



NORTHAMPTONSHIRE'S
INDUSTRIAL HERITAGE

NEWSLETTER



ISSUE 158 - SPRING 2021

Northamptonshire Industrial Archaeology Group

CONTENTS

From the Editor	1
------------------------	---

Articles

Was there really a station at Tiffield?	Barry Taylor	2
General Motors' Diesel Engines in Wellingborough	Ron Hanson	4
Thomas Grundy, Ironfounder	Mary Pilkington	6
The Industrial Heritage of Northamptonshire	Peter Perkins	8
'43 Romans build Watling Street'!	Brian Giggins	11
Trip on a Working Barge	Mike Ringwood	14
Pork Pie Heaven!	Ron Hanson	16
CH Driver – Railway Architect	Edmund Harris	17

News items

Major centre for leather to be built in Northampton	19
Heritage award for former railway building	20
Chester House Estate to reopen this summer	20
A 'hole' lot of trouble after verge collapses	21
Testing tunnel to open in summer	22
Freightliner shows off showroom-fresh '59 locomotive	22
Union Bridge to be restored	22
AIA Annual Conference cancelled	23
Icicles force tunnels to shut	23

From the past

The first aerial parcel post in the world	23
Kettering Leader 25 August 1899	24
Royal Albert Bridge, Saltash	24

NIAG News	25
------------------	----

From the Editor – Peter Perkins

It is now six months since the sad loss of our Newsletter Editor, Jane Waterfield. Beginning in 2003, Jane produced a total of 70 issues of the NIAG Newsletter, her last – No. 157 – with a little help from Terry. It was particularly pleasing when she received the British Association for Local History Award for *Newsletter of the Year* in 2017.

It was with some trepidation that I volunteered to edit this issue of the Newsletter. Fortunately, Terry was able to supply me with several unused articles retrieved from Jane's files. These had been supplied by members, following her request for articles earlier in 2020 to fill the gap caused by the lack of reports on summer walks and winter talks due to Covid-19. Very many thanks to those members who have supplied copy for the Newsletters.

This issue may not have the personal touch that you came to expect from Jane but it hopefully contains articles to suit a range of tastes, covering railways, canals, diesel engines, Roman roads and pork pies! I was also pleased to receive an article on Northampton ironfounder Thomas Grundy from one of our newer members. For some inexplicable reason, quite a few news items relate to tunnels or bridges. It is just what turned up at the time.

This is hopefully the only issue I will edit. I am pleased to report that Roy Sheffield has agreed to take on the role of Newsletter Editor. Roy has wide knowledge of NIAG and written about many aspects of the industrial history of the county, having been a member since NIAG's early days. Roy also served on the Committee for many years and I note that he was NIAG Secretary at the time Jane became Newsletter Editor back in 2003. Roy will welcome members' continued input of articles, so please keep them coming. Send them to newsletter@niag.org.uk

I know that for many people, the Covid restrictions and, in particular the lockdowns, have been difficult. Not being able to see and talk to people face-to-face has left a gap in our lives. Hopefully, the introduction of the NIAG Zoom talks has at least helped cope with the lockdown. Unfortunately, a Zoom meeting is not a substitute for the ability to have that conversation with friends before or after the meeting. I certainly noticed that giving a talk on Zoom is not the same as being there with the audience. With Zoom, you cannot judge the reaction of the audience to what you are saying!

We are planning to have some walks and visits in the open air from May if the Covid restrictions allow and, come October, we hope to be able to meet again in St Matthews Church Hall on Friday evenings. We will keep you updated by email or post. I look forward to seeing you in person during 2021.

Over to you, Roy! Best wishes for the future.

-----oooOooo-----

Was there really a station at Tiffield?

Barry Taylor on the history of one of the county's smaller railway stations.

I have been researching and recording the railways of Northamptonshire for many years now, and one question that I have regularly been asked is 'was there really a station at Tiffield'.

The answer is yes – but not for very long. Many residents of that area might question whether there was even a railway at Tiffield, let alone a station, but there is still some evidence to be seen in the shape of abandoned embankments and cuttings close to the village. The line was originally built by the Northampton & Banbury Junction Railway (N&BJR) Company as the first part of a projected one-hundred mile route across the Cotswolds, to transport Northamptonshire ore to the ironworks of South Wales.

The first section, from Blisworth to Towcester, opened to passengers on 1 May 1866, but unfortunately this local event was closely followed by a national one of much greater impact; the Overend Gurney Bank collapse sent shock waves through-out the nation, and small railway companies such as the N&BJR were, quite literally, stopped in their tracks. Construction of the line ended in a field near Braden, just beyond Towcester, and for the next six years trains merely shuttled to-and-fro over the four and a quarter miles between Blisworth and Towcester. Eventually by 1872 enough funds had been raised to continue the line through Wappenham and Helmdon to reach the remote junction at Cockley Brake, where a connection was made with the existing London & North Western Railway branch line into Banbury; that was as far as the N&BJR would get, with any thoughts of reaching the Welsh valleys then being abandoned.

NORTHAMPTON and BANBURY JUNCTION.—4½ miles.									
Traff. Man., J. B. Crabtree. Sec. & Gen. Man., J. Wilson Theobald.									
	12.3	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Towcester... dep	8 25	10 10	11 30	1 10	3 10	5 10	7 10	9 10	11 10
Tiffield.....	8 30	10 15	11 45	1 15	3 15	5 15	7 15	9 15	11 15
Blisworth 110, 115	8 37	10 25	11 55	1 20	3 20	5 20	7 20	9 20	11 20
From London, p. 110, 123	1.43	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
Blisworth..... dep	9 15	10 45	11 30	1 04	3 06	5 08	7 10	9 12	11 14
Tiffield.....	9 20	10 50	11 45	1 10	3 12	5 14	7 16	9 18	11 20
Towcester... arr	9 30	11 00	11 55	1 20	3 22	5 24	7 26	9 28	11 30

Bradshaw's timetable of January 1871 for the N&BJR between Blisworth and Towcester, with certain trains also serving Tiffield.

presumably an attempt was being made to attract as many passengers as possible to help the ailing finances of the company. However, the station, perhaps more accurately described as a halt, only lasted for just over one year. Strangely there appears to have been little local publicity accorded to the new facility, and indeed the only firm evidence was appearances in timetables. Bradshaw's includes Tiffield from the October 1869 issue through to February 1871, stating that certain trains, indicated by a footnote, would 'stop to take up

However, even before the opening of that second section of the N&BJR, for some reason a station had been provided for the small settlement of Tiffield. It is difficult to imagine that much traffic could have been envisaged from such a remote rural location, but

by passengers' own signal, and set down on notice being given at Towcester or Blisworth'. Six return journeys were operated between Blisworth and Towcester each day, with an additional service on Saturdays, and the residents of Tiffield were able to use four of these to travel to Blisworth and just three in the opposite direction. It is also interesting to note that trains only called at Tiffield during the hours of daylight. Clearly, after a short experiment, the stopping of trains at Tiffield was not considered worthwhile, and the station then quickly disappeared.

So where exactly was Tiffield station, and what did it look like? Understandably no photographs have yet been discovered, and sadly few official records have survived from the early days of the N&BJR. The station does not appear to have been marked on any contemporary maps, but an intriguing possibility is to be found on an Ordnance Survey 25 inch map of the early 1880s, surveyed only a few years after the station had been abandoned. An unusual indentation is apparent in the embankment hatching on the western side of the line close to the village, but this was not present on the subsequent 1900 edition, suggesting that this may once have been the site of a platform.



1986 view of railway embankment at Tiffield looking north, showing probable location of the short-lived halt on left-hand side. On the right are the wooden stairs that descend towards the village.



1880s 25inch OS map shows probable site of Tiffield station. A curve in the hatching on the western side of the line where a footpath crosses, almost certainly marks the position of a short-lived platform.

A final confirmation that this was probably the site of Tiffield station is that a public footpath is seen to cross the line at this point, and this would have provided the necessary easy access for passengers. The embankment top at Tiffield had originally been constructed to carry a double line of track, and with only a single line being laid there would have been no shortage of space to accommodate a platform.

In all probability the halt would have consisted of a row of wooden sleepers, forming a very short and low platform from which passengers could step up into the train, and it is also unlikely



that any form of shelter would have been provided. Another local railway, The East & West Junction, offered similar facilities in its early years which it termed 'pick up platforms' and contemporary reports suggest that these were of basic construction.

It is therefore not surprising that no traces of the station survived, but local enquiries made in the 1980s did reveal that a wooden staircase still ascended the embankment side at the rear of a new housing development, exactly opposite the apparent site. Although living memory did not then extend as far back as 1870, rumour had it that in slightly more recent times this had been the place where

newspapers, odd parcels, and even the occasional unofficial passenger had once been ejected from passing trains.

The already poorly patronised passenger service between Blisworth and Towcester was finally withdrawn in 1952, long before the 'Beeching cuts' of the 1960s that were blamed for many such closures, and goods traffic managed to linger for another twelve years before ceasing early in 1964. The track was lifted soon afterwards, and today a linear corridor through the landscape is all that remains of what was once intended to be an important through route to South Wales.

-----oooOooo-----

General Motors' Diesel Engines in Wellingborough

Ron Hanson records the history of the Detroit Diesel Allison Division of General Motors in London Road Wellingborough between 1964 and 1982.

Opposite the Dog and Duck public house on London Road is a small retail estate behind Pizza Hut. On this piece of land a company called Rubber Improvement operated up until the early 1960s, making conveyor belts for mining. They also had a shoemaking section under the name of Rilex.

In 1964 the American car giant General Motors (GM) took over the site with the intention of producing diesel engines. Bedford Truck at Dunstable (part of Vauxhall Motors who belonged to GM) produced a series of truck engines and it was proposed to take a part-built engine (a short motor) and finish it using Wellingborough designed components to provide diesel engines for marine use, generator sets, pumps and other stationary industrial uses. These engines were the Bedford 220 cu in (4 cylinder), 330 cu in and 466 cu in (both 6 cylinder) models – all inline diesels.

Around this time, road vehicles were getting bigger and heavier, which demanded a larger and more powerful power unit, something that Bedford Truck did not have. It was decided that the US Detroit V Series engine would



Detroit 8V71 diesel engine.

be used. Bedford Truck were to assemble their own truck requirement and Wellingborough would build marine and power units for their market. These were to be the Detroit models 6V71 and the 8V71.

The V71 engine is a 2-stroke engine and the '71' refers to the displacement in cubic inches (cu in) of each cylinder, the cylinder bore being 4¼ inches and the piston stroke 5 inches. The 6V configuration which gives a total displacement of 426 cu in, produced 238hp at 2100rpm, and the 8V (568 cu in) produced 304hp at 2100rpm. Production of

the 6V71s and 8V71s began in Wellingborough in the mid-1970s. There was an uprated/re-bored version introduced (4.84 inch diameter bore) in the 1980s. These were designated the 6V92 and 8V92 respectively. The 6V92 produced 253-335hp at 2100rpm and the 8V92 produced 350-550hp at 2100rpm.

During its later years an automatic transmission, the MT640 series, manufactured by Allison Transmissions (another arm of GM) was to be introduced into Europe with a built-in hydraulic retarder (braking device often used in public service vehicles). A small plant in Rotterdam was to assemble and test this modified unit. The design and installation of the assembly and test facilities had been engineered out of Wellingborough as well as the sourcing of components. However, before it was fully completed, GM decided to reduce its commitment outside of the U.S. so that plan never took off. All types of engine mentioned above were produced at Wellingborough until 1982, when GM closed the plant.

During the whole period that GM operated in Wellingborough, the company had various names, the original one being Power & Industrial Division (P&I) of GM. The final one was Detroit Diesel Allison Europe Division of GM (DDAE). The original General Manager was Len Williams and his Plant & Production Manager was George Wigmore. The Engineering Manager was Roy Smith. There were brick-built conventional offices in two blocks immediately fronting onto London Road. Behind the southern block was the assembly and test building (the older unit), single-storey, steel-framed with sheet cladding. Behind the northerly block was the storage warehouse of similar but more modern construction.

If you were to search today for any evidence of the factory's existence, you would be disappointed as the whole site has been cleared and built on. However, just maybe on a dark and stormy night as you are leaving the Dog and Duck after a pint or two, you might just catch the sound of the beat of those pistons hammering away in the test house and a whiff of diesel exhaust.

-----oooOooo-----

Thomas Grundy, Ironfounder

Mary Pilkington traces the history of Northampton's first ironfounder.

Having passed a milepost in the Buckinghamshire village of Woburn Sands many times and barely given it a second glance, I decided to take a look after reading NIAG's publication on the iron founder EH Barwell. I wondered if this milepost, and its fellow one mile away in Wavendon, could possibly have been manufactured at Barwell's foundry but they were not. There were two names on the foundry mark – Grundy and Ogg. David Ogg was new to me, but I had come across Thomas Grundy a number of times in relation to his iron foundry in Northampton, his speculative investment in land and house building in the town, plus his involvement in local politics.



Woburn Sands milepost.

Thomas Grundy was not an unusual man for his time. He was a Nonconformist businessman with a sense of civic duty and was politically a Liberal. He was born in Lutterworth in 1792 but by 1822 had evidently arrived in Northampton because a newspaper advertisement was placed that year seeking an apprentice for



Maker: 'Grundy & Ogg Northampton Foundry'.

Grundy and Co. Iron and Brass Founders, Bridge Street. This was probably the first foundry in the town. David Ogg, a Scot, was mentioned in 1823 as being a partner in the business. There was also an advertisement the following year which told

of the plan to build a new Grundy and Co. foundry at the bottom of Kingswell Street. The partnership lasted until 1842. Ogg continued on with his son Alexander but sold the foundry in 1851.

Thomas Grundy bought land in extra-parochial areas on the edges of the town. Houses built on this type of land were not subject to the Poor Rate. He was also owner of the St Andrew's Brickworks in Spring Lane/Crane Street. One of the areas he invested in for development was off the Wellingborough Road and was called Newtown. It consisted of Newtown Road together with East, West and South Streets. The two remaining streets demonstrate Thomas Grundy's political leanings. Bouverie Street was named after Edward Bouverie of Delapre Abbey who was a local Whig politician, and Melbourne Street was

named after the Liberal prime minister. In addition, Thomas owned land to the west of the location where the north gate of Northampton had stood and which had been the site of the medieval St Andrew's Priory. His brickyard was close by. It is interesting to note that when Sir Henry Dryden was establishing the museum in Northampton, Thomas donated a stone coffin lid and tiles from the priory.

It is not surprising, given his interest in building, that Thomas was a leading member and a Vice-President of the Northampton Freehold Land Society founded in 1848. Less well known is that he was behind the Northampton Freehold Building Society more than ten years earlier in 1836. The initial intention in 1836 had been to erect fifty houses, each with a value of £135. Each member was to pay a deposit of one pound and then pay the remainder in instalments of ten shillings per week or two pounds each month.

Following the Municipal Corporation Act 1835, Thomas was elected as one of the new Liberal councillors in the town. By 1837 he was sitting on both the Finance and Estate Committees, and by 1843 he was serving as one of the Improvement Commissioners together with fellow ironfounders EH Barwell, John Brettell and Thomas Hagger.

In addition, Thomas was a prominent figure in the Northampton General Cemetery Company of which he was chairman. The cemetery on the Billing Road, which opened in 1847, was built in order to alleviate overcrowding in and potential public health hazards from churchyards in the town. He was also interested in the coming of the railways to the town and was one of those who petitioned the then mayor – EH Barwell – for a public meeting about potential routes. He was on the committee of the Mechanics Institute, together with that of the local Nonconformist British Schools when it was decided to improve the curriculum, admit female scholars and build a new school on the Upper Mounts which was completed in 1845. Thomas was part of the committee in 1850 which raised funds towards, and coordinated local entries for, Prince Albert's Great Exhibition. His social conscience can be seen when he appeared before the Petty Sessions in 1856 to ask the magistrates to enforce an Act which prohibited the employment of climbing boys (chimney sweeps).

By early 1860, Thomas and his wife had moved from their Spencer Parade home in Northampton to Salcombe Regis in Devon. In 1861 he resigned as Chairman of the General Cemetery Company. He continued to own land and property in the Grafton Street/St George's Street area which he sold gradually during the 1860s. His wife predeceased him and Thomas himself died in Devon in 1884 aged ninety one.

The mileposts in Woburn Sands and Wavendon are the only items I have come across which bear the name of Grundy and Ogg's foundry. I would be interested to know if there are any other examples in Northampton or elsewhere.

-----oooOooo-----

The Industrial Heritage of Northamptonshire

Peter Perkins summarises the main elements of his NIAG Zoom talk for members on Friday 8 January 2021.

Due to the ongoing Covid restrictions which prevented our normal winter meetings taking place, I thought it would be useful to try out a Zoom talk to see how many members would be interested. As it turned out, thirty member households managed to overcome the potential perils of the technology to join the Zoom meeting, giving an estimated 38 members attending. In the talk, I used pictures of buildings, structures and earthworks which still remain, to illustrate the range of industries which were important in Northamptonshire. This is a summary of the main thrust of the presentation.

Extractive industries

Despite there being no usable coal beneath the county, the extractive industries were important in Northamptonshire, covering quarrying for building stone, iron-ore extraction and processing, brick production, lime burning as well as sand and gravel extraction. Some of these are still active, for example mining of Collyweston slate in the far north-east of the county and gravel extraction near Earls Barton.

There are hundreds of fine sandstone, ironstone and limestone-faced buildings all over the county that remind us of the building stone quarries that were worked from medieval times. For the iron-ore industry, very little remains of the vast iron and steel manufacturing plant at Corby. However, there are significant remains of quarrying at Irchester



WW1 kilns at Wakerley – intended for calcining iron ore but never completed.

Country Park and at Twywell Hills and Dales, whilst all over the county there are remains of smaller quarries and their tramways. Remains of brickyards and lime kilns are relatively rare however, despite the fact that most villages and towns in the county had at least one of each in the past.

Manufacturing industries

The county's boot and shoe manufacturing industry was of international importance, with mass manufacturing starting in the Civil War. There are still examples of back-garden workshops where homeworkers would produce shoes in the nineteenth century, as well as early 'manufactories', used before the advent of machinery. Then there are the ubiquitous three-story shoe factories, set in amongst Victorian terraced housing, often on street corners, and the later



Wallis's 1873 clothing factory, Brigstock.
© Ron Whittaker

single-storey buildings which allowed more flexible working methods. Even discounting the hundreds of garden workshops still in existence in towns like Kettering, there are still well over 400 buildings standing in the county that were at one time used by the boot, shoe, leather and allied industries and of course there are still several working shoe factories today.

Other manufacturing industries which were important in the county included clothing manufacture, engineering, flour production and brewing. Illustrations included JE Matthews' Victorian coachbuilding works in

Cotton End Northampton, the National Lift Tower and the former Ratcliffe & Jeffery brewery premises in Commercial Street Northampton. Cast-iron kerbs in Wellingborough were used to illustrate products from the foundry of Williamson & Co. in Midland Road Wellingborough, in use from 1864 until 1965, a period of 101 years (not 150 years as incorrectly stated in the talk).

Retail/distribution

Once manufactured, goods needed to be distributed. In medieval times the market place was the main means of distribution and Rothwell Market Hall is an example from the sixteenth century. More recently, the former Cooperative Wholesale Society salerooms in Guildhall Rd Northampton was an early twentieth century product distribution facility. Weedon Depot is of course the remnants of a military distribution hub built from 1805 to store small arms and gunpowder in the centre of England, adjacent to the Grand Junction Canal for (relatively) rapid distribution when needed. Thanks to Mike Ringwood for pointing out after the meeting that the former gunpowder magazine buildings are still standing.

Power sources

Before the twentieth century, manufacturing relied on a variety of power sources to process manufactured products, including water, wind and steam. Many water mills remain all over the county which were once used mostly to mill corn, but also to help produce paper, crush bones or full cloth. One of the county's mills – Willy Watt Mill at Woodford – did all of those processes at different times. Another, Ashton Mill, pioneered the use of water power to produce electricity for the Rothschilds' Ashton Wold Estate near Oundle. The county sadly has no windmills complete with sails, just the remains of a number of tower mills such as the one at Barby in the west of the county. There are still a couple of mills which were built to be powered by a steam

engine, including Whitworth Bros 1886 mill by the side of the river Nene at Little Irchester, and the former steam mill at Old described in Newsletter 157.

Public utilities

As towns grew during the nineteenth century, so did the need for centralised public supplies of various services, such as water and sewage as well as the newer sources of power – gas and electricity. Some of the buildings associated with the early public utilities still remain in the county's towns and larger villages. Examples include the brick water tower at Finedon, the stone-built chimney for the former sewage pumping station off Bedford Road in Northampton, the remains of Wellingborough gasworks and Rushden's former electricity generating plant. Buildings associated with the fire service include the tiny 1830s 'shed' built to house King's Cliffe's manual fire pump in 1831 and the large 6-bay 1930s fire station still in use on The Mounts in Northampton.



Telegraph cable junction marker in Watling St Towcester.

Transport

Being in the centre of England meant the county has always been on important transport routes. There are numerous road features around the county, some of which date back to medieval times, for example the medieval road bridge over the Nene at Irthlingborough, while adjacent is its 1930s replacement, a concrete viaduct. A few of the milestones and mileposts remain of those that used to line the eighteenth and nineteenth century turnpike roads and there are numerous other examples of street furniture, such as the tram shelters near the *White Elephant* and the *Cock Hotel* in Northampton.



Turnover Bridge on the Oxford Canal at Braunston.

We are fortunate that much of the late eighteenth and early nineteenth century canal infrastructure still exists in the county. Canal locks, wharves, tunnels, bridges, aqueducts, pumping stations and reservoirs are at various locations along the Grand Union Canal, with important centres at Stoke Bruerne, Blisworth and Braunston. Similarly, many nineteenth century railway structures still exist on those routes which are still operational, in the way of bridges, viaducts, tunnels, stations, locosheds and goods sheds, and on some routes that disappeared as a result of the 1960s Beeching cuts. One of these is the award-winning, restored, former Midland Railway locoshed on the University of Northampton's Waterside Campus, which now provides facilities for the Students Union.

Entertainment industries

The final section covered buildings and structures that housed the entertainment industries in all its forms, often from the late nineteenth and early twentieth centuries. These included theatres, cinemas and variety halls like the former Hippodrome on Kettering's market place. A reminder of the sports industries includes the former grandstand on the Racecourse in Northampton. The final example shown was the Wellingborough building that started life in 1892 as Dulley's swimming baths, later became George Cox's shoe factory and is now Wellingborough Museum.

This brief report cannot do justice to the wide range of buildings, structures and earthworks across the county that are evidence of the county's rich industrial past. There are also undoubtedly industrial buildings or structures still waiting to be identified. So, keep your eyes peeled as you go around Northamptonshire and keep asking – what did that building used to be?

-----oooOooo-----

'43 Romans build Watling Street'!

Brian Giggins asks why and how did the Roman build Watling Street.

Walk the spiral path leading up Bury Mount in Towcester and every so often you will pass information about the history of the town set in stone in the path's surface. One stone is inscribed:



43 Romans build Watling Street. I presume that cost was the reason that the developer left off *AD* but how it is currently phrased can add a bit of humour to the guided walks of the town that I sometimes give. Towcester, as we now know it, and its predecessor Lactodorum, would not have existed without Watling Street. For me, the interesting questions relating to the road are why was it built, did they pave it straight away and what events have changed the construction and use of the road?

The early history of Watling Street is not documented, and archaeology can only answer a few questions about the road. We therefore must speculate on what is likely to have happened. I think the road originated from supply routes that the Roman Army created as they overran and conquered the Iron Age tribes. Forty years after the Roman invasion of AD 43, the conquest was not completed, and they were still trying to take Scotland. Troops, weapons, and provisions would have passed through Lactodorum at that time and probably throughout the following two centuries.

The town is recorded in a list of official routes through Britain (The Antonine Itinerary) that were probably compiled about AD 200. Lactodorum appears

on three routes: Hadrian's Wall to Richborough (Kent), London to Lincoln and York to London. Of course, Watling Street was not only used by the military but would be used by Iron Age tribesmen, especially the local Catuvellauni tribe and Roman traders buying and transporting goods. It might not have been until the end of the first century AD that the line of the road was surveyed by Roman Military engineers and its course 'set in stone'. This would have been a major engineering project involving the digging and transportation of a vast amount of stone and gravel plus the building of stone and timber bridges. This was something at which the army excelled.

During the Roman period the road would have been maintained but by AD 400 it is likely that sections were decaying. The breakup of Britain in the fifth century AD into a series of kingdoms would have seen it decline as a through route and it is doubtful whether it would have been maintained. As the Angles on the east coast extended their control westwards, Watling Street would again have been of strategic importance. Before 650 AD, Middle Anglia was part of Mercia and in the late eighth century King Offa had his court at Tamworth. Tradition states that he founded St. Albans Abbey and had conquered London and Kent, so the road would have been a major transport route for the enlarged kingdom of Mercia.

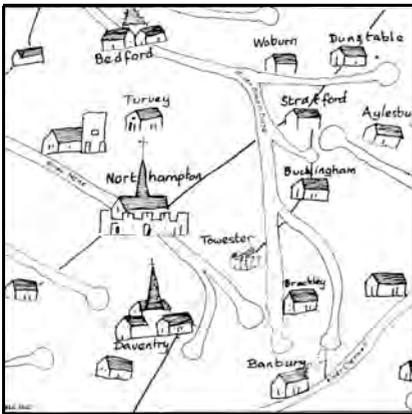
The earliest form of the name Watling Street is *Wæcelinga Stræt* – *the paved road of the people of Waecia*. Waeclincaester, the town of the Waecia, was the name



Towcester – looking southwards from the A5/A43 roundabout. The A43 is in the right foreground and the A5 (Watling Street) is on the left side of the picture, heading towards Old Stratford. ©Tony Howard

which the eighth century venerable Bede called St Albans. The section of Watling Street between Canterbury and London during the Saxon period had a different name and was called Caslingc (Key) Street.

The Danish invasion, starting in AD 865, bit deeply into much of the eastern half of modern England, taking large sections of the Kingdoms of Mercia and Wessex into the Dane's control. The road was mentioned in the peace treaty circa AD 880 between King Alfred of Wessex and the Dane, Guthrum. This stated that the boundary between their lands would run *'up the Thames, and then up the Lea, and along the Lea to its source, then in a straight line to Bedford, and then up the Ouse to Watling Street'*. This point was probably at Old Stratford. The road northwards formed a 'leaky' border between the Danes and the Kingdom of Mercia. In AD 917 Alfred's son, Edward the elder, created a fort (burh) within the ruins of the Roman walls of Lactodorum, manned it with men from Wessex and successfully opposed the Danes at Northampton as part of a campaign to take back the lands the Danes had conquered. It was under his illegitimate son, Athelstan (AD 924–939), that England was largely re-united under a single ruler and Watling Street again developed as a major route. This is likely to have been the period when Towcester developed into a small market town under Royal control.



Redrawn section of fourteenth century Gough Map using modern names for towns and rivers.

By 1200, Watling Street was one of the four roads that were classified as The King's Highways, along which travellers enjoyed protection. These, like all other public roads, had to be maintained by the parishes they passed through. The Bodleian Library's 'Gough Map' of the mid-fourteenth century shows the country's major roads. Towcester is on the route between London and Coventry, which was the fourth largest city in the country with a population of about 5,000. This followed the Roman Road from London to Old Stratford but then deviated off to Buckingham and re-joined the Roman Road at Towcester, went as far as Weedon Bec and then

through Daventry to Coventry. No road is shown between Towcester and Northampton or from Towcester to Brackley. The reasons for this deviation between Old Stratford and Towcester are not known but it may have been that the earlier Roman road alignment was not suitable for heavy carts – only light carts, mounted travellers, pedestrians and animals being driven to market.

-----000000-----

Trip on a working barge

Mike Ringwood's account of a journey with Peter Boyce on the Grand Union Canal, from Tess Yard at Braunston to Top Lock at Long Buckby.

We cast off at 2.15 for the four mile journey in Peter Boyce's 1935 steel barge *Renfrew*, built by Yarwood's on the River Weaver for the Grand Union Carrying Co. and powered by a 2-cylinder air-cooled Lister diesel engine. Having gone a few hundred yards, we paused by the old toll house just before Braunston Marina. Another 70ft working barge was winding – the aquatic equivalent of a 3-point turn – using the Marina's entrance to accommodate its length. A few minutes later we chugged off at a comfortable 3 to 4 mph. Travel any faster and the bow wash can seriously erode the canal bank.

Arriving at Braunston bottom lock, canal cruisers had occupied all the mooring spaces, so we hung on to the barge while waiting for a narrow boat to clear. Into the lock chamber, we tie up and then fill the lock. All's good; we open the gates, drop the paddles and are on our way. A cruising barge had preceded us, so at the next lock we had to drain it before we could proceed. Commercially in the old days, a barge was only viable while it was moving either horizontally or vertically. It was only ever stationary for ice or death!



Peter Boyce at the tiller of *Renfrew*, with Mike Ringwood as 'apprentice crew'.

In the next lock we buddy up with the cruiser. Filling the lock was protracted as only a single paddle was working, thus taking twice as long. Good chance to natter and exchange stories. Lots of general maintenance is required and the Canal & River Trust do sterling work, helped by many willing volunteers. However, the skill base is declining and lock gates do not repair themselves. I believe there are only two companies in the UK still building lock gates.

Further along at lock three, we run into a gaggle of barges all waiting to go up. Somewhere ahead a weir has been partially blocked, probably a fallen branch, causing the water level to rise and impede the opening of the lock gates. It all gets a bit technical. Fortunately, the *Admiral Nelson* is alongside as we wait, so a quick libation comes to the rescue. A right old mixture of owned and hired boats with crews of various skills. Dehydration can be of concern to the inexperienced as topping up with a couple of pints at lunch time does not

actually help! Snippet of passing conversations: *'where are the car keys; why can't I get the barge to start; what pub did we leave the car at; which way around does this windlass go; it was alright this morning'*. They should have stayed in and read *Three Men in a Boat* – much safer.

Going into Braunston tunnel, I am sitting in the hold. There is sudden darkness and an explosion of sound as the engine noise reverberates off the tunnel walls. After a few seconds – it seems much longer – shapes come into focus, the single headlamp throwing concentric bands of light on to the tunnel. Is it moving past us? Initially most disconcerting. The tunnel is cool inside and monochrome. It is also slightly out of alignment which means you can see the other end but then it disappears. Again disorientating. There is a white light ahead but it's impossible to judge the distance. After ten minutes we slow as we pass the oncoming boat, its headlight a bright LED. Momentarily we

cannot see anything, then the gloom re-emerges.

Suddenly it's bright and the colours and quietness are restored. A breeze has picked up, so fleeces are donned. Kay and a friend have walked along the tow-path taking pictures. They hop aboard for the last part of the journey.

A half-dressed man is scrambling to get on deck and attract our attention. *'How much is it?'* *'Sorry, not for sale'*. Similar working barges



Opening the lock gate paddles.

are circa £45,000 depending on make, age, motor and fittings etc.

Lots of fishermen on the bank. A young lad has snagged his line on a tree, right across the canal. Quick work with a pair of loppers and his catch of the day becomes a branch. Another has a keep net and as we pass, he pulls out a crayfish – the invasive American predator. Six make a good meal!

We wind and then go astern to moor alongside the wharf at Top Lock, Long Buckby, ready to collect 12 tonnes of coal in 25kg bags. There are lots of Canal & River Trust working barges for dredging, cutting back etc. It's taken about 3½ hours; should have been possible in 1½ but that's canal time, slower and relaxing in the open air. I now know the difference between a hitch and a knot; that you have to be moving to have any steering control; only open ground paddle half way to start with; pass *'port to port'*.

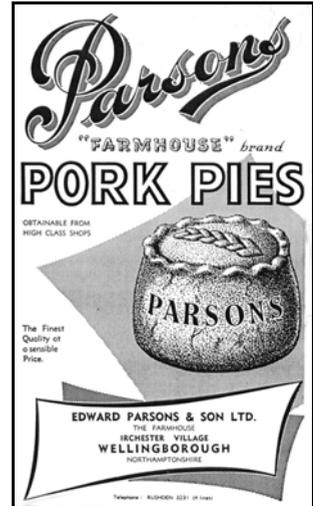
With many grateful thanks to Peter Boyce for a wonderful experience.

Pork Pie Heaven!

Ron Hanson reports on NIAG's second online Zoom talk for members held on Friday 12 February 2021, when Jon-Paul Carr spoke about Edward Parsons & Sons, Pork Pie Manufacturer of Irchester.

In the early 1800s Irchester had a population of about 500. Nearby, construction was underway of the new railway line to London and with it, the army of hard-working navvies. An enterprising lady baker Francis Darnel, and her husband Thomas Parsons a shepherd, started supplying the navvies with her home-baked pork pies. This laid the foundation of a very profitable business and when in 1886 Thomas died, it was left in the hands of their son Edward.

Edward married Mary Emma Ratcliffe, both belonging to the Methodist Church. He expanded the business into the next village of Wollaston, as well as the original one at Irchester and by the early 1900s was appearing in Kelly's Directories as 'Pork Pie Manufacturer'. At about this time, Saxby Bros. of Wellingborough are listed as in the same business. Saxby and Parsons were not commercially connected but had an association through marriage and employment. During WW1, Parsons took over an unused shoe factory to produce canned meat. Between the wars, expansion continued with a workforce of 200 to 250 supplying London shops such as Fortnum & Mason and Harrods, plus outlets in other counties of the East Midlands. Output in 1939 was around 15,000 pies per day from their main factory in the High Street Irchester, opposite the church.



Parsons' pork pie factory in High Street Irchester in 1967.

The company encouraged a community spirit with sporting activities such as their own cricket team and a bowling club. They also provided the Parsons Hall Community Centre for the benefit of the whole village. Edward, following his Methodist doctrines, supported educational schemes. Of particular note was his drive to procure a Carnegie-sponsored Library for the village.

In the 1950s their product range included sausages, sausage rolls, puff pastry, pressed meat, beef burgers and, of

course, pork pies. By 1960 this also included fruit pies, but in the mid-1960s they sold out to Bowyers of Bristol and the factory closed its doors for the last time in 1965. The buildings were demolished in 1970.

Jon-Paul's father added a few reminiscences from the 1960s when he was employed at the factory. His main observation was that the hygiene within a food factory was far from that which we would expect today. In one area, he recalled, the roof trusses were regaled with food wrappers with the intent of discouraging birds from settling on the trusses above the uncovered pies and depositing their droppings on them. In another area



Inside the factory in 1954.

where fruit pies were left to cool, it was discovered that wasps would find their way into the pies through the steam vent holes in the pie crust. Anyone sampling one in their afternoon break soon learnt to break them open first before blindly biting into them!

In living memory there were various stories of the company looking out for, and looking after, their workers. In WW2 they arranged evacuation of employees and their families from Parsons' Islington Depot to Irchester using their own delivery vehicles. In another example they financially supported, for some years, the family of a worker killed in action. After the war an all-expenses paid works outing to London was arranged as a thank you for everyone's efforts during that time. It would seem to have been a happy working environment, as reflected by the many smiling faces looking out from J-P's photographs.

-----oooOooo-----

CH Driver – Railway Architect

Extract from 'Introducing C.H. Driver (1832-1900), Architect to the Steam Age', published by Edmund Harris online at <https://lesseminentvictorians.com/>

Born in Westminster to a clerk in an insurance office, Driver began his career as a draughtsman in the office of Frank Foster, engineer to the Commissioners of Sewers. Beyond this, nothing is currently known of his training, although he seems to have had a natural artistic flair, since his obituary in *The Builder* (10 November 1900, pp. 423-424) notes that 'at an early age [he] was an exhibitor at the Royal Academy'. Foster may have proved an auspicious connection in view of Driver's later career, yet the architect first emerged as a specialist not in drainage but in railway stations.

The Midland Railway was formed in 1844 through the merger of three pre-existing companies, which, starting in the latter half of the 1830s, had created a network of lines that converged at Derby. This was already extensive, but the directors had greater ambitions, and for future growth it was essential to obtain a connection to the capital. In the first stage of the journey south in 1852–1857, the company put out a branch that diverged from its existing Leicester to Rugby route to run through Market Harborough, Kettering and Wellingborough to Bedford. In time, this would be extended further south to the new terminus of St Pancras, but for the moment the connection to London was to be achieved by striking out across country in a south-easterly direction to meet the East Coast main line, operated by the rival Great Northern Railway, at Hitchin.

Driver was engaged by the engineering firm of Liddell and Gordon to design the stations and bridges for the Leicester-Hitchin line. Bedford station was demolished in the early 1980s as part of an upgrade for the electrification of suburban services and the route to Hitchin, having been downgraded from trunk to branch-line status once the new



Wellingborough station.

London connection opened in 1868, eventually closed to traffic in 1964. But the stations at Wellingborough and Kettering survive, have remained in use and are well preserved.

Stylistically, the town-side buildings at Wellingborough are an amalgam of several different influences. There are the pointed segmental arches with much chamfering to door and window jambs so typical of High Victorian Gothic, and there are round-headed openings with constructional polychromy that show the influence of Ruskin's promotion of Venetian Romanesque. Yet the prominent bargeboards of the stationmaster's house and the decorative glazing bars are in the older tradition of the cottage orné. All of these are common enough devices for the period; what sets Driver's work apart is the virtuoso use of cast iron for the platform canopies. These are based on the ridge and furrow principle established by Joseph Paxton, with transverse gables forming a sawtooth profile in elevation. In section, each truss appears symmetrical, with a central column from which two large brackets project laterally in order to support what is effectively a wall plate and two smaller, subsidiary brackets extend longitudinally to brace what is effectively a principal rafter.

If the design of the platform buildings suggests that Driver had absorbed something of Ruskin, the design of the canopy represents a direct challenge to

an article of faith. In *The Seven Lamps of Architecture* (1849), Ruskin had inveighed against the use of cast iron, directing his vituperation against ornament made of the material, which he regarded as more active a cause than any other 'in the degradation of our national feeling of beauty', 'incapable of a fine line or shadow' and 'vulgar and cheap substitutes for real decoration'. Only wrought iron ornament, each work of which was unique and could display the skill and labour invested in it by an executant artist-craftsman, was acceptable. But such an elegantly pared-down construction as the frame of the canopies at Wellingborough (and indeed Kettering, where the same castings were used) could hardly have been achieved in wrought iron, which would lack the necessary compressive strength.

An earlier generation of Gothic Revivalists had often used iron for columns since moulded details could be cast far more economically than they could be carved in stone. Only a sharp rap with the knuckles will reveal the sham (such columns are usually hollow internally), but here the design of the ornament is intrinsic to the material. The elegant arabesques filling the spandrels of the brackets are not applied to render a bare construction visually more palatable, but are an integral part of it. The slender proportions of the supporting columns make it immediately obvious they could not possibly be built of stone.

-----oooOooo-----

NEWS ITEMS

Major centre for leather to be built in Northampton

A council building earmarked to become a new car park will instead become the hub for a new Centre for Leather – after the borough council agreed to sell it off. Albion House, which is next to the St John's multi-storey car park on Victoria Promenade, has been owned by the council since November 2014. But now the authority has agreed to sell the building to a charitable trust which will make the building a place for all things leather in the town.

The sale was approved at Wednesday evening's cabinet meeting (16 December) with Councillor Tim Hadland, the cabinet member for regeneration, saying: *'We now have the marvellous opportunity of selling the building to a charitable trust which will in turn enable the collection of the leather museum, the conservation centre, livery companies and all the national leather highlights to come together in one place and secure them a permanent home for the future. It's very exciting for the town as we have a national reputation.'*

Chronicle & Echo, 18 Dec 2020

In Newsletter 155, I reported on a meeting with a consultant working on behalf of the Leathersellers Company. They were looking for a permanent home for the National Leather Collection (aka the Leathercraft Museum in the Grosvenor Centre) and for the Leather Conservation Centre which used to be at the University's Park Campus. This would seem to be the answer. – Ed

Heritage award for former railway building



A university lauded for its future-focused campus has won a coveted heritage award for keeping one foot firmly in the past. The University of Northampton opened the £330m Waterside campus in 2018, with its new home forgoing traditional lecture theatres for interactive spaces that are geared up for a blend of physical and online teaching and learning. The institution's trophy cabinet has been bulging with various architectural

awards for the new buildings at Waterside, but one on site that dates back more than a century and a quarter has also caught the judges' eyes.

Home to the Students' Union, the Engine Shed is a Grade-II listed former railway building that was brought back from dereliction when it was restored by the University for the Waterside Project. The careful restoration has landed the building with its biggest award to date, after it was named the overall winner of the National Railway Heritage Awards 2020.

Built by Midland Railway, the building dates back to 1873 and was originally used for the stabling and maintenance of locomotives operating on the line to Bedford. Taken out of use in 1921, the shed was used for various railway purposes up to 1998, when it was finally shut. Badly damaged by arson in 2000, the shed fell into disrepair until the University breathed new life into it, and an associated office building that was converted into a post room.

National Railway Heritage Awards judges said: *'This is the project that has everything, with a brilliant restoration of both buildings, giving them both long-term sustainable uses, putting them in a really good setting and going the extra mile for heritage, again and again.'*

This is the third major award the Engine Shed has received since opening, after securing the Creative Re-use Award from the Association for Industrial Archaeology, and the Architects' Journal Retrofit Award for Higher & Further Education.

www.northampton.ac.uk/news, December 2020

Chester House Estate to reopen this summer

What we have hitherto called Chester Farm, off the A45 between Wellingborough and Rushden, has been rebranded as the Chester House Estate and is due to reopen this summer after a £14.5 million restoration project funded by Northamptonshire County Council and the National Heritage

Lottery Fund. NIAG has visited the site several times, most recently in 2014.

Chester House Estate is a unique piece of historic landscape preserving on one site a wide range of historic features spanning several thousand years. The 34 hectare site includes a complete walled Roman town, a deserted medieval village, an eighteenth century parkland and remains of ironstone working. These are all set around the Grade II* listed Chester House and four centuries of farm buildings.

In April the county's new Northamptonshire Archaeological Resource Centre will open, followed by the courtyard, education centre and wedding venue in the summer. In October, the refurbished Chester House will have its grand opening. The site will be free to enter and people will be able to access the site on foot, by car, bike, bus or even boat. More information online at chesterhouseestate.org

A 'hole' lot of trouble after verge collapses

A verge in Finedon which first collapsed in 1976, has again subsided, revealing an old railway tunnel. The four foot hole in the grass in front of bungalows in Harrowden Lane re-emerged earlier this month with residents informing the highways department at NCC. Staff visited the site but left a temporary barrier around the repair.

Paul Groom, 47, who lives in Harrowden Lane in the house where he grew up, had been aware of the potential danger of the verge after he was warned by his mum Maureen. He said *'It's definitely dangerous. They came with a van and I told them they would need more and they came with a lorry. It's not the first time this has happened. My mum told me about it before. I phoned her and said 'you'll never guess what – the hole's back!'* Mr Groom was a small child when in 1976 the hole first appeared. His mum was horrified to discover it as he had been playing on the verge hours before.

A disused tunnel once used for a narrow-gauge railway to transport iron ore, has its entrance in a field adjacent to Harrowden Lane and leads to nearby Hall Lane. Covered over, the hole reappeared in 1980 – as reported by the Evening Telegraph – when the then Wellingborough Council chief engineer Eric Carpenter said the tunnel should have been filled in but that it would cost 'too much money'. In the article he also reassured the public that the tunnel was *'good for at least another 100 years'*. The stretch of tunnel had been filled in with rubbish but subsidence had caused holes to appear.

Northamptonshire Telegraph, 24 December 2020

Eric Tonks (Ironstone Quarries of the Midlands Vol 4) tells us that the tunnel was constructed by Walter Neilson in 1883 to take a 2ft 4in gauge tramway under Harrowden Lane on its way from his quarry on the edge of Finedon, down to what became called Neilson's Sidings on the Midland Railway at Wellingborough. However, it seems to have been out of use by 1887. – Ed

Testing tunnel to open in summer

A multi-million pound state-of-the-art aerodynamic testing facility in a disused railway tunnel in Northamptonshire is set to open this summer. The 2.7km Catesby tunnel near Charwelton, Daventry has been transformed into a purpose-built straight road test track to develop vehicles. Brackley-based Aero Research Partners has been building the £12 million facility since December 2017 and director Rob Lewis cannot wait for it to open.

'We are all very excited to be opening the doors to Catesby tunnel later this year' he said. 'The tunnel lends itself perfectly to provide and unrivalled vehicle testing facility where cars can be tested on a real road in consistent conditions.'

Northampton Mercury, 18 February 2021

Freightliner shows off showroom-fresh '59 locomotive

The first dedicated Class 59 locomotive of Freightliner has been spotted, sporting its new G&W (*Genesee & Wyoming – Ed*) livery. It demonstrates the continuing partnership of the railway company with Mendip Rail, just as construction materials continue to flow. It is what keeps major infrastructure and development projects working in the face of current restrictions.



© Richard Acres

Driver and accomplished photographer Rich Acres (*son of Rita and the late Pete Acres – Ed*) captured this image of Freightliner locomotive 59206 *John F. Yeoman*, pristine in its new livery, pulling its first train on a service to Harlow Mill in Stratford, north east London. *'Believe it or not, it is actually a bridge, not a tunnel'* says the photographer.

www.railfreight.com, 25 May 2020

Union Bridge to be restored



The Georgian Group was pleased to learn that work is due to start on the restoration of the 200-year-old Union Bridge between Horncliffe in Northumberland and Fishwick in Berwickshire. Spanning the River Tweed, the bridge crosses the border between England and Scotland. When the chain bridge was opened on 26 July 1820 it was the longest wrought iron suspension bridge in the world

and the first vehicular bridge of its type in the UK. It is listed Grade I in England and Category A in Scotland.

Built on behalf of the Berwick and North Durham Turnpike Trust, the bridge was designed by Captain Samuel Brown, a Royal Navy officer who, in 1817, had patented the manufacture of wrought iron chain links suitable for a suspension bridge. The masonry work was overseen by the Scottish civil engineer John Rennie. Tolls were charged for crossing the bridge until the 1880s, after which maintenance of the bridge passed to the Tweed Bridges Trust and, following this, the Scottish Borders Council and Northumberland County Council. The toll cottage, which stood at the English end of the bridge, was demolished in 1955.

Georgian Group Newsletter 2020, via Liz Taylor

AIA Annual Conference cancelled

The Association for Industrial Archaeology's Annual Conference due to be held on Merseyside in 2021 has been cancelled. At the AIA Council meeting on 5 February it was decided to develop instead an entirely virtual conference, spread over a number of dates in August and September. Updates will be posted on the AIA website at www.industrial-archaeology.org

Icicles force tunnels to shut

Icicles caused a popular 14-mile rail trail from Market Harborough to Northampton to be shutdown at the weekend. Looking more like a bone-chilling scene from the North Pole, the huge spears of ice hung down from tunnel roof on the Brampton Valley Way. And they posed a danger to cyclists, runners and dog walkers enjoying the trail based on the old Market Harborough-Northampton railway line.

Harborough Mail, 16 Feb 2021

FROM THE PAST

The first aerial parcel post in the world

The Bleriot Monoplane won the Daily Mail £10,000 Round Britain Air Race in July 1911. It was chartered three months later by Barratts, the Northampton shoemaker, to carry a cargo of their shoes from Northampton to Hendon aerodrome – the world's first commercial air load. A fine ascent was made from Northampton Racecourse watched by an amazed multitude of the town's citizens.

The monoplane was piloted by that pioneer air ace WB Rhodes Moorhouse, posthumously awarded the first airman's VC (WW1). Though scheduled to complete the 60 miles journey in 40 minutes, high winds, fog and a forced

descent stretched out the flight to two days! When they did arrive, they were transported to various addresses in Great Britain by the post office. A special certificate in each parcel established the flight.

From an old Barratt's advert, via Facebook

Barratt's were the first shoe manufacturer to offer 'shoes by post' in the early years of the twentieth century. Customers drew around an outline of their foot and sent it to the factory for shoes to be made and posted out to them. Although the factory has long gone, Barratt's decorative office block still remains in Kingsthorpe Road Northampton. – Ed

Kettering Leader 25 August 1899 (courtesy of Mick Dix)

Local Intelligence – Employees of the Brick & Tile Co. had their annual outing on Saturday 19th, going to London. They had availed themselves of the trip run by the Midland Railway Co. who had supplied them with a Pullman Car.

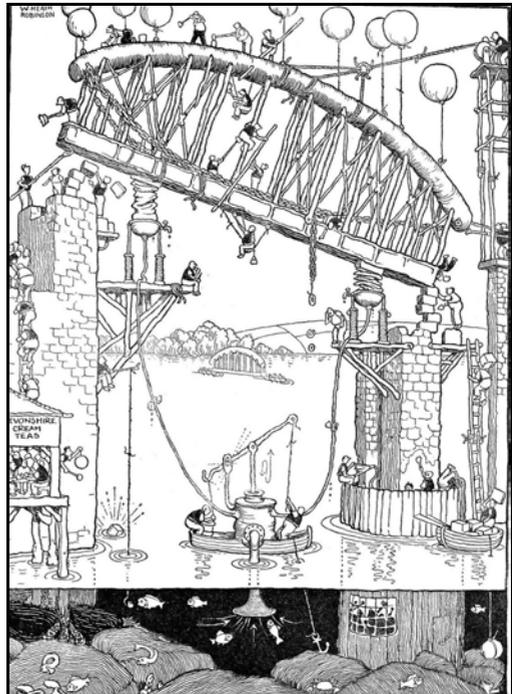
Burton Latimer – Employees of T&J Wallis also went to London on the previous Saturday, again by Pullman Car, catching the train at 'Isham Station'.

The brickyard of Kettering Brick & Tile Co. was in London Road Kettering. T&J Wallis were flour millers at Burton Latimer North Mill (now part of the Weetabix complex). – Ed

Royal Albert Bridge, Saltash

Tim Dunn, who has been presenting the second series of *The Architecture the Railways Built* on the TV channel Yesterday commented on Twitter about the 1935 Heath Robinson cartoon depicting the construction of Brunel's railway bridge across the Tamar between Devon and Cornwall starting in 1854:

'For years, thanks to W Heath Robinson, I believed that this was how Brunel and the Cornwall Railway (GWR) erected the Royal Albert Bridge. I've also always called it the Saltash Bridge, because names stick when you're seven.'



NIAG NEWS

Summer programme

If the Government's roadmap for lifting Covid restrictions continues according to plan, we should be able to meet outdoors from 17 May. Thus, NIAG's committee is arranging outdoor walks/visits beginning on 21 May and running to the end of June. The programme accompanies this Newsletter. In case of last minutes changes, it will be necessary for you to check with the organiser of the walk/visit before attending. Further walks/visits will be considered for July/August, dependent on changes to the Covid restrictions.

Winter talks

NIAG's Committee hopes that members enjoyed the four online Zoom talks which were held January to April. Apologies if your technology did not allow you to participate. We are hopeful that we can meet in person at St Matthews Church Hall from October as usual. However, should that not be possible, further Zoom talks will be considered.

Gazetteer Update

Good progress is being made in preparing the Third Edition of NIAG's *Guide to the Industrial Heritage of Northamptonshire*. Although progress has been slowed by the Covid restrictions, Adrian Denton, Ron Whittaker and Peter Perkins have now almost completed the task of visiting the 450 plus sites which were included in the Second Edition published in 2011. This was necessary to check any changes in structure, usage or accessibility.

A number of sites have disappeared in the last 10 years, for example the gasholders in Northampton and the former Hales & Jowett shoe factory in Regent Street Kettering, the latter being destroyed by fire in 2019. Others have changed, for example the derelict former Glendon & Rushton station building which has been rescued at long last and is now a private house. A number of additional sites are currently being considered for inclusion in the Third Edition, such as the old forge at Cranford and a former stone quarry at New Duston. The new Edition will be published, either later this year or in 2022, depending on how soon things return to relative normality.

-----oooOooo-----

Unless otherwise stated, all photographs are credited to the author of the relevant article or to the Newsletter Editor.

Disclaimer

The Newsletter Editor and NIAG undertake to reproduce material as supplied. Any factual errors remain the responsibility of the author, who may be faithfully reproducing the errors of the original.

NIAG Committee

- President: Geoffrey Starmer, 34 The Crescent, Northampton, NN1 4SB
- Secretary: Peter Perkins, 116 Northampton Road, Earls Barton, Northampton, NN6 0HF
secretary@niag.org.uk
- Treasurer: Terry Waterfield, 6 Bakers Lane, Norton, Daventry NN11 2EL – 01327 312850
treasurer@niag.org.uk
- Website: Terry Waterfield
- Members: Adrian Denton, Mick Dix, Ron Hanson,
Mike Ringwood, Geoff West

Web Site: niag.org.uk

Newsletter Editor

Roy Sheffield, 7 Elysium Terrace, Northampton, NN2 6EN
Tel: 01604 720983; email: newsletter@niag.org.uk

Newsletter

Next Issue: **July 2021**

Deadline for all articles and information 15th May 2021. Anything received after this date will be held over to the next edition.

Article guidelines: Ideally should be no more than about 1200 words, unless the article is of a special interest, and accompanied by photographs or diagrams. Shorter articles are always welcome. Photographs are encouraged to illustrate all articles and will be inserted if submitted. The Editor will be happy to discuss the author's requirements.

Please submit by e-mail or mail. Photographs/slides/diagrams sent by first class post will be returned in the same way. Illustrations supplied via e-mail should be sent as separate attachments to text; they should be in one of the standard formats (JPEG, TIFF, SVG etc), and images must be at least 2.2 megapixels in dimension. Please give information about the photograph, e.g. a caption and date. Please also include your name so that you can be credited with taking the photographs.