair at St. Septs Church rooms – 12th September

We took the stand to this annual event and joined others in promoting their individual societies. It was one of those days that had a coolish autumnal feel first thing, but managed to warm up considerably by lunch time and into the afternoon. Disappointingly, and mainly due to the abysmal advertising by Northampton Borough Council, the footfall through the hall was well down on previous years in spite of the historic buses which took the public to sites in and around the town. It would be interesting to know how other sites fared.* St Septs itself did reasonably well but again footfall was well down on previous years. The Fair itself was somewhat rudely interrupted when a young man came in and stole the organiser's society money bag from the stand and all hell was let loose as she ran out, a member dressed in army uniform charged out and leapt over the wall into Sheep Street following this man, the chap in charge of refreshments dashed out into Church Lane and with others caught this character. The police came extremely promptly, knew this person by name and carted him off to the 'nick'. Two police officers came back to the hall and stayed for what seemed ages taking statements from those involved in the chase and apprehension. Excitement over for the day, things settled down again. The happy ending to the loss was the return of the bag and all the money.

I think we are going to have to ensure that the stand has to be manned at all times, and that there must be at least two people manning it, moneys need to be kept out of sight, if not on the person in charge of the stand.

After all this, we did have a relatively good day, selling a few of our new books, chatting to people, seeing one or two of our own members as they popped in for a cup of tea and cake and hopefully will get a few new members from the day.

JW

** I have since learnt that the Hunsbury Hill Ironstone Railway and the Delapre Abbey open days did extremely well.*

2015/16 Winter Programme

- 13th November NIAG's AGM followed by talk on the Restoration of Wooden Canal Boats by Peter Boyce
- 4th December The London Underground with Jason Cross
- 8th January Members Night - the usual mix of different topics

Dates for the Diary:

- 3rd October *A Look back at Northamptonshire* . A selection of films from around the town and county as the clocks are turned back to an era of cobbles, trams and Sunday best outfits. 2.30 pm - Northampton Museum & Art Gallery, Guildhall Road, Northampton - £5 including refreshments. Phone 01604 837397 to book places.
- 10th October EMIAC - New Sights at Old Sites - Old railways, Coal Mining & Windmills. Booking has now closed.

Exhibitions:

3rd October to 31st January 2016

Whose Round is it? - A History of Brewing in Northampton
- Northampton Museum & Art Gallery, Guildhall Road,
Northampton.

17th October to 9th January 2016

Made in Chesterfield: An exhibition celebrating the wide range of quirky products being made in Chesterfield today - Chesterfield Museum.

Talks:

22nd October ‘*A Pint of History in your Hand*’ – A talk by Alaric Neville on the rise, fall and rise again of Phipps brewery from its 1801 beginnings in Towcester. For those who missed the visit to the ‘new’ brewery in the summer this is a chance to hear Alaric’s enthusiasm for his trade.

3rd December ‘*Sweet Memories but don’t get me started on the Wagon Wheels*’ – Kevin Varty takes a nostalgic look at the history of sweets and chocolates from your childhood.

Both talks take place at the Northampton Museum and Art Gallery, Guildhall Road, Northampton - 10.30 to 11.30 am.

TV Programmes

To look out for is a new series of the Father Brown mysteries. I have been told that this series is being/has been filmed at Weedon Barracks. I believe the series is to be shown in the New Year. *JW.*

10 Things you didn’t know about:

.....Telephones

On March 10th 1876, Alexander Graham Bell made the world’s first telephone call to his assistant Thomas Watson in the next room, saying: “Mr Watson, come here. I want to see you.”

- Bell and Elisha Gray had both filed patent applications for the telephone on February 14th 1876. It has never been clear who was first.
- The Italian inventor Antonio Meucci had also invented a telephone-like device 20 years earlier.
- On June 11th 2002, the US Congress passed a motion honouring Meucci for his pioneering work on the telephone.
- Ten days later, the Canadian government pass a resolution declaring Bell as inventor of the telephone.
- The European patent office lists more than 100,000 inventions with “telephone” in the title.

- The word “telephone” was first used by Francois Sudré in 1828 for a musical signalling system.
- The number of mobile phones in the world overtook the number of people in 2014.
- In 2012-13, 742,000 mobile phones were stolen in England and Wales. That’s one every 43 seconds.
- Alexander Graham Bell recommended answering the telephone with the word “Ahoy”.
- It was Thomas Edison who suggested “Hello”, which had previously been spelt “hallo” or “hullo”.

Daily Express – March 10th 2015

----oooOooo----

NIAG’s latest publication:

The Industrial Heritage of Northampton’s Boot and Shoe Quarter

Please note that the above book, which is selling extremely well, will be available to members at the Friday evening talks. Retailing at £10 this publication sells to members at £7.50. Treat yourself to this book and use it to walk the paths of the former factories in Northampton.

----oooOooo----

And Finally

I just could not resist this cracking little story which came from our friends at TfL – so thank you to them for it.

Eurostar drivers and train staff are required to be fluent (or at least operationally plausible) in English and French to communicate not only with passengers but also Control Rooms both sides of the Channel. One new 1990s English driver faced with an unexpected obstacle on the French side was a tad lost for words. Braking his train safely from maximum speed, he was faced by a mature male deer with magnificent antlers, standing its ground. The driver contacted French High Speed Control, hampered by not knowing the French for ‘deer’ – why should he? The French Controller became exasperated as the English driver struggled for the right words. Inspiration struck – in hesitant French he described the obstruction as ‘a cow with a pantograph’.

TfL Newsletter No.8 – July 2015



Next Issue:

Summer reports including:

Braunston, Thorpe Malsor, The 2016 Rail Tour

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: **January 2016**

Deadline for all articles and information **15th December 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.