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INDUSTRIAL ARCHAEOLOGY

IN CBA GROUP 9

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If there are workers pursuing industrial archaeological studies in any of the five counties who are not yet in touch with that County's representative, it is hoped that contact will be established as soon as possible so that each representative will have a complete record of the industrial archaeology being undertaken in his County. This will help co-ordination of the work so that:-

- (a) Anyone will be able to see if a particular topic is being studied and if so, by whom.
- (b) Anyone coming across information or material remains which are relevant to another worker's studies will know to whom to pass the information.

THE BULLETIN

This is the first issue of the Bulletin in its new size for the revised distribution as agreed at the CBA 9 General Meeting in May 1968. The increase in size has enabled several longer articles to be included but the aims of the Bulletin are still:-

- (a) To report industrial archaeological activities in Group 9 so that, through a greater awareness of what is already being done, more people may take an active part in industrial archaeology.
- (b) To show how the various aspects of Industrial Archaeology (e.g. documentary research, fieldwork, listing and preservation) are being undertaken, as a guide to others tackling similar projects.
- (c) To give industrial archaeologists in Group 9 an opportunity to report their work before submitting it for publication in their own Society's Journals, etc. or in the journal 'Industrial Archaeology'.

WATER RAISING BY ANIMAL POWER

As a result of the list of 17 devices for water raising by animal power in the five counties of CBA Group 9, given in issue number 4 of this Bulletin, Mr. J. Kenneth Major has been informed of the following:-

Buckinghamshire

Rowsham : A derelict octagonal building stands on the right of the road from Aylesbury to Linslade. This housed a 3 cylinder pump originally worked by a horse gear but subsequently by an oil engine. The pump was installed by Roberts of Deanshanger.

Buckingham : In the grounds of the Secondary Modern School there is a horse wheel still in place. This also was built by Roberts of Deanshanger. It is hoped that this small item will be preserved in the forecourt of the school.

Northamptonshire

Drayton House : There was a horse wheel here which was removed some time ago. The lead cisterns of the house, which were filled by the horse wheel, have been retained in the kitchen wing.

Mr. Major would be pleased to hear of any more of these devices.

AN INDUSTRIALISED FARM ESTATE IN BERKSHIRE

by John Gray.

In 1859 Robert "Tertius" Campbell, a man of 48 having recently returned from Australia, where his family were wealthy traders and land-owners, found the country estate he had been looking for. (1) This was Buscot Park Estate, bounded to the north by a young Thames, and standing astride the turnpike road between Faringdon and Linslade. The estate totalled over 3,500 acres, not much more than half being productive farm land, and the majority of that was pasture. (2) This estate was to become one of the most highly industrialised farms in 19th century England.

There was not a lot on the estate at that time to excite today's industrial archaeologist, the flash lock and weir adjacent to the Anchor Inn at Eaton Hastings and the pound lock at Buscot would have caught his eye. There was also a short canal from the Thames, known as Buscot Pill, with its attendant wharf, a small brick and tile works, a malthouse and a cheese wharf on the river. Surprisingly there was no wind or water mill on the estate, probably other local mills served the need, which was no doubt small bearing in mind the high proportion of pasture.

After Squire Campbell had moved into his 18th century mansion, one of his first moves was to build, at a reputed cost of £80-90 thousand pounds, (3) a 20 acre reservoir on a hillside to the west of the house, this was fed by two large water wheel driven pumps on the Thames, one with a single wheel at Buscot lock, the other with twin wheels at Eaton Hastings weir. About 100 men were employed on this work, (4) and the village pub, the Campbell Arms (now The Red Lion) was enlarged to accommodate these hard drinking navvies.

The object of the reservoir and pumps was to supply an extensive irrigation system on the estate, and at the same time a similarly extensive drainage system was laid down.

These were the first moves in what must have seemed a fantastic scheme to make sugar and distill spirit alcohol from sugar beet. This was a practically unknown science in England, although on the Continent it had reached a commercial level. Having been encouraged by the Napoleonic wars and the failure of the grape crops because of oidium disease. (5)

The distillery, built at a reputed cost of £100,000, (3) on the island formed by the pump cut and the river, adjacent to Buscot lock was opened in 1869. The island is still known as Brandy Island, the legend persists that it was brandy that was made. The spirit made was exported to France at 2/6d. per gallon. (5)

To collect the beet root, as sugar beet was then known, and other produce from the farm, and for general farm haulage, Campbell built a narrow gauge light railway around the estate. The railway of 2'8" gauge had over 6 miles of track. I am told three 040 tank engines were used, made by Appleby Brothers, Engineers of Southwark, (6) and named after Campbell's daughters, Edith, Emily and Alice. The engine "Edith" was illustrated and described in "Engineering" Jan. 20th 1871.

To compliment the distillery works, Campbell also erected on the island a mill for the manufacture of oil cake, a gas works, artificial fertilizer works and vitriol works, the latter two using the by-products of the gas works. Coprolite (fossilized dung) was also used as a fertilizer. (3)

The south east terminus of the railway was at Oldfield farm where he built a large corn mill driven by a 45 HP water turbine fed from a nearby reservoir, which in turn was fed by the main irrigation reservoir. The power from the turbine was put to good use and there were numerous power take off points used for threshing and to drive other machinery.

The dairy was also at Oldfield and this too was a highly organised commercial enterprise. Milk and dairy produce was sent to London, continuing an old estate tradition.

For communication the estate was equipped with a telegraph system.

Campbell put the by-products of his factories to good use, and the sugar beet was no exception, this was used for the intensive fattening of livestock under conditions that would cause comment even today when the merits of "battery beef" are hotly debated. (7) Campbell probably also carried out breeding experiments to find the strains with the best conversion ratios and used Indian cattle in these experiments. A large mass concrete walled barn was used for housing the cattle.

With a light railway and a turbine driven mill it is obvious that only the very latest had any place on Campbell's estate. The main cultivations were done by one pair of 20 HP and two pairs of 30 HP Fowler ploughing engines, (8) the 30 HP being over twice the size of normal engines and the largest ever built at that time. They pulled 6 furrow ploughs and at times working through the night by 'lime light'. (3) He also arranged that the water pumps could be driven by traction engine in times of drought. Similarly the Oldfield mill could be driven externally by a traction engine should the turbine fail.

In addition to being used to pump and drive the mill, traction engines were widely used on estate duties.

In 1871 Campbell told a visitor that the enterprise made a profit, but this was a state of affairs that was not to last. Unfortunately for Campbell, the Frenchmen he brought over to operate the distillery left after only a short while, called back to their country because of the Franco-Prussian wars, leaving only the relatively inexperienced Englishmen to work the distillery plant. The excise men were also a thorn in Campbell's side, and even smuggling was not unknown, stories of casks being sunk in the Thames for collection later, persist today. Campbell was a sick man at this time, and a tragic incident involving one of his daughters did nothing to improve his health. (9)

The outcome of these problems was that Campbell decided on what must have been a courageous move, to close down the "Berkshire Distillery" and to cut his losses. Ten years after its opening in 1869 the distillery and factories had gone, everything saleable was sold off and the site cleared. (10) The sugar making never even getting off the ground.

Part of the railway was retained for farm transport and remained in use until about the turn of the century, but horses were used for haulage, the locomotives having been sold. The cattle barn continued in use, but one wonders if the cattle were subjected to intensive fattening any more.

Oldfield mill continued its duties and was last used as a mill about 1920, possibly because the broken main shaft was not worth repairing.

Most of Campbell's money came from gold trading in Australia, (1) but during the early years of his ownership of the estate he raised £176,000 in the form of mortgages and other loans. Two years after his death in 1887 the estate was sold by his trustees for £83,400 of which £68,000 was required to discharge mortgages. (11)

The estate was purchased by Sir Alexander Henderson, (later to become the 1st Lord Faringdon) who partially rebuilt villages. Much of what was left of this remarkable enterprise continued to serve and some exist to this day. The estate today is the property of the National Trust.

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HAYES BOAT-YARD, STONY STRATFORD

by R.J. Ayers.

Stony Stratford in Buckinghamshire is probably the most unlikely place to build sea-going vessels. Yet boats were built there by the firm of Edward Hayes, and taken to be launched at Old Stratford on the Grand Union Canal.

Research needs to be carried out on the history of the firm. There are very brief entries in the Victoria County Histories, Buckinghamshire volume IV, Sheahan's History of Buckinghamshire (1862), and Ratcliff's History of the Newport Hundreds (1901), and two-page illustrated accounts in Hyde & Markham's 'History of Stony Stratford' (1948) and 'The Nineteen Hundreds' by Markham (1952).

Edward Hayes I came from London in 1840, and set up business as an agricultural engineer at the Watling Works (Grid reference SP 792401) - now the Blue Star Garage. Today the site has been transformed and only one shed of the original factory remains. Hayes took paying apprentices, who went all over the world, some achieving high positions - one became the Chairman of the ship-builders, Harland and Wolffs; another the Chief Engineer of the L. & S. W.R.; a third, a Professor at Manchester.

Kelly's Directories give some idea of the development of the firm:-

- 1847 Edward Hayes, master British & Foreign School for boys and girls.
- 1852 Edward Hayes, consulting engineer and Superintendent of College
(home, Horse-Fair Green)
- 1869 Edward Hayes, engineer and patentee, and manufacturer of steam-ploughing machinery, Watling Works, Wolverton End
(residence, Old Stratford)
- 1877 An advertisement shows that Edward Hayes was making steam-tugs at that time.
- 1887 Edward Hayes, engineer, steam yacht and tug-builder.

Sheahan (1862) records Hayes' association with Smith's Cultivator and Hancock's Pulveriser.

Little record remains of Edward Hayes I or II (who died in April 1917). We have a photograph of Edward Hayes III, who was made a Member of the Institute of Naval Architects in 1920, a few months before his death at the early age of 40 in the November of that year. He left a widow and a young daughter, and a brother in the Indian Army. With his death, the firm passed to Mr. E.H. Littledale, with Messrs. R. Erridge and A.D. Bates as co-directors. However it continued to build vessels for only a further three or four years, and then developed into the London Road Garage.

The Wolverton & District Archaeological Society have over 50 slide-copies of the boatyard, stages of manufacture, vessels produced and documents associated with the firm. Most of these are described in the following list:-

1. View of entrance of the Watling Works from the south, c.1912.
2. View of Watling Works - Entrance and Offices, from the north.
3. End of the Drawing Office, where the paying pupils did the drawings.
The Drawing office was at the rear of the boiler-shop.
4. East corner of the machine shop.
5. Machinery in the machine shop : lathe that turned the crankshafts; Radial drill, on which cylinders were placed, and holes drilled in the cast-steel keel; Slotting Machine for slotting the top of the connecting rod; Shaping machine on which the brass-work was done.
6. Wheel Lathe, c.1880, on which the propellers were bored, bolted to the five-feet high face-plate. It was three-bladed, and used to true the pulley-wheels on the shafting which ran along the shop, and which was driven by a horizontal steam-engine. A small cog-wheel was pushed in by hand to engage the cogs at the back. A can was used to pour suds on to it to keep it cool.
7. Lathe, 1913.
8. North corner of the erecting shop.
9. Erecting Shop. The cylinder came into the erecting shop as a cast-iron casting, which was bored-out on a machine. A pair of inside calipers were used to obtain the bore of the engine. The pistons were $1\frac{1}{2}$ " in diameter. The cylinder was tipped up on end, and a shaping-machine shaped it level, so that the slide-valve would go smoothly over the surface.
10. Entrance to the Boiler Shop, showing a nearly-complete boiler. It took the best part of a day to fill the boiler with buckets of water. The boiler was lowered into the vessel at Old Stratford after the launching.
11. The outside Boat Yard. Four vessels are under construction.
12. Four views of the launch 'Suzette' made for a Moroccan customer, proceeding down the London Road and High Street, Stony Stratford, towed by a Fowler engine.
13. AS161, a boat for France, being hauled across the Buckinghamshire/Northamptonshire county border at London Road, Old Stratford.
14. The wharf at Old Stratford; an engine being lowered into a boat. The upper storey has since been removed by British Waterways.
15. Launching a vessel sideways into the Grand Union Canal. Today the launching-site is an onion-bed! Smaller boats went under their own steam by canal to London, larger vessels were transported in sections. The Wharf house is occupied by the sons of Mr. David Jones, who taught the Watling Works apprentices for Edward Hayes.
16. AS161 on Grand Union Canal. This vessel was sent to France in 1917.
17. The 'Curlew' built in 1902 with Compound Cylinder Condenser engine for South Africa. The class was for coastal and harbour work. Dimensions: 65ft. long, 13ft.10in. breadth, 6ft.9in. depth, 5ft.6in. draft, speed 11 statute miles. The 'Curlew' stuck in the sand in the Grand Union Canal at Leighton Buzzard, and was dragged by horses through to the Tring Summit, then under its own steam to the Pool of London to do its trials. It then steamed out to South Africa.

- 18 A tug dating 1904-5 on the Thames.
- 19 Nile Tug-boat for towing Lighters (from 'The Engineer' 6th April 1906) 70ft. long, 13 ft. wide over hull. Draft 4ft. Twin-screw engines 8" and 16" by 10".
- 20 Tug for Argentina, "Edith Callaghan" with Edward Hayes II at the bow.
- 21 Vessel for Archangel, Russia, 1917.
- 22 Launch 'Arknel' built for the Egyptian Government. This was a steel-plated towing launch of the twin-screw D.A.K. type. 60 ft. long; 10 ft. 8 in. breadth; 4 ft. 6 in. depth; 3 ft. draft. Speed 11.5 statute miles. Fitted with a corrugated-steel awning.
- 23 "Popular" for tropical work. 57 ft. long. Speed : 10 statute m.p.h. Carried 50 passengers.
- 24 "Douro" steam tug. Type for inland waterways and Harbour work. 51 ft. long, 11 ft. breadth, 6 ft. 2 in. depth. Draft 4 ft. 3 in. Speed : 10 statute miles.
- 25 "Ramtirth" steam launch. Yacht, with saloon, for river use. 39ft. long, 9 ft. breadth, 4½ ft. depth, draft 3ft. Speed : 9 statute miles.
- 26 Type B.T.C. (Bathurst Trading Co., Lever Bros.) 56 ft. 9 in. x 12 ft. 9 in. x 6 ft. 3 in. x 5 ft. 6 in. draft. Speed : 11 statute miles. Edward Hayes 9" x 18" x 11" C.S.C. Shipping Weight 29 tons. Bunk capacity 5.5 tons. The 'Barra' was supplied for use on an African river. A steel grating was supplied in place of the usual casing over the boiler. The deck-house was specially supplied.
- 27 Steam tug 'Barra' for the Bathurst Trading Company at Westminster Pier about 1919.
- 28 Type R.U.S. Similar to D.A.K., but with Nore beam, as supplied to the Russian Government - a number of these with open machinery-space were sent to Mesopotamia. (Blueprint). Length 60 ft. Breadth 10 ft. 8 in. Depth 4 ft. 6 in. Draft 3 ft. Speed 11.5 statute miles. Engines 6½" and 14" by 9" C.S.C.
- 29 Type S.E.G. As supplied to the French Government for work on a West African lagoon. Length 68 ft. Breadth 10 ft. 6 in. Depth 5 ft. 2 in. Draft 3 ft. 6 in. Speed 13 statute miles. Engines 6½" and 14" by 9 in. Hayes C.S.C.
- 30 "Sparteolus" believed to be the last tug built, about 1923, after E.H. Littledale had taken over the firm.
- 31 List of Standard Types of Engines, early 1923.
- 32 Prices of Hayes Marine Engines, early 1923.

ASH	£250	ABI	£300	ARD	£380	ASIA	£470
NASH	£220	NABI	£240	NARD	£290	NASIA	£399

F.o.t. London 2½% extra. Export packing case £12.
- 33 Engines for the Admiralty.
- 34 Marine Return Tube Boiler.
- 35 Condensing plant.
- 36 Sheet from a Wages Book of 1891.
- 37 Extract from the 'Engineering Review' : Committee of Enquiry on the Education of Engineers.

Acknowledgments.

To Mr. Gidman of Stony Stratford, who was an employee of the firm in the First World War, for the descriptions of machinery in the works.

To Mr. Eric Jones, of Wharf house, Old Stratford, for the loan of official photographs for copying.

AN INDUSTRIAL ARCHAEOLOGY TOUR IN NORTHAMPTONSHIRE

Geoffrey H. Starmer

This is intended as a guide for those who may like to see some of the items of interest to industrial archaeologists in one part of Northamptonshire. It is hoped that similar tours covering other areas in CBA Group 9 will appear in subsequent issues of the Bulletin.

Relevant O.S. Maps : No.133 (Northampton) and No.146 (Buckingham)

Starting Point : (778412), traffic lights on A5 at Old Stratford, just across the Buckinghamshire/Northamptonshire border.

- Route : Proceed along A508 towards Northampton.
In approximately $\frac{1}{2}$ mile, turn right and continue to COSGROVE.
Past church, turn right (marked 'No Through Road')
(793425) Narrow footway under canal: originally Grand Junction Canal and this section opened 1800.
(792424) Formerly a brewery, this building can be viewed from the tow path on the east side of the canal and walking south from the foot 'tunnel'.
(795422) Junction of the Buckingham branch of the canal (opened 1801, last used by commercial traffic as far as Deanshanger in 1938 and abandoned 1961).
(793427) Canal bridge "...in the Gothick taste and very charming", Pevsner. Leave by road signposted to Yardley Gobion.
In $\frac{3}{4}$ mile rejoin A508 (781430)
About $\frac{1}{2}$ mile along track opposite, to FURTHO.
(773430) Dovecote, c. 15th century. Circular but very dilapidated.
Return to A508 and continue towards Northampton for approximately 4 miles
(750478) Tollhouse.
Continue for approximately 1 mile, turn left and after $\frac{1}{2}$ mile enter STOKE BRUERNE.
Just before canal bridge on left, turn right (watch for traffic coming from hump backed bridge).
In less than 200 yards, a signpost indicating Waterways Museum car park on left.
(743499) Waterways Museum. Exhibits are both inside the old mill (for which there is a small admission charge) and outside - in and around the old lock on the west side of the one still in use.
(742499) The Boat Inn. Used to be a good example of a canal public house.
(739503) South entrance to Blisworth canal tunnel, 3056 yards long, opened in 1805.
Nearby, cast iron Grand Junction Canal Company's distance post.
Going up incline on right, just before tunnel entrance, is path formerly used by canal horses (whilst the boats were 'legged' through the tunnel by men laying on their backs on planks attached to the boats and pushing with their feet on the sides of the tunnel). This path is on the same route as the Blisworth Hill Railway which was used for moving goods between Stoke Bruerne and Blisworth where they were transhipped to and from the boats after the rest of the canal had been opened and the tunnel was still under construction (1800-1805).
On leaving Museum car park, turn right onto road, then turn right at junction to cross humped-back canal bridge.
In $\frac{1}{2}$ mile turn right towards Blisworth.
(737505) Bridge over the course of the former Stratford-on-Avon and Midland Junction Railway. This section was opened for goods traffic 1891 and for passenger traffic 1892.
On the west side of the bridge, station buildings (now a private house). These were used for passengers from 1st December 1892 until 30th March 1893 when regular passenger services ceased!
Continue along road to Blisworth.

On left, at intervals, the ventilation shafts for the canal tunnel. Earthworks for the Blisworth Hill Railway may be discerned, first on the right of the road and later on the left.

72521
26) Large embankment for the Blisworth Hill Railway.

29) On right, Blisworth Stone Works, now used as farm buildings but the buildings away from the road still retain their fine stone pillars.

736529 On left, steep path down to canal near northern entrance to tunnel.

Continue to BLISWORTH.

724533 Turn left onto main road (A43) and at bottom of hill, just after canal bridge, turn right and park (if in car) and return to

533) canal bridge. Under the bridge, the kerb stones to the canal are old London and Birmingham Railway stone sleeper blocks.

Adjacent to the bridge, Wesley Brothers flour mill (dated 1879) and now used as wine store.

To south west, large house formerly "Grafton Arms" coaching house until 1877.

715537 Continue for $\frac{1}{4}$ mile, then at T-junction (723538) turn left towards Gayton.

537) To south, approximately $\frac{3}{8}$ mile from road can be seen remains of later ironstone quarrying activities (opened 1942, closed 1944, re-opened 1953 and finally closed in September 1967) by Richard Thomas & Baldwin Ltd. Reinstatement of land almost complete.

At same place, also to south of road but very much nearer, a "wall" of ironstone left at the boundary between Blisworth and Gayton parishes by earlier quarrying activities c.1900.

711539 Continue to crossroads (713538) and continue across towards Gayton.

539) Concrete bridge of 1942, over Richard Thomas & Baldwin line connecting quarries with main-line railway system. Sunken fields on either side indicate earlier ironstone quarrying c.1880's.

709541 In $\frac{1}{4}$ mile:-

541) high brick bridge over course of former railway line between Blisworth and Towcester (opened in 1866 as Northampton and Banbury Junction railway and from 1882 part of the Stratford-on-Avon and Midland Junction Railway. Passenger traffic was withdrawn in April 1952 and closed to freight traffic in the late 1950's when the track was lifted west of the exchange sidings for Richard Thomas & Baldwin's quarries, seen just to the east of this bridge.

708542 Near this bridge can be seen remains of ironstone quarrying which started in 1858, before the Northampton and Banbury Junction railway was built.

542) Just past the houses on the left, immediately after crossing the present railway bridge, is a much smaller overgrown bridge. A gulley is visible to the west of the road. This is now the bed of a stream and used for growing water cress but was the track of a narrow gauge tramway, c. 1860, to ironstone quarries in Gayton Woods. These workings still remain, although very overgrown.

The course of this tramway to the east of the bridge under the road, has been hidden by fairly recent levelling of the earthworks to make the field easier to farm. It was in this field that the narrow gauge wooden tubs were tipped into larger wagons for transport to the L.N.W.R. along a standard gauge tramway. The route of this is quite clear, running in a cutting on the north west side of the later N. & B.J. Railway, before swinging round to the north on a curved embankment (715548) as it nears the main London-Rugby railway line. Some distance along the course of the standard gauge tramway, there stand the brick piers of an overbridge (711545) although there is now no sign of the road or track which it carried over the ironstone branch.

Return to the crossroads (713538) and turn left into road signposted to Rothersthorpe. In about $\frac{3}{4}$ mile:-

717548
548) two railway bridges, the first over the N. & B.J. Railway line and the second over the electrified main-line between London and Rugby. Looking south east from this bridge, one can see the site of the second Blisworth station (721546). The first station was adjacent the Northampton-Towcester road (A43). The road to the right, just before reaching the railway bridges, leads to the station. A short distance down this road and on the left, are railway houses bearing dated plaques marked SMJ (718547).

- (719550) Continue north east from railway bridges, in $\frac{1}{4}$ mile:- canal bridge and immediately to north west, Gayton junction where the Northampton arm of the canal (opened 1815) leaves the Grand Junction canal to Braunston. There is a canal toll-house here and in the British Waterways depot alongside the start of the Northampton arm, a large pile of sleeper blocks from the London and Birmingham Railway.
- Continue along the road towards Rothersthorpe, crossing the Northampton arm of the canal twice. After passing the turn to Milton Malsor, on the right:-
- (724560) cutting for Blisworth-Peterborough railway line (opened in 1845 and thus established rail communication to Northampton and also between London and Peterborough, 110 miles. A shorter route, 102 miles, was available when the Eastern Counties Railway opened their branch from Ely to Peterborough. The present Kings Cross-Peterborough line was opened by the G.N.R. in 1852 reducing the distance to $76\frac{1}{4}$ miles).
- After a sharp turn left, the road crosses the Northampton arm of the canal yet again.
- (723562) To the south, two locks and an usual design of lock-keepers cottage. To the north is a fine flight of 8 locks descending into the valley of the Nene (pronounced NEN in this part of the country). Going north along the canal towpath one will find examples of lifting drawbridges for farm crossings.
- Continue to ROTHERSTHORPE.
- (715565) PROVIDED PRIOR APPLICATION IS MADE to Mr. P. Dickens, Poplars Farm, Rothersthorpe, it may be possible to see his collection of steam rollers and traction engines which occasionally work on his farm.
- At cross-roads (713569) turn right. In approximately $\frac{1}{2}$ mile:-
- (717575) Bridge over M1, first British motorway, opened November 1959.
- After crossing Northampton arm of canal again (724581) and level crossing for Blisworth-Peterborough line (727582) continue approximately half way up the following hill.
- (732585) The 3'8" gauge railway, built c.1878 to feed Hunsbury Hill Iron Furnaces used to cross the road here. Although very overgrown, the course of this railway is discernible (as a very thick hedge!) on the north west of the road but the recent laying of a pipe-line has cut the route immediately on the south east of the road. However, after a gap of about 10 yards, the earthworks are again evident on this side. At this road crossing, one can appreciate the incline of the tramway. Locomotives were not introduced until 1912 and prior to this the incline was used to advantage by running loaded wagons, in pairs, down to the furnaces by gravity. Horses were used to pull up the empty wagons. Continue to near the top of the hill, there is a road (Euclid Avenue) on the left. (736587)
- (736586) Entering the field on the south of the road, the Hunsbury Hill ironstone workings can be seen. These were closed in 1921 and, although overgrown, can be followed for much of their course. This now passes close to Hunsbury Camp, an iron-age hill fort site (738583) but during the period 1882-4 ironstone was worked from the latter site. However, Pickering Phipps, Chairman of the Iron Company, rewarded all workmen making archaeological finds and some 300 storage pits were discovered. Amongst the other finds were iron weapons and also slag from which it has been inferred that smelting of iron was practised here many centuries ago.
- (732592) Going down Euclid Avenue, approximately $\frac{1}{2}$ mile, the Blackwood Hodge works, on the left, occupying the site of Hunsbury Hill Ironworks. The furnaces were erected in 1873 and closed in 1921. They were dismantled c.1936 after they had been taken over by Richard Thomas & Co. Ltd., Ebbw Vale.

732594

94) The row of houses, on the left, just past the entrance to Blackwood Hodge, were associated with the ironworks.

732595

95) Continuing past the houses, there are a succession of bridges. The first, small bridge, crossed a private standard gauge line connecting the ironworks with more quarries nearer Northampton but also gave connection with the LNWR Blisworth-Peterborough line which is crossed by the second bridge. Although they have now been removed, one can see the space for the sidings with which the reputedly standard gauge line from the Duston Iron Ore Company's mines made connection with the LNWR.

732596

96) This ironstone line swung sharply north from the LNWR and rose to join the road, crossing the canal by the same bridge as the road. Traces of the track can still be seen on this bridge but do not seem to be of standard (4'8½" gauge). During the 1930's, considerable work was carried out to prevent the River Nene flooding the lower parts of Northampton. This has resulted in the disappearance of all traces of the ironstone line between the canal and the River Nene.

732596

Continuing over the canal bridge and by foot along the private road, leads to:-

732596

96) Duston Mill, which contains nothing of great interest. Turn right across the field, after crossing the bridge on the far side of the mill.

732598

98) Substantial embankment which formerly carried the Duston Iron Ore Company's line to the Northampton-Weedon road (A45) and across to the now filled-in mines at Duston. A very thick bed of ironstone was discovered here c.1850 and the tramway was built to take the stone away c.1855. For some years, the output from these mines was amongst the highest from the Northamptonshire ironstone field. The workings passed through the hands of several companies and was finally closed in 1909. Besides iron ore, which was given preference, the line also carried traffic from Duston Brick Works and Stensons Foundry, in St. James End, Northampton to which a branch of over a mile long was constructed.

Return to the top of Euclid Avenue (736587), continue along the road towards Northampton. Whilst still on top of the hill, a panoramic view of the town presents itself and the influence of communications on the location of industry is clearly seen. The canal and earlier railways have followed the rivers and are in the lowest parts of the town. Along these lines of communication can be discerned former maltings (near the recently rebuilt railway station), the gasworks, the brewery complex and, in the distance on the east, the electricity generating station.

Continue towards the town but at the main road (A43) turn right and leave the town behind (Northampton may be included in a later 'Industrial Archaeology Tour'). Continue for about one mile.

742578

578) Bridge carrying road over track of tramway from Hunsbury Hill furnaces to the extreme easterly quarries. The brick arch is very low and the locomotives working the line were built to a specially reduced height of 8'5" from rail level. Looking west from the bridge, the cutting towards the furnaces is still very evident.

743577

577) On the east of the road, the course of the tramway has been interrupted by subsequent earthworks due to a recent pipe line, but beyond these the track can be followed, via a reversing junction, to the end of the workings, on the edge of the escarpment with good views to the south east. The earth formation in the workings indicates the plank-and-barrow method of removal of the overburden and a curiosity of the ironstone here is that it yields the rather unusual formations of "ironstone boxes" of between 1 inch and 2 inch sides.

741574

574)

Continue along the A43 in the direction of Blisworth and in approximately 1½ miles reach MILTON MALSOR.

(733557) On left, adjacent to Greyhound Inn, the buildings which were formerly East's brewery.
Continue towards Blisworth for approximately one mile.

(729542) On the left, a row of railway houses.

(728541) Large stone bridge over road, built c.1838 to carry former London & Birmingham Railway, reputedly by a local man, Richard Dunkerley.

The first Blisworth station was on the east side of the road, south of the railway. The fine stone house on the other side of the road has, in the past, been referred to as the first Blisworth railway station but it is doubtful if it ever was owned by the railway. Since its style is that of the Blisworth Stone Works (already passed on this tour (730529)) it is probable that it was built as a sort of 'show house' to advertise the products of the Stone Works to the occupants of the many horse-driven coaches coming to Blisworth station. For many years this was the railway station for a very large area and coaches were advertised as running to it regularly from Northampton, Towcester, and even as far as Peterborough.

Continue into BLISWORTH and take first road to left, towards Courteenhall and continue for approximately $1\frac{1}{2}$ miles.

(747531) A very high bridge carries the road over the railway. This is at the north end of Roade cutting (known as Blisworth cutting in the early days of the railway). Although not the largest on the original London-Birmingham railway it was the most difficult and expensive. The original cutting was completed in 1838 and is over 50 feet deep for most of its $1\frac{1}{4}$ miles length. In the early 1880's it was widened and partly deepened to accommodate the line, opened in April 1882, which descends from Roade to Northampton. Looking south from the bridge, the magnitude of the task facing the builders of these lines can be well appreciated.

Continue for about $\frac{3}{8}$ mile. At A508, turn right and continue through ROADE.

(752508) Railway bridge over road. The bridge formerly carried the track of the Stratford-on-Avon & Midland Junction Railway Line from Towcester to Ravensthorpe Junction. By walking east along the course of the line, one reaches:-

(757511) Curving embankment, built in 1891 to carry a single line spur to a junction with the London & North Western Railway just south of Roade Station. A bay platform was built on the down side of the station for a passenger service to Towcester but this was never used. The spur was closed in May 1917 and the track lifted.

Return to the Roade-Stony Stratford Road (A508).

(753507) Site of small limekiln built into the hill side.

Continue towards Stony Stratford (in approximately $1\frac{1}{4}$ miles rejoin outgoing part of tour) and the starting point for the tour.

THE BANBURY STEAM ENGINE FAIR

Reported by John Carter

The 1968 Banbury Steam Fair was held at Bloxham Fields on Saturday and Sunday, June 29th and 30th. It was an honest attempt to portray to the present generation how work was done and entertainment provided 50 years ago, when steam was the prime mover not only on the railways but on the roads, on the land and farms, in factories and mills and on the fairground. Missing from this year's Banbury Fair was the frivolity associated with present day Traction Engine Rallies. Apart from the area where a steering competition was being held, most engines present were doing work of some kind or other. Consequently, the showground gave an impression of great activity.

Along one side of the field a new stone road was being laid and very well consolidated by several steam road rollers. Whilst several of these machines were built during the nineteen-twenties, two of those constructed by Aveling & Porter dated from 1912.

Another side of the field was taken up with portable engines. Here the oldest engine was Foster No.201 of 1870 and reputed to be the oldest working portable steam engine in the country. This engine, named "Great Tew" came from the Boulton state of that name where it worked the sawmills and estate yard, replacing a Boulton & Watt engine. During the two days of the Steam Fair, this Foster portable supplied steam to a table engine built by Lampitt of Banbury in 1860 and which worked until recently at Hunt Edmunds brewery in Banbury. The engine was removed from there when brewing ceased in 1967. Another portable engine, Humphries No.1663 of 1890 was raising steam for another stationary engine which had been used in Hunt Edmunds brewery. This was a horizontal engine built by Henry Insey of Nottingham circa 1870. Also present was a Burrows & Stewart 3 horse power portable engine built in Banbury in 1900.

Several agricultural engines were present, that of J. Plaister of Swindon, Marshall No.71837 of 1919 came to the Showground under its own power. Another Marshall present, No.15391 was built in 1887 and is one of the oldest traction engines still running. The firm of William Allchin of Northampton, was represented by No.1652 built in 1914 and which was in regular use at Fairford until 1940. These engines were in use driving threshing drums of which three were present, built by Fosters, Ransomes and Marshalls respectively.

Showman's Engines were present, some producing current for the rides or organs. The Thetford firm of Burrell was well represented: No.1945 built in 1896 was originally an agricultural engine but was converted to a Showman's type engine before coming into the possession of its present owner; No.3886 of 1921 (Lord Ascelles) still retains its exciter dynamo and rear-mounted crane. Amongst the rides were Mr. W. Dorman's Galloping Horses which are once again driven by a steam engine by Savages' of Kings Lynn and the smaller set of Galloping Horses belonging to B. Hatwell of Oxford which still has its steam engine at the centre although nowadays this is not used to provide the motion for the ride. There was also a set of steam yachts (swing boats) which are preserved and travelled by Harry Lee of Bradford, Yorkshire. This set was built by Savages for Walter Waddington of Bowling, Bradford and passed to Mr. Lee during the nineteen-forties. These three rides each had their own organs which provided music during the Fair. Apart from these on the rides, there were several other fairground organs present including a Marengi 97 key instrument of 1905 which gave a spirited rendering of Handel's Hallelujah Chorus and the mammoth 98 key Marengi which formerly belonged to Pat Collins, the famous Birmingham and Midland Showman.

Causing almost as much interest as the steam engines were a number of internal combustion engine farm tractors. A 1928 International Farmall and 1928 Fordson were the oldest present whilst the most recently built machines were twenty year old Field Marshall tractors of 1947/8. There were also two small Amanco 3 horse power stationary engines of 1912/1919 with 'make-and-break' ignition.

REPORTS OF INDUSTRIAL ARCHAEOLOGY IN THE INDIVIDUAL COUNTIES

BEDFORDSHIRE

1. Studies

(a) Brickmaking. Several members of the Dunstable W.E.A. Industrial Archaeology class have made a tentative start on an investigation into the Brick Making Industry of South Bedfordshire. Contact has been made with some retired brick makers and it would appear that a fair amount of information can be obtained and recorded.

(b) Light Railway to Leagrave. A plan dated 1910 has been found giving details of a light railway which was to run from the Luton-Bedford road (A6) just north of Luton, to Leagrave, a distance of about 2 miles. No research has yet been carried out on this item but the line was almost certainly never built.

2. Lectures/Courses

The course on Industrial Archaeology organised by the Dunstable W.E.A. has commenced its third and final year. The tutor, as last year, is Dr. D. Gordon, Ph.D.

3. Publications

Bedfordshire Magazine, Summer Issue 1968, contains an article by T.R. Key on the history of a company formed by Henry King Stevens to market water from the Chalybeate Springs at Flitwick.

BERKSHIRE

The informal group of Industrial Archaeologists in Berkshire have now formed a Society - The Berkshire Industrial Archaeology Society - this is a section of the Berkshire Archaeological Society. The secretary is J. Kenneth Major of 2 Eldon Road, Reading - telephone Reading 52698.

1. Studies

(a) Brick works. The whole of Colliers Brickworks in Reading has been demolished. One can only feel thankful that a fairly considerable amount of recording was achieved before demolition. The School of Art at the University collected a complete set of the tile alphabet and numerals which date from the Art Nuveau period and were designed by one of the Colliers designers.

Kew Kilns in Tilehurst are being recorded. This is a works which specialised in roofing tiles and made very few bricks though it was a large works nearly as big as Colliers.

There are still some "live" brickworks on this strip of brick earth which need to be recorded whilst they are at work.

(b) Bucklebury Foundry. Several people have been at work on the papers associated with Bucklebury Foundry. A small group is restoring the waterwheel and milling equipment in the barn below the Foundry which was a contract job of the Foundry in c.1875.

(c) Berks. and Wilts. Canal. David Banfield has been proceeding with his record of the Berks. and Wilts. Canal. Several good lock details, which may be peculiar to this canal, have come to light.

Lectures/Courses

A general introductory course in Industrial Archaeology is being held in Reading by the W.E.A. This follows on the specialist course in the "Industrial Archaeology of Transport" held last year.

BUCKINGHAMSHIRE

Studies

Brick clamps. Dr. Jarvis has been leading a group in the excavation of one of a set of brick clamps, known to date from 1560.

Lectures/Courses

On Thursday, 7th November, the Bletchley Archaeological Society has a lecture on 'Beer & Brewing' dealing with the buildings, equipment and prime users of the smaller and older breweries still at work or only recently closed.

Publications

(a) Journal of the Wolverton & District Archaeological Society, No.1, 1968. Previously published under the title of 'Newsletter', the new name of this publication is well justified by its contents. Of particular interest to industrial archaeologists are:-

"Newport Pagnell's Iron Bridge" by Michael P. Harris. This gives the history of the bridge, dated 1810, with brief details of its construction and an account of the protests against the Newport Pagnell Urban District Council's decision to ask for the demolition and replacement of the bridge. This is an excellent example of the way in which local feeling can be organised so that it cannot be ignored by local bureaucrats.

"Three Queens at Wolverton" by R.J. Ayers. Referring to the visits of Queen Adelaide in 1840, Queen Victoria in 1845 and of Queen Elizabeth in 1966, Mr. Ayers highlights the changes in the scene presented to each Queen. He includes the industrial aspects, with mention of the successive sites of the railway station, the railway works and workers' housing.

Copies of this publication, costing 7/6d., may be obtained from Mr. R.J. Ayers, 13 Carage Walk, Stony Stratford, Bucks.

(b) Festiniog Railway Magazine, No. 41, Summer 1968. An article by Peter Jarvis on "The Welshpool Van" which recounts the restoration/rebuilding of a 1923 vintage narrow gauge railway van for the Festiniog Railway. This work was undertaken by a group of enthusiasts at Fenny Stratford, Bucks. and is an example of the hard work involved in this aspect of industrial archaeology.

Preservation/Museums

(a) Ivinghoe Water Mill. The Pitstone Local History Society have restarted repair work on this mill. Some two years ago the Society rebuilt the sluice and buckets (as reported on page 4/3 of Bulletin No.4) and have now turned their attention to replacing a broken cast iron spoke in the water wheel and repairing the flume which is leaking badly. A small grant has been received from S.P.A.B.

(b) Pitstone Windmill. Work of restoration on this windmill is steadily proceeding, current work being on the final drive to the stones.

Exhibitions

The Wolverton & District Archaeological Society are holding an exhibition at the Radcliffe School, Wolverton on Friday and Saturday, November 1st and 2nd 1968.

Amongst the exhibits will be a 19th century chemist's items, historic photographs and prints, over 200 tools of local craftsmen, trade tokens, the development and local manufacture of clay pipes. There will also be demonstrations of lace-making and the opportunity to taste real bread, baked by Mr. Newman Cole of Newport Pagnell using stone-ground flour.

NORTHAMPTONSHIRE

1. Studies

(a) Islip Iron furnaces (SP 969782) and Tramway

Blast furnaces were established here in 1871 and eventually closed in 1943 and demolished. The 3' gauge tramway between the quarries and the works survived until 1952, tipping into standard gauge wagons at the furnace site for transport to the furnaces at Corby.

Within a year all the narrow gauge tracks had been lifted but many bridges, as well as cuttings and embankments still remain. These are now being fully recorded before they are obliterated by tipping operations. At the same time, efforts are being made to locate photographs of the furnaces and tramway when in use and already over 30 have been discovered and copied. Two of the most interesting pictures of the furnaces were found when searching through old lantern slides of the Northamptonshire Natural History Society and must have been taken during a visit by that Society to see the geology flora and fauna there many years ago.

(b) Boot and Shoe Factories

(i) Allinson's Shoe Factory, Earl Street, Northampton (SP758611)

The proprietor of Allinson & Company's shoe factory informed Mr. John Thornton that it was intended to remove the old wooden hoist in the factory. Mr. Thornton, accompanied by Mr. Victor Hatley, visited the factory and were able to record and fully photograph the hoist. It bears a makers plate giving the name of a little known Northampton engineer.

(ii) E. & W. Starmer's Heel Factory, Kislingbury (SP698593)

During the early summer, this factory ceased work and the premises auctioned. After closure, members of the Northamptonshire Industrial Archaeology Group were given the opportunity of inspecting the buildings and premises. The factory seems to have been converted from a stone barn at about the turn of the century, with large glass windows occupying most of the north side. Originally the building adjoined the house known as "The Laurels" but sometime previous to the auction, part of the factory was demolished so that house and factory premises could be auctioned as separate lots. In the past, 20 or so girls were employed in addition to men working the machines but at closure only two men worked there, operating some machines one day, and other machines the next and so on until all the operations were completed.

Power for the machines was supplied, right up to the last days of working, by a single cylinder gas engine driving two countershafts running the length of the machine shop. The gas engine also drove an open-type Crompton generator for lighting but this was removed earlier in the summer when part of the factory was demolished. The gas engine was offered to the Northampton Museum who were unable to house it and it is believed the engine has now been preserved privately.

(c) Islip Toll house (SP 981785)

Earlier this year, this toll-house became unoccupied and since it is isolated from other houses and is directly alongside the Kettering-Huntingdon road (A604) it seemed likely to be demolished or vandalised. Colonel Stopford-Sackville kindly gave permission for a group to go inside and fully record the building.

d) Mileposts

start has been made on inspecting the remaining mileposts in the county and checking what actually remains with that indicated on the latest 1" O.S. maps. Amongst those so far recorded are:-

- (i) At SP 733654, on the East side of the Northampton-Welford road (A50), the only cast iron milepost so far discovered in the county and unmarked on the 1" O.S. map.
- (ii) At SP631718, in West Haddon, on the S.E. side of the main street, a stone milepost backing onto the wall of a house. It bears no plate and is unmarked on the 1" O.S. map.
- (iii) At SP 573729, a pleasing survival of a stone milepost on the strip of grass between the old A428, now used as a lay-by and the more recent link road between the M1 roundabout and the A5. This is marked on the 1" O.S. map.

Lectures/Courses

(a) Northampton. The third year of the 'Industrial Archaeology' course offered by the Leicester University Department of Adult Education has commenced at the University Centre in Northampton. During the Winter Term, the emphasis is on what has been done re industrial archaeology in the counties surrounding Northamptonshire and the County Representatives of the CBA9 Industrial Archaeology sub-panel are contributing to this.

(b) Wellingborough. The W.E.A. course of 12 meetings on 'Industrial Archaeology' has commenced on Wednesday evenings at Wellingborough Technical College. This is a practical course with optional field work at the weekends and already worthwhile contributions have been made to the industrial history of Wellingborough.

It is possible a further course of 12 meetings will be held after Christmas. Information on this may be obtained from the W.E.A. Branch Secretary, Miss J.M. Douglas, Flat 4, 16 Ranelagh Road, Wellingborough, or the Course Tutor, Mr. Geoffrey H. Starmer, 17 Mayfield Road, Northampton.

Publications

Northamptonshire Past and Present, ⁴ No.2 1967/68 contains two articles of industrial archaeological interest:-

"Building Materials used in Northamptonshire and the Area Around" J.M. Steane. This describes the quarries of Collyweston, Kingscliffe, Stanion and Weldon as well as some just outside the present county boundary (Alwalton, Barnack and Keston). In the account of working the quarries, reference is made to hand sawing at Weldon until the second World War when power sawing was introduced.

"'Blaze' at Buckby" by Victor Hatley, is concerned with woolcombers (whose patron saint was St. Blasins, otherwise Blaise or Blaze) in the County and an account of the celebrations commemorating this saint at Long Buckby in 1779. The article quotes statistics of employment based on the author's investigation of the Northamptonshire Militia lists for 1777 when Long Buckby had 40 woolcombers listed out of a total of 183 men listed. The trade declined rapidly at Long Buckby during the first half of the nineteenth century and shoemaking took its place. At the census of 1851, 324 were employed in the shoe trade and only 1 woolcomber out of a total of 2341 persons listed in the census returns.

4. Preservation/Museums

The Northampton Central Museum and Art Gallery, in Guildhall Road, has now on display some more examples of machines used in boot and shoe manufacture. These are part of the collection gathered by Mr. John Thornton at the Northampton College of Technology.

5. Exhibitions

During August, an exhibition of old photographs said to be of Northampton was staged at the Abington Park Museum in Northampton and entitled "Do you Remember?" Those attending the exhibition were invited to write any details relevant to the photographs, on a slip of paper attached to the catalogue for the exhibition and so produce a body of local historical knowledge. The items included plenty of views of the street tramways, of the fire brigade but not a great deal of local industry although part of the Phoenix brewery with a long demolished lucam was visible on one picture. There was also an old photograph of Woodford Lower Watermill (~~Demolished only~~ ~~1968~~) which is at least 20 miles from Northampton!

OXFORDSHIRE1. Studies

(a) Banbury. The general recording of items of industrial archaeological interest is proceeding and now includes:-

Hunt Edmunds Brewery (where brewing ceased in 1967)

Workers housing associated with the Britannia Ironworks

Buildings associated with textiles (e.g. blankets)

(b) Oxfordshire Ironstone Company. This company's Wroxton quarries were closed in September 1967 and most of the track and equipment were recorded before they were removed. The present work is directed towards locating photographs of the system when at work. Wroxton was visited by many industrial locomotive enthusiasts who each took many photographs, most of these are solely of the locomotives and give little information on the railway, quarries and method of working. John Carter, of Tarvers, Adderbury East, Banbury would welcome information on the existence of old photographs of these quarries.

2. Lectures

Mr. E.J. Wigley, of Cornwall, gave a talk on 'The Industrial Archaeology of Hayle' to a meeting of the Oxfordshire Group of the Schools Council's Project Technology. The talk showed how pupils at Mr. Wigley's school in Hayle had benefited by surveying the remains of their local industry and it is hoped that some of the Oxfordshire schools will try to emulate them.

3. Publications

"Cake & Cockhorse" (the magazine of the Banbury Historical Society) 3, No.12, Summer 1968 was devoted to industrial archaeology. The articles included:-

"Watermills in North Oxfordshire" by John Carter. This gives an account of the methods and generalised summary of the survey followed by descriptions of four mills together with brief details of another nine.

"The Lampitt Steam Engine from Hunt Edmunds Brewery"

"The Brymbo Ironworks, Hook Norton" by G.E. Gardam. The article describes the remaining buildings and features of this ironstone quarry system which closed in 1946 and dismantled in 1948. The

accompanying plan of the layout is more detailed than that given in Eric Tonks' "Ironstone Railways & Tramways of the Midlands".

"The Vulcan Foundry, Banbury" by G.C.J. Hartland. This was established in 1837 by Lampitt & Co. and this short article describes some of their products. It also includes a scale drawing of the layout of the works.

"Steam Navigation at Bodicote" by J.H. Fearon. In 1841, Mr. Henry Warriner fitted an oscillating launch engine (now Exhibit 54 amongst the Boat Engines on the Third Floor of the Science Museum, London) into a steam launch "Firefly". The article relates how this launch eventually came to the Sor Brook at Bodicote and the existence of certain items related to the "Fire Fly".

Copies of this issue of "Cake & Cockhorse", costing 3/- (inc. postage) may be obtained from Mr. John Carter, Tarvers, Adderbury East, Banbury.

Preservation/Museums

(a) Highmoor Parish Pump (SU700843)

The pump is contained in a brick, hexagonal-shaped building of Gothic design. Internally there are texts and a dedication plate dated 1862. The pump is by Wilder of Wallingford. The roof, which may originally have been thatched, is now in a dilapidated state.

The attention of the Oxford City and County Museum was drawn to the state of the pump by Kenneth Major and a member of the museum staff visited the site to see what immediate repairs were needed. Following this a letter was sent to the Clerk of the Parish Council to see whether the Council had any plans in mind for the repair of the pump and the building housing it. A further letter from the museum offered to supply materials such as roofing felt and paint if a local work force could be found to do the necessary repairs. In addition enquiries have been made in Oxford to see whether a small work force could be raised if no labour is available in Highmoor itself. At present the reply from the Parish Council is still awaited.

(b) Nettlebed Brick Kiln (SU703868)

This is the only conical, seventeenth century brick kiln in the county. The County Planning (Henley Area) Sub-Committee have now granted outline planning permission for residential development in the Estate Yard, requiring as a condition that the layout should be set out in such a way as to incorporate and retain the kiln. The Sub-Committee decided not to put a Building Preservation Order on the site at this stage. The Buildings, Records and Industrial Archaeology Panel of CBA Group 9 welcomed the interest already shown by the County Council in this site but felt that the only safe course to take was to impose a Building Preservation Order on the kiln. The Convener was asked to write to the County Council, explaining the Panel's views, and adding that if the Council still feels that a B.P.O. is out of the question, then perhaps the Council would urge the Ministry of Housing and Local Government to have the building listed.

At present the matter is in the hands of the County Planning (Henley Area) Sub-Committee.

