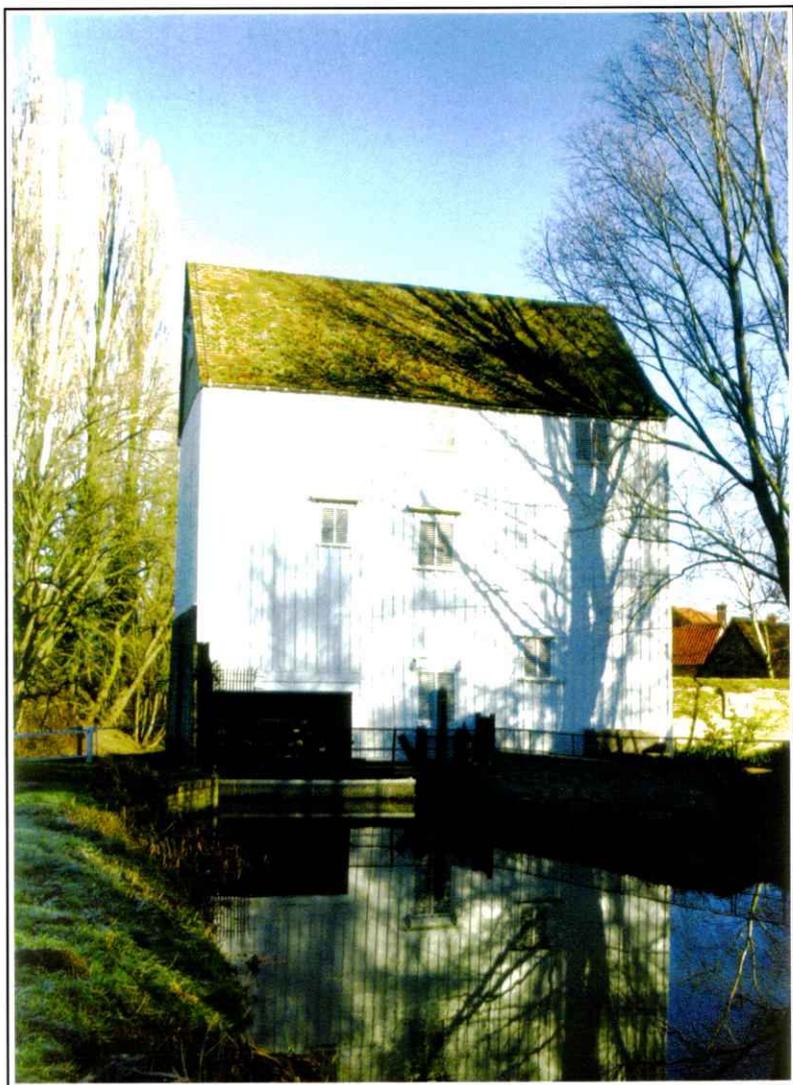


**A GUIDE TO THE
INDUSTRIAL
ARCHAEOLOGY OF**

CAMBRIDGESHIRE & PETERBOROUGH



NIGEL BALCHIN AND PETER FILBY
Association for Industrial Archaeology

CONTENTS

Introduction	1	5	Huntingdonshire	39
1 Cambridge	9	6	Peterborough	46
2 South Cambridgeshire	17		Bibliography	50
3 East Cambridgeshire	27		Index of places	52
4 Fenland	34		Key Map to Districts	53

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SITE INFORMATION

The Gazetteer is arranged in sections, according to the electoral Districts. Entries are arranged in alphabetical order of town/village. Each gazetteer record has a letter showing the District, followed by a site number shown on the location maps at the beginning of each section.

An entry for 'Access' indicates whether the site is visible from the road, or how it can be seen from a point to which the public has access, such as a public or permitted footpath. In the case of Museums and other sites regularly open to the public there will be an indication of opening hours, and machinery running times if applicable, in 2001, and phone numbers and other contact points. You are advised to check opening times before travelling; if you cannot contact the Museum directly, the local Tourist Information Centre (see telephone directory) may be able to help. Under Access, or in the general notes, the National Trust, similar organisation or private owner will be named as appropriate. No indication of any charges has been given, but visitors should be glad to support the expensive maintenance and development of historic sites.

Please note that you should exercise care when visiting any site, and the following gives some pointers.

- Take care when driving to a site - particularly in the Fens, where roads often run on top of steep-sided banks between deep ditches, and feature sharp bends.
- Keep to highways or public rights-of-way (footpaths, bridleways etc.).
- Do not attempt to enter derelict buildings.
- Working museums open to the public vary widely in their attitude to safety, from being so closely guarded that little of interest can be seen, to requiring careful avoidance of contact with moving parts. The latter means that children should be under close supervision.

CHOICE OF SITES

We have selected the sites listed to meet the following criteria:

- An interesting and meaningful appearance on site.
- Historical importance.
- Rarity - we have chosen only a selection of the more common types of site, such as windmills or milestones.
- A reasonably accessible location, considered

on a large scale - that is, not too far off the beaten track.

- A reasonably accessible site - that is, not requiring special permission to see it.
- Proximity of other sites justifies including sites which might not be considered of sufficient interest on their own.

As the above are inevitably subjective, we hope you will be reasonably in agreement with our selection.

COVER ILLUSTRATIONS: *front cover:* E18, Lode Watermill, see page 30; *back cover, above:* S08, Chishill Windmill, see page 20; *below:* F10, Kingsdyke Brickworks, Whittlesey

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H12: Houghton Mill

INTRODUCTION

AREA COVERED

This Gazetteer covers 'Cambridgeshire & Peterborough', that is, the County of Cambridgeshire as it existed 1974 - 1997. It was formed in 1974 by amalgamating the County of Cambridgeshire (itself the result of an earlier amalgamation of historic Cambridgeshire with the Isle of Ely) with the County of Huntingdonshire and the former Soke of Peterborough (which was part of Northamptonshire).

This was divided into administrative Districts under authorities as follows:

Cambridge City Council

South Cambridgeshire District Council

East Cambridgeshire District Council

Fenland District Council

Peterborough City Council

Huntingdon District Council, now Huntingdonshire D C

The last, covering the area of the old Huntingdonshire, was renamed as above.

In 1997, Peterborough became a Unitary Authority, including the city area and rural land to the NE of it.

A few sites just beyond the borders of the area defined above have been included.

Please note that there is one major anomaly concerning the borders. The town of Newmarket is in Suffolk, although it is completely surrounded by Cambridgeshire (East Cambridgeshire).

FEN DRAINAGE

The draining of the Fens was the major change brought about by human intervention in the area of Cambridgeshire, affecting most subsequent agricultural and industrial developments in the area.

Quite a lot of evidence of the drainage of the fens survive, in the form of massive earthworks and remains of pumping engine houses etc. The most monumental are the drains which were created from the sixteenth century onwards, but mostly date from between c1630 and 1660. The Bedford Level Corporation was responsible for surveying, cutting, and embanking work on a scale that seems stupendous with the equipment of the day, requiring much human labour. Several large

new drains were dug, and others widened, between 1820 and 1850, after the introduction of steam engines to help drain the fens. In the North Level a system of gravity drainage with improved outfalls into the Wash was tried. In digging the new works and repairing others the Victorian engineers had the benefit of machinery developed at the time, but still needed many navvies, local labour, and engineers. The process has gone on, with more modern machinery being purchased, borrowed, or hired, to the present day.

The maintenance and operation of the drainage system was complicated by the drained peat shrinking as it dried; latterly 'fen blows' blew away topsoil, lowering the level further. The original drainage system was unpowered, the water flowing naturally down to the sea. As the level which had to be drained gradually dropped, Internal Drainage Boards were established from 1726 and continue today. Windmills were introduced which powered scoop wheels to lift water up to the main drainage channels. From the 1820s, steam beam engines were introduced, some giving way to rotative steam engines, often driving a centrifugal pump. Oil engines, and later diesel power, again with centrifugal pumps, were used from the 1890s, and since 1970 there has been a further change to electric pumps, which can operate submerged, avoiding the need for the earlier donkey engine driving a vacuum pump for priming. In all this development, when a new engine was introduced the old one was usually kept as a standby. Surprisingly, several steam engines in the fens reached a working century. The only survivor in this county is Stretham Old Engine (East Cambridgeshire), built in 1831 and last used in 1941. Now an electric drive demonstrates it in motion.

Drainage was organised locally by setting up Internal Drainage Boards, a system which survives to this day. The intricacies of the naming of drainage districts, which have often been amalgamated, continues to this day. A further problem is that some drains lead to engine sites that stand in neighbouring villages, or even in an adjoining county.

The Prickwillow Drainage Engine Museum and Stretham Engine (East Cambridgeshire) have well-presented displays covering various aspects of Fen Drainage. For much additional information on pumping house sites, see Hinde 2001.

TRANSPORT – WATER

Long ago, probably in Roman or immediately post-Roman times, artificial waterways known as 'lodes' were constructed from the main river channels to serve villages on the edge of the Fens, leading to inland harbours such as those at Reach or Swaffham Prior (East Cambridgeshire). Flat-bottomed lighters carried stone and other building materials to construct the Cambridge Colleges in particular, as well as general cargo.

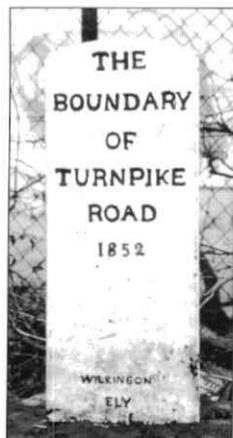
Locks were needed on the waterways, but little has survived the reconstruction and improvement needed to continue navigation on the river, now almost all recreational rather than commercial.

From the 18th century some fen drains were canalised for access to towns, and to remote locations in the fens. Industries making use of waterborne traffic included agriculture, brickworks, maltings, mills, chemical fertiliser and sugar beet. This was mostly to carry the products, but from the mid-19th century coal became a major import. The railways also promoted access to nearby sidings by water.

No example of a fen lighter is on show – some examples have been found, but the very substantial funding needed for preservation was not available.

left: E14: Ely Turnpike Marker

right: H31: Somersham Guidepost



2



TRANSPORT – ROAD

The Great North Road ran, and its modern version, the A1, still runs, through Cambridgeshire from Eaton Socon to Wansford (both Huntingdonshire). There were many inns to meet the needs of travellers, of which we list the George in Huntingdon as a fine example.

Turnpike roads were established, and their toll cottages are in most cases the only reminders visible today. That at Guyhirn collected tolls from users of the bank of the waterway Morton's Leam.

William Warren, a Fellow of the Cambridge University college Trinity Hall, began to measure the one mile points along the roads from Cambridge, starting at Great St. Mary's Church. Milestones were erected in 1729 in memory of Dr Mowse and Dr Hare also of Trinity Hall, with the college arms. They are claimed to have been the first true milestones set up since Roman times. A series along the old Cambridge to London road, now the B 1368, survives, and that at Flint Cross (South Cambridgeshire) is listed here. There are also elaborate guide posts in Huntingdonshire, of which those at Alconbury and Somersham are listed.

In the Fens before they were drained, roads between settlements on islands ran along raised causeways. After drainage, roadways were marked out in straight lines to suit the division of the reclaimed land into plots.

Bridges were required to cross rivers, and some medieval bridges remain, such as at St. Ives, Huntingdon (both Huntingdonshire), and Wansford (Peterborough).

In due course, the many attempts to solve local traffic problems, particularly in Cambridge, may present an interesting tangle to future industrial archaeologists – at the moment the Park and Ride schemes look promising.

TRANSPORT – RAIL

The railway history of Cambridgeshire is complex, what with proposed lines, lines proposed to forestall rivals, lines approved by Acts of Parliament, lines on which construction had started and lines which finally reached their destination. Many books have details of the development, some of which are listed in the bibliography. Here, we give only a brief summary of lines constructed. This should enable the reader to follow the many indications of 'Dismantled Railway' on the Ordnance Survey Landranger (1:50 000) and Explorer (1:25 000) maps, which fragments of earthworks are in many cases the only visible relics. The route is given as an aid to following the line on the map, and does not list all stations.

□ Northern & Eastern Railway, London (Shoreditch/Bishopsgate) – Bishops Stortford (5' 0" gauge), part of proposed London to Cambridge route, built 1839. Amalgamated with Eastern Counties Railways, changed to standard gauge, and extended to Cambridge 1845. (Now the Cambridge – Liverpool Street line, electrified to Cambridge 1987.) Also in 1845 extended to Ely and Brandon, joining a line to Norwich there. Cambridge Station built 1845, sited away from city centre because of University opposition.

□ Peterborough – Northampton. Built 1845, closed 1966. Part of line Peterborough – Wansford now the preserved Nene Valley Railway.

□ Ely – March – Whittlesey – Peterborough railway built 1847.

□ Ely – Downham Market – Kings Lynn. Built 1847, electrified 1992.

□ Cambridge (Barnwell Junction) – Histon – Oakington – Swavesey – St. Ives – Godmanchester – Huntingdon. Built 1847. St. Ives – Huntingdon closed 1961. Cambridge – St. Ives closed to passenger traffic 1970, line Cambridge – Fen Drayton gravel pits retained, now disused, but owned by Cambridgeshire County Council for possible public transport use.

□ Wisbech – March. Built 1847, closed for passenger traffic 1968, under threat of closure 2001 due to cessation of freight traffic.

□ March – Wimblington – Chatteris – St. Ives. Built 1848, closed 1967.

□ Newmarket & Chesterford Railway. Route: Newmarket – Dullingham – Six Mile Bottom – Pampisford – Great Chesterford built 1848. Six Mile Bottom – Great Chesterford closed 1851, on diversion of



S16: Histon Railway Station

traffic to line Six Mile Bottom – Fulbourn – Cherry Hinton – Cambridge. Now a single-track line with passing loops.

- Great Northern Railway. Route: London (King's Cross) – Stevenage – Hitchin – St. Neots – Huntingdon – Peterborough. Built 1850, now East Coast Main Line, electrified.
- Bedford and Cambridge Railway. Route: Cambridge – Barton (Lords Bridge) – Longstowe – Gamlingay – Potton – Sandy etc. Built 1862, closed 1967.
- Ramsey North – Warboys – Holme (on Huntingdon – Peterborough line) Built 1863, Ramsey – Warboys closed 1957, rest closed 1973.
- Branch Shelford – Pampisford – Linton – Haverhill (Suffolk) – Sudbury. Built 1865, closed 1967.
- Great Northern Railway leased Royston & Hitchin Railway in 1850. By 1851, line extended to Shepreth. The Eastern Counties Railway built a branch from Shelford (near Cambridge) – Foxton – Harston – Shepreth, and granted running powers in 1866 to allow through running (as what is now the Cambridge – Kings Cross line, electrified to Cambridge 1990).
- Peterborough – Eye – Thorney – Murrow – Wisbech – Sutton Bridge. Built 1866, closed 1959.
- Huntingdon – Kettering. Built 1866, closed 1959.
- Ely – Stretham – Wilburton – Haddenham – Sutton. Built 1866, closed 1958.
- March – Whitemoor Sidings – Spalding (Lincolnshire). Built 1867, closed 1983. Whitemoor sidings developed into Whitemoor marshalling yards, by the 1930s the largest in the country. Hump shunting allowed the wagons of incoming freight trains to be efficiently re-formed for despatch as trains for neighbouring destinations. Closed 1991. Part of the site is now occupied by Whitemoor Prison, a high-security establishment.
- Sutton – Earith – Bluntisham – Needingworth Junction (on March – St. Ives line). Built 1878, closed Sutton – Bluntisham 1958, Bluntisham – Needingworth 1964.
- Newmarket – Ely. Built 1879.
- Cambridge & Mildenhall Railway. Route: Cambridge (Barnwell Junction) – Burwell – Fordham – Mildenhall. Built 1884-5, closed 1962.
- Wisbech & Upwell Tramway. Route: Wisbech – Outwell – Upwell. (Outwell and Upwell villages straddle the Norfolk border.) A standard gauge tramway, mainly running alongside the road, powered by enclosed and skirted steam locomotives. Built 1883-4, closed 1966.
- Somersham – Warboys – Ramsey East. Built 1889, closed 1956.
- Benwick – (March – Whittlesey). Freight only, built 1898, closed 1964.

The more visible railway structures are listed, for example Peterborough and Cambridge bridges, Guyhirn viaduct, March station and signal box.

TRANSPORT – AIR

- 4 Air transport is represented by the activities of Marshall's Airport (Cambridge), where the continuing advanced engineering operations lead to regular movements of British Airways Boeing 747s for maintenance. Historic aircraft, including many flying regularly, are to be seen at the famous World War II Duxford airfield (South Cambridgeshire) of the Imperial War Museum.

WATERMILLS, WINDMILLS AND STEAM MILLS

With over 120 mill sites with substantial remains in the county we can only give some of the most important in this gazetteer, most of which were listed in Alderton and Booker (1980), Smith (1975, 1977) and Stevens (1985). Cambridgeshire has had working watermills for over twelve hundred years, and working windmills over eight hundred years.

There are five working watermills: Hinxton (South Cambridgeshire), Houghton (Huntingdonshire), Lode (East Cambridgeshire), and Sacrewell (Wansford, Peterborough) are open to visitors. Maxey (Peterborough) is still a working mill grinding animal feed for a farm, usually using electric power. They represent a sparse selection of local types of watermills, but another thirty buildings survive in various forms.

Steam or engine mills buildings were abundant until a few years ago in many villages, and some towns having several. Now only a few converted buildings survive. The last large flour mill is in Cambridge, Foster's or Station Mill. At Soham (East Cambridgeshire), Clark & Butcher's Lion Mills are a large pet foods producer on an old watermill site. Conversions are often into domestic accommodation, reflecting the high local demand for housing.

There are over sixty sites of windmills in Cambridgeshire which have visible remains. Nineteen are in preserved condition, most having much of their original machinery, including those at Bourn (South Cambridgeshire) and Great Gransden (Huntingdonshire), which must be amongst the oldest in the country. Three are grinding regularly, and one occasionally. Another four are being restored to working order. About twenty are house or office conversions, but few still have the appearance of a windmill. The remainder consist of several derelict towers and a few smaller remains. During the 19th century there were over 250 corn and grist windmills. By 1930 only 20 were still using sails – the last, Cattell's at Willingham (South Cambridgeshire), finished in 1964. Soon afterwards Over (South Cambridgeshire) had been restored and was working again.

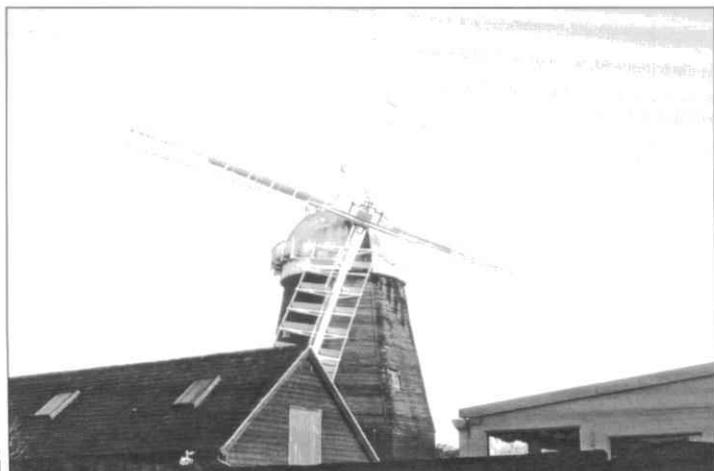
Many mills are open to the public on National Mills Weekend, which is usually the second in May. Most of those open are listed in the SPAB Mills Section book, *Mills Open* – see *Bibliography*.

LIME AND EXTRACTIVE INDUSTRIES

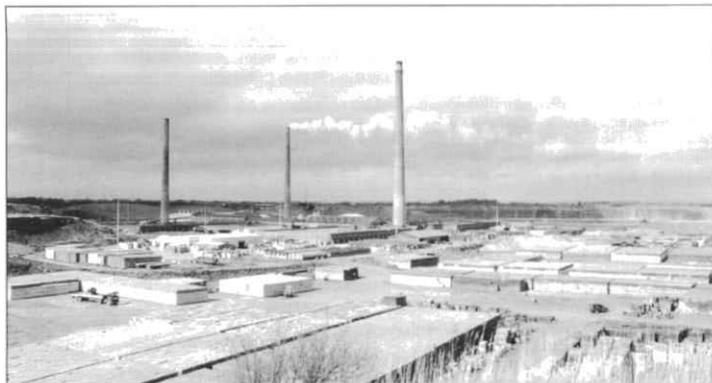
Limestone was mined at Barnack in medieval times for use at many sites in the county. Clunch, a hard chalk, was dug to the east and west of Cambridge, and used in many buildings.

Gault clay, notable for its waterproofing properties, was dug at Rosswell pits, Ely, and other locations round the fens. Its main use was on the fen river and drain banks, as a liner to cut down seepage.

A set of three restored lime kilns can be seen at Isleham (East Cambridgeshire) standing in the surrounding pit.



S39: Willingham,
Cattell's Mill



F10: Whittlesey,
Kingsdyke Brickworks

A layer of phosphatic nodules was found locally, mainly in the Cambridge Greensand, a belt that stretched from the south-west to the east of the county. They were thought to be fossilized dung, probably from dinosaurs, and were therefore named coprolites. At the end of the 1850s, the coprolites were dug up and treated with sulphuric acid for use as a phosphate-rich fertiliser. The usual method was a form of open-cast mining. A long, straight V-shaped ditch was dug down to the coprolite stratum; after digging it out, the overlying earth was dug up on one side, and wheelbarrowed over planks placed horizontally in the V. Thus a fresh line of mineral was cleared without having to lift out overburden to ground level.

Dubbed 'Cambridgeshire's Gold Rush', there was much land speculation in its mining from the 1850s to the 1880s. Coprolite extraction ceased around the end of the century – the remaining ditches were gradually filled in, but there is one survivor at Stow-cum-Quy (South Cambridgeshire), now a nature reserve, which gives a good impression of the scale of the operations.

CEMENT PRODUCTION

The Portland cement industry started in the 1880s, exploiting a natural occurrence of Cambridge Marl, a mixture of chalk and clay. It followed the coprolite mining at several places. From 1885 it burgeoned in the area around Shepreth, with five companies being founded, and more to the east of Cambridge. Some only lasted a few years, but others survived, notably two east of Cambridge city until the 1980s.

At Barrington (South Cambridgeshire) cement has been produced on the same site from 1927 to the present day, currently by the Rugby Cement Co. The local geology of chalk overlying clay, providing both the raw materials, enables the works to survive in today's competitive business climate, and has favoured other cement producers in the past.

BRICKWORKS

In the Peterborough area, Kingsdyke brickworks (in Whittlesey, Fenland) is the sole survivor of the Fletton brick industry. The local clay has a high carbonaceous content, which burns in firing to help heat the bricks, saving on coal and allowing low-cost production. There were many other brickworks in the area, notably around Cambridge, which have closed during the last forty years as pits were exhausted, and small plants became uneconomic.

PUBLIC UTILITIES – WATER AND SEWERAGE

There are a fair number of surviving parish pumps, those at Pampisford (South Cambridgeshire) and Yaxley (Huntingdonshire) listed here.

The Public Health Act of 1848-49 and subsequent legislation led to the setting up of public water companies and departments of municipal authorities to deal with water supply and sewage drainage and disposal. Of the various water companies, not much survives from the early days other than a few buildings, including the Thorney (Peterborough) estate waterworks building.

Water towers are prominent in the relatively flat Cambridgeshire landscape, a prominent historic example being that at Linton (South Cambridgeshire). There is one interesting example of a windmill converted to a water tower at Cottenham (South Cambridgeshire).

Fulbourn (South Cambridgeshire) has a fine building built to house water pumps, and down the road Cambridge has another for a water softening plant.

Most of the old sewage works buildings and machinery have now been replaced, with one notable exception. Cambridge built a sewerage system in 1894, with a station at Riverside to pump it to a sewage farm at Milton for disposal. The complete station and its machinery survives, and is now the Cambridge Museum of Technology, with added collections covering a range of local interests.

PUBLIC UTILITIES – GAS SUPPLY

Public gas supplies originated in the 19th century with small coal gas plants supplying individual customers and local authorities with gas for lighting. There were nearly 30 large and small town and village gas companies; the building for one of these plants survives in Bassingbourn (South Cambridgeshire). Few of the small village undertakings lasted beyond 1900, but some medium-sized ones lasted much longer.

After 1900 there were four main production centres at Cambridge, March, Peterborough and Wisbech. These expanded to supply necklace villages until the 1960s. After the arrival of North Sea natural gas supplies in 1967-68, the producer plant at the sites was scrapped. In Cambridge, the distribution valve yard is being re-built, but the gas holders were taken down in 2000, allowing the complete re-development of the site. Some machinery is now at the Cambridge Museum of Technology.

PUBLIC UTILITIES – ELECTRICITY SUPPLY

This was produced by coal-fired power stations at several sites in the county, and in Peterborough, all now demolished. A Parsons condensing steam turbine from the Cambridge plant of 1892 is at the Science Museum in London.

Just outside the Cambridgeshire borders (adjoining Huntingdonshire) at Little Barford is a modern 684 MW Combined Cycle Gas Turbine power station, feeding the National Grid. Construction has started next to it of an electricity supply storage plant, to help smooth out fluctuations in demand during the day and night.

Examples of electricity generation from renewable energy resources are being introduced, and in this area we have wind turbines at Godmanchester and Ramsey (both Huntingdonshire), a water turbine at Houghton Mill (Huntingdonshire) and a straw-burning power station at Sutton (East Cambridgeshire).

BREWERIES AND MALTINGS

In the 19th century, there were over 100 breweries in the present county area. The larger towns and cities each had several, nearly all closed by 1980. Numerous maltings and malt-houses supported brewing, few remaining in use after 1950.

Elgood's Brewery and Museum at Wisbech (Fenland) is still in business – and open for visitor tours. But most of the other small breweries, from those integral with a pub (Cambridge, former Cambridge Arms) to quite large businesses, only survive as buildings now converted to other purposes, mainly housing as noted above for steam mills. Dale's Brewery in Cambridge at least still proudly announces its original function, though now used as offices etc.

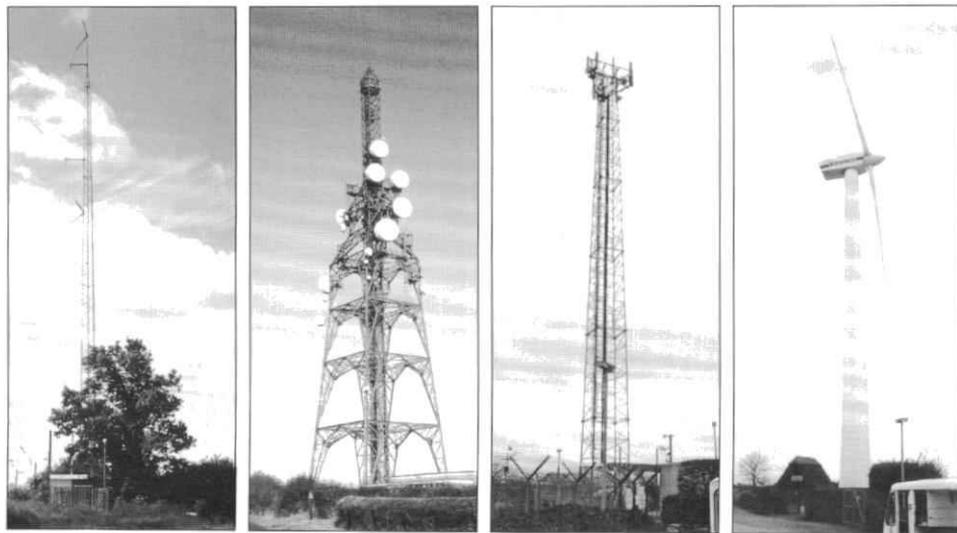
FOUNDRIES, ENGINEERS AND MILLWRIGHTS

Little survives of the many 19th and 20th century foundries and agricultural engineering businesses, but at some sites engineering firms are still trading. Ironfounding was carried out in Cambridge, Wisbech and several other sites between 1780 and 1950. Many small firms grew considerably, and marketed a wide range of products. Several firms made portable and stationary steam engines, others found niche markets in other products or in supplying other industries. Millwrights built over a thousand wind and other mills in the county area, but from the 1850s many became involved in steam engine repairs and maintenance and erection of machinery.

TELECOMMUNICATIONS

Many of today's new technologies are carried on in anonymous industrial units, not exposing the machinery to public gaze as did steam locomotives. One exception is in telecommunications, currently arousing much public interest in the choice of sites for mobile phone masts – will our descendants wonder what on earth they were? The installations are of necessity large and in the open air, though a look round the Barton sites will show how even a 32 m diameter dish can be tucked into the landscape. A few sites have been chosen to cover the range of antenna masts currently in use, as follows.

- Medium frequency broadcast transmitter – Milton.
- VHF/TV UHF broadcast transmitter – Morborne (Huntingdonshire).
- Microwave relay steel lattice mast and antennas – Over (South Cambridgeshire).
- Microwave relay concrete mast and antennas – Morborne (Huntingdonshire).
- Antennas and antenna arrays for Radio Astronomy – Barton (South Cambridgeshire).
- Antenna groups for cellular mobile telephones on masts – Cambridge, Limekiln Road, Godmanchester (Huntingdonshire).
- Antenna groups for cellular mobile telephones on water towers – Linton (South Cambridgeshire), Soham (East Cambridgeshire).
- Railway installation for train radio – Shepreth (South Cambridgeshire).
- Aviation ground installations – Nuthampstead (just over the county border of South Cambridgeshire), Cambridge Airport.



left to right: S35: Shepreth, Train Radio Mast; S29: Over microwave tower; H09: Godmanchester, cellular mobile phone antenna mast and H08: Wind turbine also at Godmanchester

This section is arranged as a series of sub-sections, as far as possible visiting a compact selection of sites.

Starting downstream on the River Cam, to the E of centre, continuing through the main Colleges, then turning back to the University's old-established area.

C 01 CAMBRIDGE, CHESTERTON RAILWAY BRIDGE

Cambridge, over river to E of city.

TL 474602

Access: Good view from towpath, accessed from Water Lane near Pike and Eel pub. See photo: page 10

This massive girder bridge spanning the River

Cam was built in 1930, carrying two tracks. Weighing 400 tonnes, it stands on brick piers, with a span of 44 m to clear both the river itself and a wide towpath. There was sufficient clearance to install overhead electrification in 1992.

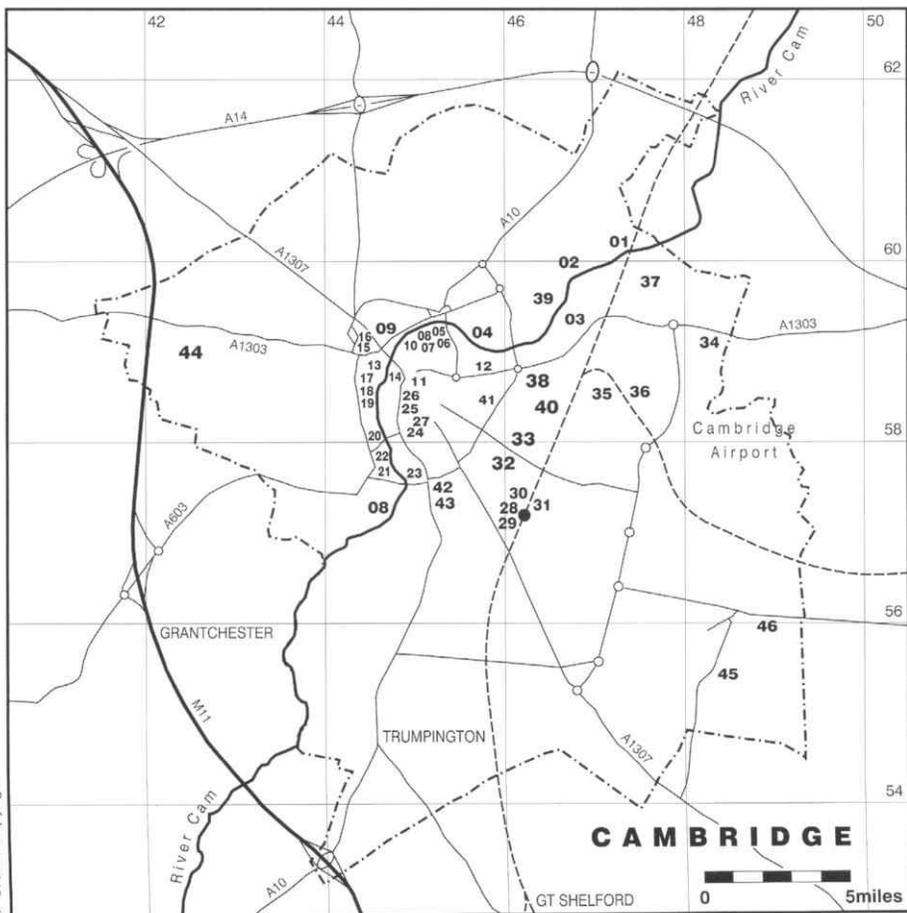
C 02 CAMBRIDGE, STOURBRIDGE COMMON BRIDGE

Cambridge, Stourbridge Common, to Water Street.

TL 467599

Access: Public right-of-way.

A bowstring girder foot/cycle bridge, with concrete approaches, spanning the River Cam between Cambridge itself and Chesterton.





C01 Cambridge, Chesterton Railway Bridge

C 03 CAMBRIDGE MUSEUM OF TECHNOLOGY

Cambridge, Riverside.

TL 465593

Access: Open to public Easter - Oct. Su 2 - 5; rest of year first Su of month 2 - 5. Two day steaming BH weekends except May Day. Phone 01223 368650. Disabled visitors' entrance Cheddars Lane. Web site: www.museumoftechnology.com

Based on the former 'Refuse Destructor and Sewage Pumping Station', built 1894. Refuse was burnt in the boilers, hence the prominent chimney, and the steam raised drove pumps to move sewage to a disposal plant at Milton. Much of the original plant worked until 1968, and is now preserved and run; items include the following. 1894 Babcock & Wilcox water tube boilers, the oldest in Britain. 1923 Babcock & Wilcox boiler, still in working order. Pair of Hathorn, Davey Differential 80hp Tandem Compound steam engines, with disc rocking levers, the last known working examples. 1909 two National 94hp gas engines. 1890s feed pumps and dynamo. Added collections include machinery of local interest such as a Cambridge-made Healdy horizontal steam engine of 1846/61, used for over a century at a Sawston leather works, and locally-made scientific, technical and radio equipment.

C 04 CAMBRIDGE, MIDSUMMER COMMON BRIDGES

Cambridge, Midsummer Common, to Pretoria Road and to Cutter Ferry Lane.

TL 455593 & TL 459591

Access: Public right-of-way.

Two bowstring girder foot/cycle bridges, with concrete approaches, spanning the River Cam between Cambridge itself and Chesterton.

C 05 CAMBRIDGE, VICTORIA AVENUE BRIDGE

Cambridge, Victoria Avenue.

TL 453594

10 Access: View from road or riverside towpath.

Steel bridge of 1890, with arched girders and cast-iron parapets. Ironwork by Butterley Co. of



C05 Cambridge, Victoria Avenue Bridge

Derby, engineers Webster & Waters. Rebuilt for heavier traffic 1990/92.

C 06 CAMBRIDGE, COMMONS FENCE POSTS

Cambridge, Victoria Avenue, by bridge.

TL 483594

Access: By roadside.

Many cast-iron posts at boundaries of the commons were cast in local foundries 1870 - 1930, some carrying the maker's name. Posts of the traditional pattern are still being installed, but no longer locally cast. See Alger et al., 1996. Modern examples may have a conical base, tapering where it emerges from the ground. A recent development is a green plastics material moulded to the same pattern; when damaged, a steel core is exposed.

C 07 CAMBRIDGE, JESUS LOCK

Cambridge, Chesterton Road, Jesus Green.

TL 450594

Access: View from public footpath.

On River Cam. Built 1836/37 by the Cam Conservators. Elegantly curved balance beams. Adjacent lock-keeper's cottage, originally one storey, now two. As boats no longer carry coal etc. to the Backs of the Colleges, it is at the head of navigation, and so is rarely used.

C 08 CAMBRIDGE, RIVER BRIDGES

Cambridge, Jesus Lock, Jesus Green to Chesterton Road, & Newnham, Sheep's Green.

TL 450593 & TL 447573

Access: Public rights-of-way.

Iron lattice girder bridges c1890 carrying footpaths across the River Cam.

C 09 CAMBRIDGE INSTRUMENT COMPANY

Cambridge, Chesterton Road.

TL 448594

Access: View from street.

The company was founded in 1881, and occupied premises here 1895 - 1974. The research block was built at the front of the site 1958, now DHSS offices (Henry Giles House). See Unwin, 2001.

C 10 CAMBRIDGE, ANCHOR BREWERY

Cambridge, Thompsons Lane.

TL 448590

Access: View from street.

This brewery was built in 1838, and remained in use until 1902. Only one four-storey warehouse remains, beside a passage leading to the river. Now converted to apartments.

C 11 CAMBRIDGE, CAMBRIDGE BREWERY

Cambridge, King Street, rear of Rattle and Hum public house, formerly Cambridge Arms.

TL 451587

Access: Open to public.

This was built by George Scales in 1866 as a pub brewery, a two-storey building with timber upper floor on brick arches. There is a cast-iron water tank above the roof. Used until 1926, now converted to the rear bar, with sign still visible at top of building.

C 12 CAMBRIDGE, STAR BREWERY

Cambridge, Newmarket Road.

TL 458588

Access: View from street.

Once the largest of the local breweries, in use from 1830 to 1972. Only the c1870 office block survives, converted. The remainder of the site is now housing.

C 13 CAMBRIDGE, GREAT OR MAGDALENE BRIDGE

Cambridge, Magdalene Street (pronounced Maudlin).

TL 447590

Access: View from road or Quayside.

A fine cast-iron bridge on stone abutments. Designed by Arthur Browne, built 1823. Ribbed arches cast by Balfour Browne of Derby, ornamental railings and panels cast by the local Finch Foundry. Rebuilt in 1982 to rectify corrosion and to take heavier traffic.



C13: Cambridge, Magdalene Bridge

C 14 CAMBRIDGE, THE PICKEREL PUBLIC HOUSE

Cambridge, Magdalene Street.

TL 447590

Access: Open to the public.

Once part of a mercantile emporium from the 16th to 19th centuries, including several industrial buildings with access to the River Cam.

C 15 CAMBRIDGE AND COUNTY FOLK MUSEUM

Cambridge, Castle Street.

TL 445592

Access: Open to public Apr - Oct M - Sa 9.30 - 4.30 Su 2 - 5; rest of year closed M. Phone 01223 355159.

The former White Horse Inn, used as a museum from 1936. Preserved bar and local brewery relics, tradesmans' tools.

C 16 CAMBRIDGE, BUILDER'S WORKSHOP

Cambridge, St. Peters Street.

TL 444593

Access: View from street.

Late nineteenth-century two-storey brick and timber. Used by H. Langdon, decorators, plumbers and typical small builders from 1920s until c1980. Their name is still visible above the windows along the long timber east side.

C 17 CAMBRIDGE, ST. JOHN'S OLD BRIDGE

Cambridge, St. John's College.

TL 447588

Access: Restricted public access.

A nice classical stone bridge. Designed by Sir Christopher Wren, built by Robert Grumbold 1709/12. From a punt can be seen marks under the western arch, indicating river levels in floods of 1947 etc.

C 18 CAMBRIDGE, GARRETT HOSTEL BRIDGE

Cambridge, Garrett Hostel Lane.

TL 446585

Access: Public right-of-way by foot and cycle.

This elegantly curved 80 foot/24 m pre-cast concrete span was the first post-tensioned bridge in Britain. Designed by T. G. Morgan, built 1960. The bridge is strong enough to carry cars (no public access).

C 19 CAMBRIDGE, CLARE BRIDGE

Cambridge, Clare College.

TL 446585

Access: Restricted public access. Best viewed from King's College grounds.

This elegant structure is one of the earliest 11 pieces of classical architecture in Cambridge.



C20: Cambridge, Mathematical Bridge

Built by Thomas Grumbold c1640 to complement the then-new college buildings, it is the oldest bridge left spanning the River Cam. Legend has it that the incomplete stone ball on the parapet was the result of an undergraduate bribing the mason to win a wager on the number of balls.

C 20 CAMBRIDGE, MATHEMATICAL BRIDGE

Cambridge, Queens' College.

TL 446581

Access: *Restricted public access. Best viewed from Silver Street Bridge.*

Chinese-style wooden truss bridge designed by W. Etheridge, in 1749, and built by local architect James Essex. Legend states that it was built without using nails, but it was rebuilt in 1860 and 1902 using bolts.

C 21 CAMBRIDGE, CRUSOE BRIDGE

Cambridge, common land N of Fen Causeway.

TL 448576

Access: *Public right-of-way.*

Steel lattice girder on cast-iron columns spanning the River Cam for foot/cycle path. Built 1887 by local ironfounder J. I. Headly of the Eagle Foundry.

C 22 CAMBRIDGE, NEWNHAM MILL

Cambridge, Newnham Road.

TL 448577

Access: *View from road. Open as a restaurant.*

A three storey brick building for water and steam mill, complete with chimney. Built 1853 after a fire destroyed an earlier building. Stands astride the mill leat from the River Cam. Worked until 1940, then used as a factory by the Oxford Instrument Company, making equipment for athletic sports, such as javelins. Now Bella
12 Pasta, an Italian restaurant, with a dummy waterwheel.

C 23 CAMBRIDGE UNIVERSITY ENGINEERING LABORATORIES

Cambridge, Fen Causeway/Trumpington Street.

TL 450576

Access: *View from street.*

1920 buildings by Fen Causeway dominated by elegant steam engine chimney. Large five-storey buildings built c1951.

C 24 CAMBRIDGE, WHIPPLE MUSEUM

Cambridge, Free School Lane.

TL 448584

Access: *Usually open M - F 1.30 - 4.30 in University terms, may be closed in vacations. Phone 01223 330906.*

Museum of the History of Science. Extensive collections include early astronomical, navigation and scientific instruments, as well as some later additions such as electronic calculators. Occasional special exhibitions.

C 25 CAMBRIDGE, OLD CAVDISH LABORATORIES

Cambridge, Free School Lane.

TL 448584

Access: *Restricted public access - main entrance to site from Pembroke Street.*

Once occupied by J. J. Thompson, Lords Kelvin, Rayleigh, Rutherford etc. In the courtyard to the NE of the site is the Austin Building of 1939, where the structure of DNA was determined. The adjacent Balfour building housed the Cockcroft-Walton high voltage accelerator used in early experiments to split the atom.

C28: Cambridge Railway Station



C 26 CAMBRIDGE, THE EAGLE PUBLIC HOUSE

Cambridge, Benet Street.

TL 448585

Access: Open to the public.

Open yard with gallery on one side. Rear parts c 15th century. Famous customers include World War II British and American air force aircrew, who wrote their names on the ceiling of the back bar, and Crick and Watson, who established the structure of DNA.

C 27 CAMBRIDGE CORN EXCHANGE

Cambridge, Corn Exchange Street and Wheeler Street.

TL 449584

Access: Open to the public for concerts etc.

Large brick building with glass and cast-iron roof. Built by local architect Reynolds Rowe 1875/76. Now a concert hall.

AREA AROUND THE RAILWAY STATION

C 28 CAMBRIDGE RAILWAY STATION

Cambridge, Station Road.

TL 461572

Access: Open.

Built 1845 in an Italianate style with arcaded façade, design attributed to the architects



C30: Cambridge, converted warehouse

Sancton Wood or Francis Thompson. Each arch spandrel has a boss with the arms of one of the University colleges, the university itself, or various local dignitaries. It seems to have borne well a number of refurbishments to provide for modern requirements. The main platform is 500 m, said to be the longest in the country, or possibly the world. Grade 2 Listed Building.

C 29 CAMBRIDGE, FOSTER'S MILL

Cambridge, Station Road.

TL 461572

Access: View from road.

Large Gothic style six storey corn mill and silo built 1899, with later additions. The last big flour mill in the county has modern machinery.

C 30 CAMBRIDGE, CONVERTED WAREHOUSE

Cambridge, Station Road, near railway station.

TL 461573

Access: Readily viewed from station car park area.

Former warehouse now converted for use as a budget hotel. Original windows remain on one side.

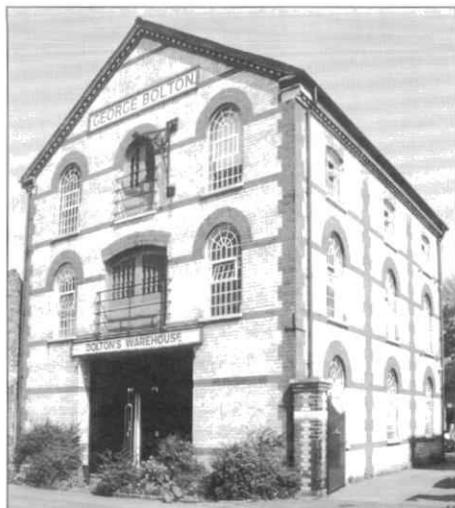
C 31 CAMBRIDGE CARTER BRIDGE

Cambridge, between Devonshire Road and Rustat Road.

TL 463574

Access: Can be viewed close up from the railway station car park. See photo: page 14

Built c1990 to allow pedestrians and cyclists to cross the railway lines avoiding busy roads. Asymmetric suspension bridge, with a single concrete pier carrying aircraft warning light on the top. Cables support a steel lattice girder for the deck. Traffic is in a translucent tube giving protection from weather and preventing any objects being thrown onto the tracks. For the security of users, fitted with closed-circuit television from the start. Plaques on the pylon read 'Carter Bridge - Engineer Brian Oldridge'.



C32: Cambridge, Bolton's Warehouse Tenison Road

C 32 CAMBRIDGE, BOLTON'S WAREHOUSES

Cambridge, Tenison Road & Glisson Road.

TL 462577 & TL 457576

Access: View from street.

Both built by members of the Bolton family,



C33: Cambridge, Dale's Brewery

c1900, with loading doors on the frontage levels and a derrick. That in Tenison Road has retained its external appearance in a sympathetic conversion to offices.

C 33 CAMBRIDGE, DALE'S BREWERY

Cambridge, Gwydir Street.

TL 462579

Access: View from street.

A red-brick three-storey building, built 1902, with the name prominently displayed on an iron rooftop 'balustrade'. Closed 1958, now used as antiques shop, photographic studio and offices.

THE FOLLOWING SUB-SECTIONS COVER OUTLYING AREAS.

AIRPORT AREA

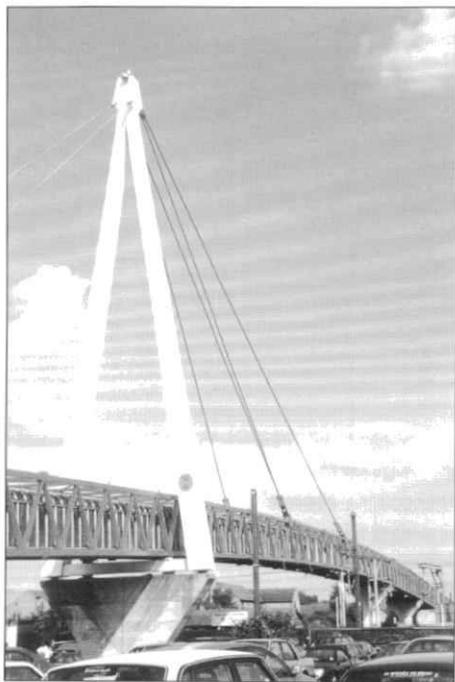
C 34 CAMBRIDGE AIRPORT

Cambridge, Newmarket Road.

TL 486591

Access: View from Cambridge Newmarket Road, Teversham Airport Way, or Cherry Hinton Rosemary Lane, off Coldhams Lane.

Replacing an airfield nearer the centre of Cambridge, officially opened 1938. Used since then for general and military aviation, charter and scheduled passenger and horse transport. Aviation engineering is a major activity, recently involving the flying in of Hercules transports, Tristar airliners and British Airways Boeing 747 jumbos (with flight crew only). Also car dealerships, and bus and military transport construction and refurbishment. Buildings include c1936 control tower, dwarfed by 30m high replacement opened 2000, the Airport Hotel and terminal buildings in 1930s style. Marshall Group of companies.



C31: Cambridge, pedestrian/cycle Carter Bridge

C34: Cambridge Airport
Control Towers - new on
left, old on right



**C 35 CAMBRIDGE,
COLDHAMS COMMON GATEHOUSE**

Cambridge, Coldhams Lane.

TL 470587

Access: Visible from road.

Small one storey brick building built 1858 as weighing house for coprolites from open-cast mining on Coldhams Common. Used as such until 1880, now a house, behind a substantial hedge.

**C 36 CAMBRIDGE,
COLDHAMS COMMON FOOTBRIDGE**

Cambridge, Coldhams Common, over railway.

TL 474587

Access: Public right-of-way.

Steel lattice girder on cast-iron columns carrying foot/cycle path across the railway. Built c1887 by local ironfounder J. I. Headly of the Eagle Foundry to span the railway at Mill Road, resited on brick piers c1900. Removed, restored and repainted 2001.

*VARIOUS SITES OF LOCAL INTEREST TO THE
E OF CENTRE.*

**C 37 CAMBRIDGE,
DITTON MALTINGS**

Cambridge, Ditton Walk.

TL 475598

Access: View from street.

Only surviving large maltings in Cambridge. Built c1890 for the Commercial Brewery with railway access, used until c1950. Then a furniture store to c1980. Now converted to small industrial warehouse units.

**C 38 CAMBRIDGE,
BRITANNIA IRONWORKS**

Cambridge, East Road, McKays shops.

TL 462587

Access: View from street.

Last surviving nineteenth-century foundry/smithy buildings in Cambridge. Building started by local ironworker J T Alsop c1890. Acquired by McKays in 1912 and used for engineering and tool etc. sales. Works moved out 2000.



C36: Cambridge,
Coldhams Common
Footbridge

C 39 CAMBRIDGE, PYE WORKS

Cambridge, St. Andrews Road.

TL 463595

Access: View from street.

1920s - 1950s buildings either side of the road. The main factory of the Pye Radio group from the 1920s, up to colour television receivers in the 1960s. During World War II, notable for adaptation of a television receiver design to produce radar units. Currently Simoco.

C 40 CAMBRIDGE, LABGEAR

Cambridge, Abbey Walk.

TL 464585

Access: View from street.

1920s style factory units, with sawtooth roofs and window lights. Originally making laboratory and test electronic equipment, latterly add-on units for domestic television receivers.

C 41 CAMBRIDGE, TRAM DEPOT

Cambridge, Dover Street off East Road.

TL 458584

Access: Open to public.

Horse-drawn trams operated in Cambridge 1880 - 1914. Part of the tram shed survives as offices, and the stables have undergone extensive conversion to a public house.

HOBSON'S CONDUIT

C 42 CAMBRIDGE, HOBSON'S CONDUIT

Cambridge, Trumpington Road & Lensfield Road corner.

TL 452577

Access: View from street.

Hobson's Conduit was built 1614 to supply clean water from springs to the south of Cambridge at Nine Wells for flushing the streets and for drinking, to reduce the incidence of plague and other diseases. It takes its name from Thomas Hobson, a chief benefactor. The fountain stood in the Market Square until 1856, when it was moved to its present position. Water flowed in open runnels at the side of the road for the last stretch, still visible in Trumpington Street.

C 43 CAMBRIDGE, HOBSON'S CONDUIT BRIDGES.

Cambridge, E of Trumpington Road.

TL 452572, TL 452574, TL 452575 etc.

Access: View from road.

Several neat small cast-iron footbridges. All made, together with the railings lining the Conduit, by the local Swann Hurrell foundry 1850/51.

THREE INDIVIDUAL SITES ON THE EDGE OF CAMBRIDGE.

C 44 CAMBRIDGE, SCHLUMBERGER BUILDING

Cambridge, Madingley Road.

TL 423591

Access: Visible from private road off Madingley Road to east and south of site.

Schlumberger plc Research Laboratory for oil well plant and techniques. An external frame of stainless steel compression members with wire bracing supports a Kevlar sheet covering.

C 45 CAMBRIDGE, CELLULAR MOBILE PHONE ANTENNA MASTS

Cambridge, Limekiln Road (but often called Limekiln Hill).

TL 483554

Access: View from road - take care with traffic.

Two masts carrying antennas for cellular mobile phone network. One is of the more common lattice construction, the other is a self-supporting tube.

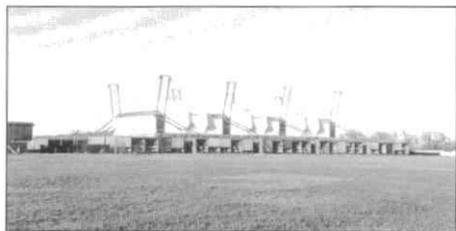
C 46 CAMBRIDGE, WATER SOFTENING STATION

Cherry Hinton, Fulbourn Road

TL 489561

Access: View from road.

Built by Cambridge Water Company 1935 to soften the very hard water supplied by boreholes in chalk aquifer. The base-exchange process was used. Closure in 1975 prompted by difficulties in supply of materials, and the discovery that heart disease was less prevalent in hard water areas. Converted to offices and laboratories, and later used by Acorn Computers.



C44: Cambridge, Schlumberger Research Building



S01: Barrington Cement Works, Quarry Operations with dragline excavator and railway transport

S 01 BARRINGTON, RUGBY CEMENT WORKS

Barrington, Chapel Hill.

TL 397504

Access: Some view from roadside. Good overview of whole site from public footpath at grid reference TL 390517 or other gap in the tree screen.

Construction started by the Dreadnought Portland Cement Co Ltd in 1912. Eastwoods Cement Ltd took over works and rail spur, which joined the main Eastern Counties line at Foxton. The first kiln started operation in 1927, and production has continued to the present day. The sole remaining kiln is 3.9 m diameter x 135 m long, and is capable of producing 31 tonnes per hour. Fuel is a mixture of coal, petroleum coke and 'Secondary Liquid Fuel', residues from solvent recovery processes. Chimney c 60 m high. In the quarry, chalk overlays clay, so it pro-

vides both the requisite raw materials. These are carried to the plant by a standard gauge railway, which avoids problems from the ground becoming very slippery when wet. The plant has steadily reduced atmospheric pollution, and now the grass between the works buildings remains green.

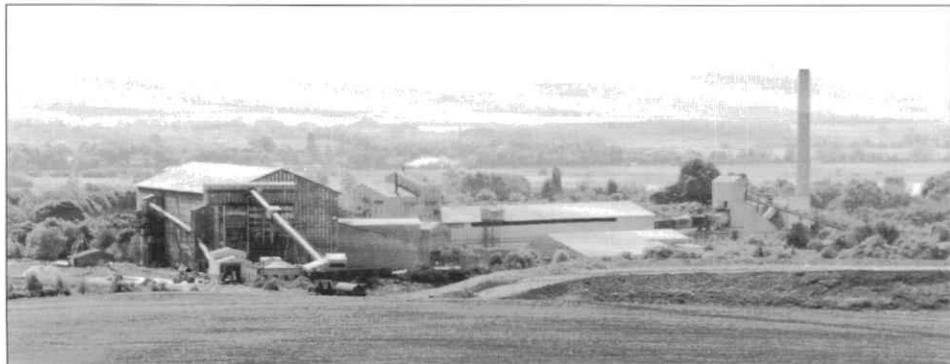
S 02 BARTON, LORD'S BRIDGE RAILWAY STATION

Barton, W of village to S of A 603.

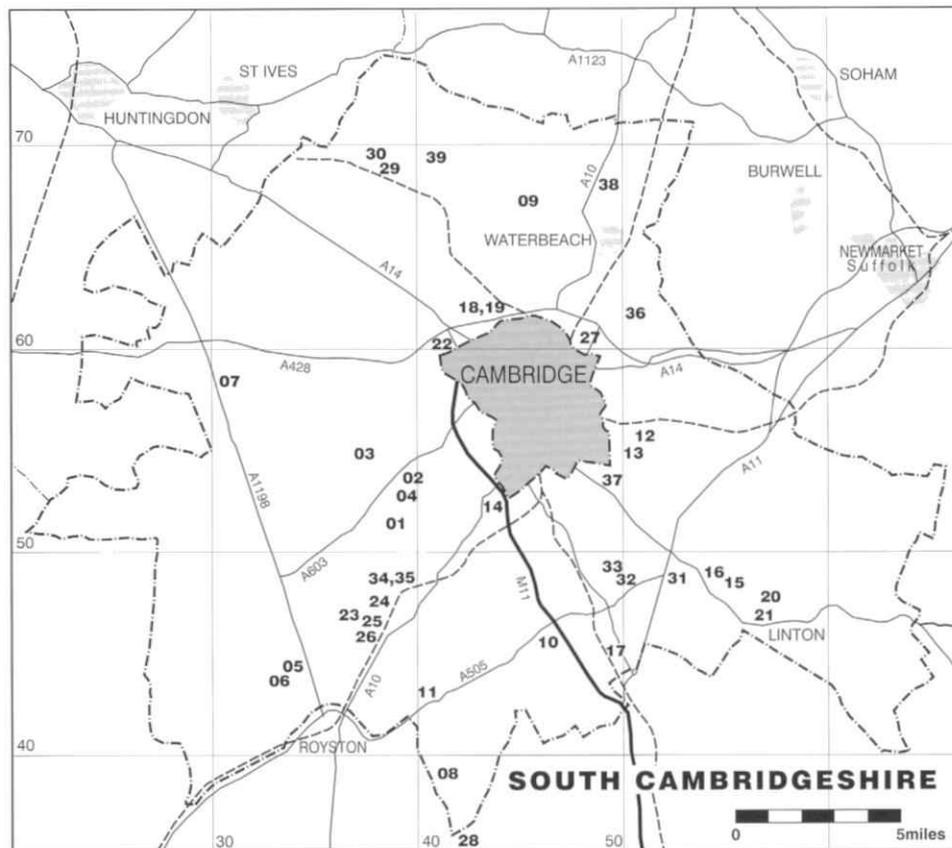
TL 395545

Access: Visible from road.

Built for Bedford and Cambridge Railway (LNWR). Railway closed December 1967, but original platform and buildings remain. Now used as offices and lecture room by Cambridge University Mullard Radio Astronomy Observatory.



S01: Barrington Cement Works, kiln and chimney visible to the right



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**S 03 BARTON,
RYLE 4.8 KM RADIO TELESCOPE**

Mullard Radio Astronomy Observatory, Barton, either side of A 603.

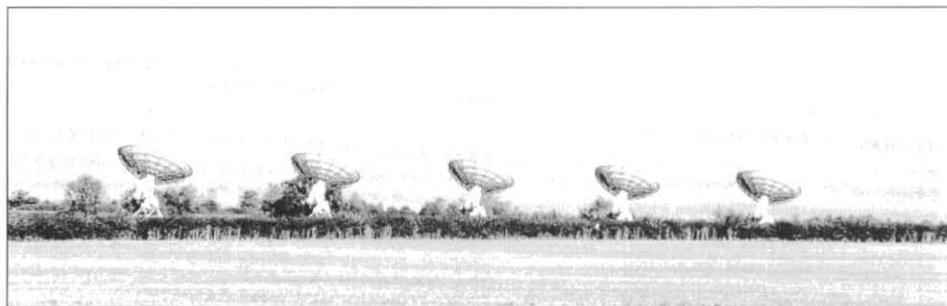
District: South Cambridgeshire.

TL 374555 to TL 421543

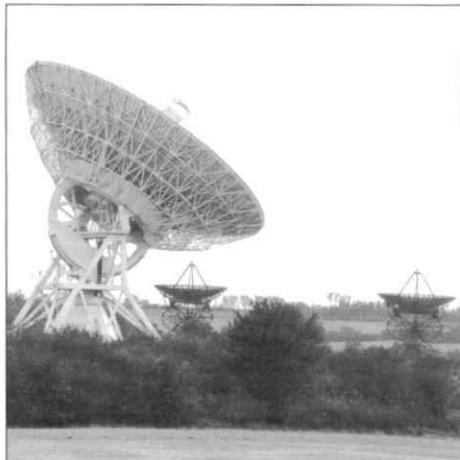
Access: Good view from Barton - Haslingfield road.

The Observatory site was built from 1957. After the Bedford and Cambridge Railway closed in

December 1967, the Ryle Radio Telescope was built, mostly following that of the line. Four fixed dishes at western end, four movable dishes on railway track at eastern 1.2 km. This technique, originated at Cambridge University, allows the telescope to obtain images of high resolution, equivalent to that of a single 4.8 km diameter dish.



S03: Barton, Ryle 4.8 km Radio Telescope, eastern end



S04: Barton, Merlin radio telescope, with part of Ryle 4.8 km radio telescope in background

**S 04 BARTON,
MERLIN RADIO TELESCOPE**

Barton, W of village to S of A 603.

TL 397544

Access: Visible from entrance drive of Cambridge University Mullard Radio Astronomy Observatory.

The 32 metre dish, built 1990, although sited in the grounds of the Mullard Radio Astronomy Observatory, is part of the Merlin (Multi Element Radio Linked Interferometer Network) radio telescope, a network based on, and run by, the Jodrell Bank Radio Telescope near Manchester, with an effective aperture of 217 km.

S 05 BASSINGBOURN GAS HOUSE

Bassingbourn, High Street.

TL 336440

Access: View from street.

The former Gas House building, c1865, bankrupt 1895, has been converted by architects for use as their offices. The conversion has won awards, a Heritage Award 2000 marked by a plaque on the site.



S05: Bassingbourn Gas House



S07: Bourn Mill

S 06 BASSINGBOURN, WORKSHOPS

Bassingbourn, High Street

District: South Cambridgeshire

TL 336440

Access: View from street

Derelict range of mostly wooden industrial workshops for agricultural engineering. Large smithy chimney for several forges still stands. Wilkersons were in business here 1873 - c1980.

S 07 BOURN WINDMILL

Bourn

TL 312580

Access: Footpath to base. Interior open monthly Su in summer. Cambridge Preservation Society.

Caxton End Mill, one of England's oldest open trestle post mills, was originally built before 1636. Blown over on a storm in 1741, rebuilt in



S07: Bourn Mill - close-up of trestle

original form with single pair of stones. Much machinery is eighteenth century and of wood, with some mid-nineteenth century iron gearing. Another pair of stones were added, and the mill worked until 1928. Four common sails and tailpole. Preserved since 1932.

S 08 CHISHILL WINDMILL

Great Chishill, by B1039 W of village.

TL 413388

Access: View from small amenity area. Interior open in summer by key available locally.

Post mill with open trestle. Built in 1819 using timbers from an earlier mill of 1726. Patent sails and fantail fitted 1890. Last worked in 1951. Restored 1966. Much original machinery and mostly wooden machinery remains. Cambridgeshire County Council.

S 09 COTTENHAM WINDMILL & WATER TOWER

Cottenham, Lambs Lane.

TL 444674

Access: View from road.

Graves Mill is a small four storey tower mill built 1848. For a time it carried twelve sails, the most on an English windmill. It had only six by 1884, in 1892 further reduced to four. It was purchased for use as the village water tower in 1898, but worked until 1903; the tank was built on top in 1904, and was used until c1950. Now used as workshop and store.

S 10 DUXFORD, IMPERIAL WAR MUSEUM

A505, near M11 junction 10.

TL 462464

Access: Open to public except over Christmas, Summer 10 - 6, Winter 10 - 4. Several airshows each year at increased cost. Free bus service from Cambridge. Telephone 01223 835000. Web site: www.iwm.org.uk

RAF airfield built at end of World War I, opening in 1919 as a Flying Training School. The first Spitfire entered RAF service here with 19 Squadron. Several squadrons were based here during the Battle of Britain in 1940. USAAF fighters used Duxford from 1942 to 1945. RAF use continued, with Meteor jet fighters, into the Cold War period, until closure in 1961. From 1970 the Imperial War Museum has used the remaining and new buildings to house mainly aviation exhibits, with many historic aircraft - these do not fly, but various private groups restore, maintain and fly warbirds of a range of nationalities. There are also some civilian aircraft, including the Concorde prototype, and many military tanks, guns, etc. Three double hangars from the

original establishment with wooden roof trusses are Listed Buildings. The World War II Control Tower is still in use, the reconstructed 1940s fighter control room is on display, and a Bailey Bridge over the A505 joins the parts of the site on either side of the road. The spectacular glass-fronted American Air Museum, named Building of the Year 1998, displays American military aircraft, mainly from World War II.

S 11 FLINT CROSS, TRINITY HALL MILESTONE

Flint Cross, where B 1368 crosses A 505, on N side of junction.

TL 408429

Access: By roadside.

The most elaborate of a series along the old Cambridge to London road, now the B 1368. William Warren, a Fellow of the Cambridge University college Trinity Hall, began to measure the one mile points along the roads from Cambridge, starting at Great St. Mary's Church. The milestones were erected in 1729 in memory of Dr Mowse and Dr Hare also of Trinity Hall, with the college arms. They are claimed to have been the first true milestones set up since Roman times.



S11: Flint Cross, Trinity Hall milestone



S12: Fulbourn Pumping Station

S 12 FULBOURN PUMPING STATION

Fulbourn, Cow Lane.

TL 512565

Access: View from road.

Built 1884 by Cambridge Water Company to house two 30 h.p. single cylinder rotative Lilleshall engines, superseded by pumps at Fleam Dyke 1921. Building retained, electric pumps installed 1941 and used until c1981. Now offices for Hannah-Reed, consulting engineers.

S 13 FULBOURN WINDMILL

Fulbourn, Cambridge Road.

TL 510559

Access: View from road. Occasional open days.

A low three storey smock mill built 1808. An additional steam engine drive with cast iron gearing was fitted c1860. By 1930 a tractor engine provided power. Worked by sail until 1935, closed 1937. Three pairs of stones, and much original wooden machinery including windshaft. Now under restoration.

S 14 HAUXTON, WATERMILL

Hauxton, E of A10.

TL 432527

Access: View from path leading from layby.

The previous corn and oil mill burned down in 1851; it had been part of an important mercantile centre for East Anglia 1740 - 1830. This three storey yellow brick corn mill was built on the River Granta/Cam 1853. When milling ceased in 1975 it had the last working waterwheel in Cambridgeshire. Now preserved awaiting further developments.

S 15 HILDERSHAM BRIDGE

Hildersham, main street.

TL 544483

Access: View from road.

Lattice girder carrying road over river, replacing ford alongside. Cast-iron posts carry the name of J. I. Headly, Mill Road, Cambridge. A plaque states that it was erected at the cost of Elisabeth Goodwin Hemington in 1886.

S 16 HILDERSHAM FOOTBRIDGE

Hildersham, footpath to Abington.

TL 542486

Access: View from public footpath. See photo: page 4

Small lattice girder bridge carrying path over river, 1886. Cast-iron posts carry the name of J. I. Headly, Mill Road, Cambridge.

S 17 HINXTON WATERMILL

Hinxton.

TL 493453

Access: View from public footpath. Open one Sunday a month in summer, working. Cambridge Preservation Society.

A small eighteenth-century brick and timber watermill building on the River Granta/Cam. The original waterwheel was replaced in 1913 by a 'Little Giant' turbine, driving three pairs of stones and a Tangye water pump, in regular use until 1955. Now restored and working.



S15: Hildersham Bridge



S19: Impington, Windmill

S 18 HISTON RAILWAY STATION

Histon, New Road.

TL 442626

Access: View from road.

On the disused Cambridge - St. Ives line. Small station building with station master's house, constructed with yellow bricks in 1847. Platform canopy added 1909 after local pressure, and still maintained by Parish Council. Also large level crossing gate and crossing keepers' hut.

S 19 IMPINGTON, WINDMILL

Impington, Cambridge Road.

TL 441623

Access: View from road.

Hexagonal smock mill on 3-storey brick base, built c1780, rebuilt and heightened 1820. In use until c1930, then sails removed, and worked by gas engine. Restoration from 1967, now has cap and fantail but no sails. Often referred to as Histon windmill, but actually in Impington parish.

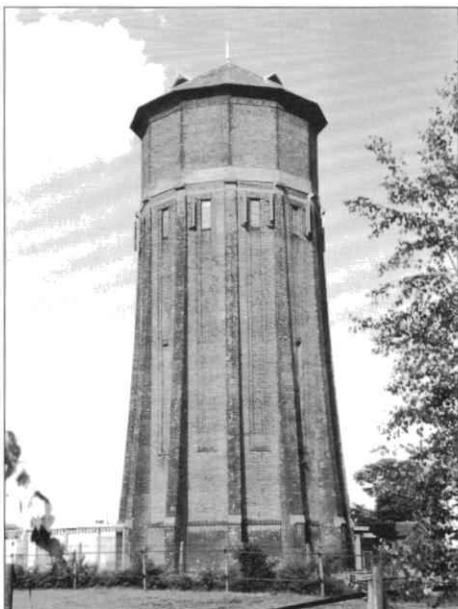
S 20 LINTON WATER TOWER

North of Linton, on the top of Rivey Hill.

TL 564466

Access: Local landmark visible for miles. Public footpath runs past it.

22 Massive twelve-sided brick tower 35 m high, built 1935. Now supplemented by tanks at local ground level - as this is 40 m above the highest



S20: Linton Water Tower

houses in the village, it is not clear why such a high tower was built. Now carries antennas for mobile phone system.

S 21 LINTON, WATER & STEAM MILLS

Linton, Mill Lane.

TL 564466

Access: View from road.

Two large mostly 19th-century buildings of brick and timber, standing by the River Granta. The watermill was in the oldest 17th-century part, later equipped like the steam part with roller machinery. In use until c1982. Now converted for housing, but retaining an attractive appearance.

S 22 MADINGLEY WINDMILL

Madingley Hill, on A1303 W of M11 junction 13.

TL 407595

Access: View from road.

The Red Mill, a post mill, was moved to this site in 1934 from Ellington. It had already been moved twice, first from Easton c1770. It was set up as a composite mill c1840, with rollers taking much of the weight on the roundhouse. The post and quarter bars date from 1560 - 70, but much of the rest is 18th and 19th century. Cambridgeshire County Council own the mill (house & grounds private).



S23: Meldreth, Stone panel depicting Atlas, Eternit UK factory frontage

S 23 MELDRETH, ETERNIT UK LTD

Meldreth, Whaddon Road.

TL 364466

Access: View from roadside.

1930s brick frontage built for Atlas Stone Co factory producing artificial stone. Stone reliefs, one depicting Atlas. Now Eternit pre-cast concrete building products.

S 24 MELDRETH, MALTHOUSE

Meldreth, Moor End

District: South Cambridgeshire

TL 381472

Access: View from roadside.

Long two-storey brick building, late nineteenth-century. Now with altered windows, converted to studios.

S 25 MELDRETH RAILWAY STATION

Meldreth, High Street.

TL 376454

Access: Open yard and platforms.

Originally built to a standard Great Northern



S24: Meldreth, Malthouse



S25: Meldreth Railway Station

Railway design, incorporating a two-storey house with bay windows on platform side looking out along the track; similar to Shepreth station. Not treated kindly by such modern improvements as ticket-issuing machine, closed-circuit television, and electrification.

S 26 MELDRETH, RAILWAY GOODS SHED

Meldreth, High Street, Station yard.

TL 376454.

Access: Visible from yard.

The goods shed has its long axis at a right angle to the railway line. The infilled brickwork shows that access from the railway was on the side wall, probably from a loading platform. Now used as an engineering factory.

S 27 MILTON, M.F. TRANSMITTER MAST

Off Chesterton Fen Road, Cambridge.

TL 476608

Access: View from Fen Road, or other nearby roads such as A14.

Medium frequency transmitter mast for BBC local radio. The mast itself is the radiating element, therefore the guy wires have insulators to prevent current flowing in them.

S 28 NUTHAMPSTEAD, AVIATION VOR BEACON ANTENNA ARRAY

Nuthampstead, on former wartime airfield.

District: Hertfordshire, just outside the boundary of South Cambridgeshire.

TL 417344

Access: View from Hertfordshire Way footpath, from road, on the left side of the Woodman public house.

VOR (VHF OmniRange) beacon transmitter to guide aircraft, which may be visible turning overhead. The 13 metre diameter ring of antennas transmits a signal which varies with direction; this variation is read by a receiver in the aircraft, with a meter indicating its bearing from the beacon. An additional DME (Distance Measuring

phuric acid for use as a phosphate-rich fertiliser. The usual method was a form of open-cast mining. A long, straight V-shaped ditch was dug down to the coprolite stratum; after digging it out, the overlying earth was dug up on one side, and wheelbarrowed over planks placed horizontally in the V. Thus a fresh line of mineral was cleared without having to lift out overburden to ground level. Coprolite extraction ceased around the end of the century, but there was a brief revival during the first World War to obtain phosphate for explosives. This ditch, now water-filled, is today a nature reserve.

S 37 WANDLEBURY, TADLOW GRANARY

Wandlebury, on A1307 SE of Cambridge.
District: South Cambridgeshire.

TL 495533

Access: In an estate open to the public for recreational purposes.

Timber building on brick piers, with tiled roof. A rare medieval survival, dated to 1415. Dismantled from its original location in Tadlow (TL 282472), re-erected 1981. Cambridge Preservation Society.

S 38 WATERBEACH, FARMLAND MUSEUM

N of Waterbeach village, by A10 at Denny Abbey.
District: South Cambridgeshire

TL 492685

Access: From A10. Museum entry in conjunction with English Heritage Denny Abbey. Open Apr - Oct daily, 12 - 5. Phone 01223 860988.

After some 20 years at Haddenham, the museum moved here in 1996. Collections include agricultural tractors, carts and implements. Many locally made, including a cultivator bearing a plate 'Headly & Edwards, Makers, Cambridge'.

S 39 WILLINGHAM, CATTELL'S MILL

Willingham, Mill Road, off Berycroft.

TL 404697

Access: View from road. Open usually on National Mills Day and August Bank Holiday. See photo: page 5.

Cattell's Mill is a large octagonal smock mill of five storeys built 1828. It was worked until c1946, then after repairs occasionally by sail until 1962. Recently the sails have been completely restored. Much original machinery remains.



S32: Pampisford Village Pump

E 01 BURWELL CHEMICAL MANURE WORKS

Burwell, Lodeside Drove.

TL 575683

Access: View from public footpaths on either side of lode.

One building remaining at west end of site. The works was served by a railway spur from the Ely and Newmarket Railway.

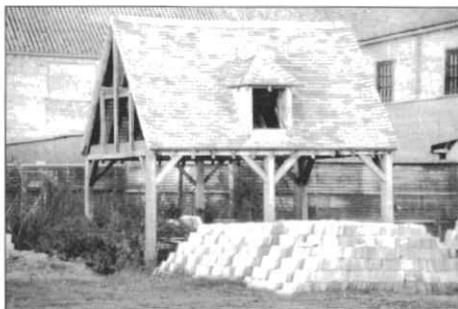
E 02 BURWELL, HAND-MADE BRICK & TILE PLANT

Burwell, Goose Hall Farm.

TL 583689

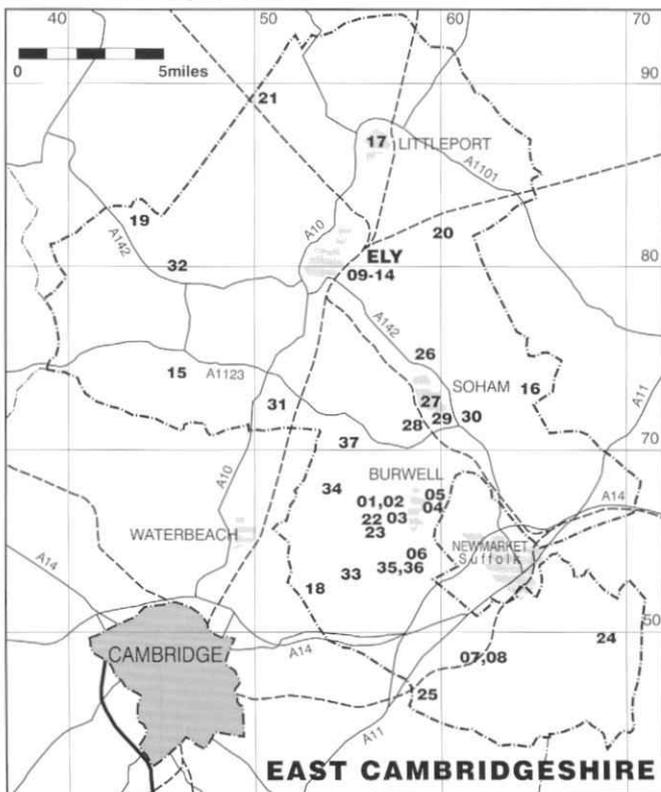
Access: View of display tiled roof from gate. Note no turning point at end of driveway.

The Cambridgeshire Brick and Tile Company was set up in 1993 to produce traditional hand-made tiles and bricks for repair and restoration of buildings in the East Cambridgeshire area.



E02: Burwell, demonstration hand-made tiled roof

Clay from the old Burwell Brick Company pit is ground in a small mill. Tiles and bricks are moulded by hand in a traditional mould. Firing is however in a modern gas-fired kiln.



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E 03 BURWELL LODE END

Burwell, Anchor Lane off North Street.

TL 585678

Access: View from end of lane.

Burwell was a fen port at least from medieval times. The lode is probably of Roman origin, and has been deepened and widened several times. Most trade used the lode until the railway came. Many of the properties, in the Causeway, Newnham and North Street backing onto the Weirs waterway had docks in the form of small inlets which can still be seen today. Several buildings survive, including a two-storey granary of massive construction with buttresses, now derelict.

E 04 BURWELL, MUSEUM OF FEN-EDGE VILLAGE LIFE

Burwell, Mill Close.

TL 590664

Access: Open Easter - Sept Th & Su 2 - 5, including Stevens' Windmill.

Buildings include a large eighteenth-century barn relocated from Streetly End, West Wickham in 1993. Collections include forge and wheelwright's shop, agricultural machinery, and relics and pictures of local industries such as Burwell Bus company, brickworks and mineral-water factory.

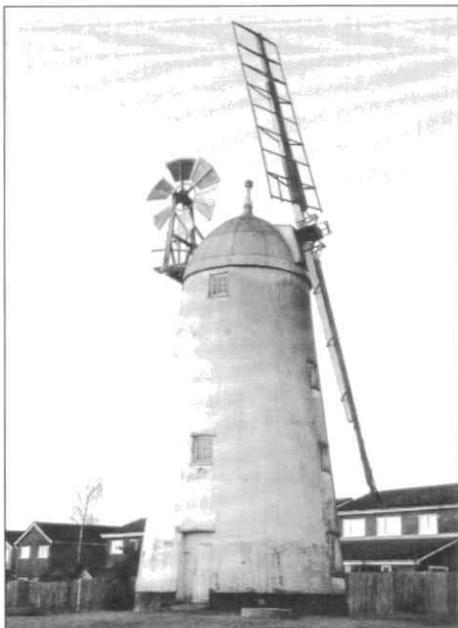
E 05 BURWELL, STEVENS' MILL

Burwell, Mill Close.

TL 590664

Access: View from road. Open Easter - Sept Th & Su 2 - 5, in conjunction with Museum.

Four-storey clunch-built tower mill. Two patent sails. Working order.



E05: Burwell, Stevens' Windmill

E 06 BURWELL, MALT KILN AND GRANARY

On Swaffham Road, B1102.

TL 589659

Access: View from street.

Large eighteenth-century two storey twelve-bay granary, built of clunch with thatched roof, with attached tiled kiln. Now converted to housing.

E 07 DULLINGHAM SIGNAL BOX

Dullingham, Station Road.

District: East Cambridgeshire

TL 617585

Access: View from Station yard or platform.

Surviving country signal-box.

E 08 DULLINGHAM, LEVEL CROSSING GATES

Dullingham, Station Road.

TL 617585

Access: View from road.

Traditional style level crossing gates.

E 09 ELY MUSEUM

Ely, Market Street, corner of Lynn Road.

TL 541805

Access: Open summer 10.30 - 5.30, winter 10.30 - 4.30. Phone 01353 666655.

Housed in the old gaol. Collections relating to fen life, also photographs of local industry, including the now demolished sugar beet and jam factories.



E07: Dullingham signal box

E 10 ELY CATHEDRAL

Ely, Palace Green.

TL 540802

*Access: Open to visitors Su 7.30 a.m. - 5 p.m.,
M - Sa summer 7 a.m. - 7 p.m. winter 7.30 a.m. - 6 p.m.
Phone 01353 667735.*

The magnificent medieval Cathedral has two special features from the industrial archaeology point of view. First, it has the most complete surviving adjacent complex of medieval buildings, now the Bishop's Palace and part of The King's School. Second, the Octagon is a masterpiece of fourteenth-century construction - after the original tower collapsed, the present construction was worked out with the aid of a model. There are also several nineteenth-century cast iron stoves by Gurney.

E 11 ELY, STAINED GLASS MUSEUM

Within the Cathedral, Ely, Palace Green.

TL 540802

*Access: Open summer 10.30 - 5, winter 10.30 - 4. Phone
01353 660347.*

Museum covering the history of stained glass. It refers mainly to the artistic side, but includes also the technical aspects of making the panels.

E 12 ELY QUAY DISTRICT

Ely, Broad Street to river.

TL 544798

Access: View from streets.

In this area two maltings survive; an ornate three storey nineteenth-century one is converted to a hall for concerts, exhibitions etc.; an older two storey building by Waterside is now an antiques centre. Some buildings of the Quay Brewery remain, one with cast iron grilles. An eighteenth-century warehouse by the river has been converted to offices. A nearby long and narrow bathhouse has been converted to a house.

E 13 ELY, MARINA

Ely, opposite Waterside.

TL 545798

Access: View across river.

This area, locally known as Babylon, has been used for boat building for hundreds of years. A cast iron crane is still in use, but most of earlier industrial activity has been cleared for modern use.

E 14 ELY TURNPIKE MARKER

Ely, on N side of A142 to Newmarket, SE of level crossing.

TL 544794

Access: On roadside.

See photo: page 2.

Cast-iron plaque, with wording 'The boundary of turnpike road 1852 Wilkinson Ely'. Wilkinsons was a notable local foundry.

E 15 HADDENHAM, GREAT MILL

Haddenham, Aldreth Road.

TL 457745

*Access: View from road. Open and working monthly on
summer Sundays.*

Four-storey tower mill, four sails. Built 1803, worked until 1945, restored to working order with much original machinery 1998.

E 16 ISLEHAM LIMEKILNS

Isleham, Limepit Close.

TL 643742

*Access: By road. Part of interior can be seen through
grilles.*

Three kilns in a grassy mound. The chalk was quarried in the surrounding pit. The area is now used for housing, and the kilns have been repaired, using Richmond stone from the continent, by East Cambridgeshire District Council. Now a bat roost/hibernation site.



E15: Haddenham, The Great Mill



E16: Isleham Limekilns

E 17 LITTLEPORT SHIRT FACTORY

Littleport, Victoria Street.

TL 570868

Access: View from street.

This factory was considerably extended in 1888. The three storey brick building, built for the garment trade, with many windows, has a boiler house and chimney at one end. It was originally Hope Brothers shirt factory, later making Burberry coats. Now closed, but retaining all machinery.

E 18 LODE WATERMILL

Lode, Anglesey Abbey grounds.

TL 530626

Access: Exterior view from road. Interior accessible only from Anglesey Abbey gardens. Open Apr - Jun, Sep & Oct daily except M & Tu, Jul & Aug daily, times 1 - 4.30; Nov - Feb Sa & Su only 11 - 3.30. Phone 01223 811200.

Watermill built in eighteenth century. Stands on Quy Water. Stones driven by iron undershot wheel. It was used for grinding cement 1890 - 1930, and a row of kilns stood nearby. Now restored and working. National Trust.

E 19 MEPAL PUMPHOUSES

Mepal, off A142 on NW bank of Old Bedford River

TL 441821

Access: Beside road accessible to public.

A Fen drainage pumping complex. The tallest



E19: Mepal Pumpphouses - brick with 'Drain' stamp to obtain tax exemption.

building is the old beam engine house, which carries a plaque stating that it was 'Erected A.D. 1840'. Next to it to the N, the diesel engine house has a plaque with the date 1927 - 1928. This still houses two diesels, an English Electric and a Mirlees. Further to the N, an installation of electric pumps.

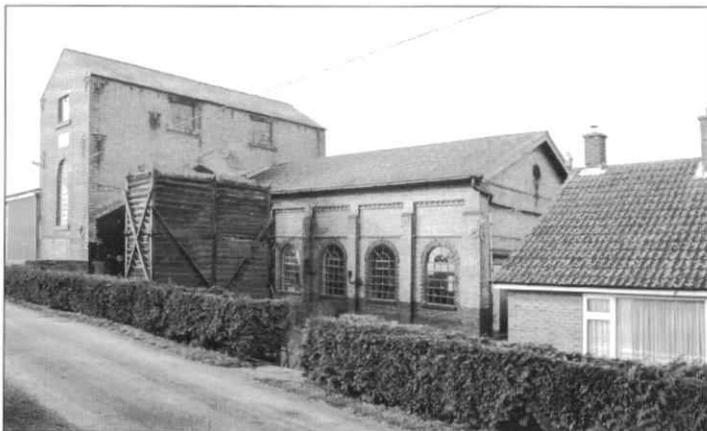
E 20 PRICKWILLOW DRAINAGE ENGINE MUSEUM

Prickwillow, E of Ely on the B1382, south side of High Street.

TL 598824

Access: Open to public. May - Sep daily 11 - 5, Mar, Apr, Oct, Nov Sat, Sun & BH 11 - 4. Engines run about 6 days each year. Phone 01353 688360.

Originally built as the Middle Fen Pumping House 1833 for a Butterley side-lever engine driving a scoop wheel, as the ground was not thought able to support a beam engine. It superseded four windpumps, but six others were retained, three of them until c1916. A larger adjacent building of 1880 was built for a compound Easton & Amos engine driving a pump, used until 1924. The Butterley was replaced by another compound engine driving a pump in 1897, used until 1924, in turn replaced by a Mirlees diesel. The latter remains in situ, but



E19: Mepal Pumpphouses - beam engine on left, diesel on right, with cooling tower in the centre.



E20: Prickwillow Museum, Vickers-Petter 95 litre 200 bhp two-stroke diesel

further diesel engines have been added to form a collection, supplemented by displays of artefacts of Fen life and drainage, maps and information boards.

E 21 PYMOOR, HUNDRED FOOT ENGINE HOUSE

Pymoor, on B1411 to Outwell N of rail overbridge.

TL 508890

Access: View from road.

The Littleport and Downham district was the largest, draining 104 sq km (26,000 acres), which needed two steam engines, here and at Hilgay in Norfolk – both buildings survive. Built 1830 for an 80 hp Butterley driving a scoop wheel. In 1914 it was replaced by a Gwynnes 400 hp steam engine, used until 1950. Now houses diesel and electric pumps. Building remains complete except for chimney, the 1914 boilers have survived. Plaques on the wall mark fen drainage events.

E 22 REACH, THE HYTHE

Reach, to NW of village.

TL 565664

Access: View from footpath.

Site of medieval port, with artificial banks as quays. Now overgrown, but there is a display

board showing the original layout. Trade passing through came from Reach Fair, the clunch stone dug locally and agricultural produce. Further traces of commercial activity may be seen alongside the byway running SW.

E 23 REACH CLUNCH PITS

Take public footpath to SW of village green; when you reach a T-junction in the path, the site is now a rough field 400 m square straight ahead.

TL 565658

Access: View from footpath.

The pits were dug for clunch, a chalky stone used for many local buildings, including Cambridge colleges, until the seventeenth century. Later it was dug to feed lime kilns.

E 24 SAXON STREET WATER TOWER

Saxon Street, between bends in road to Cheveley.

TL 682593

Access: View from road.

Water tower and pump house, now converted to a house. The tank at the top retains its original tiled roof, but windows have been cut into its sides.

E 25 SIX MILE BOTTOM CROSSING KEEPER'S COTTAGE

Six Mile Bottom, on road to Brinkley.

TL 578568

Access: View from road.

Built for Newmarket & Chesterford line c1848. The characteristic triangular pediment is visible at the end nearer the road. An unusual feature is that the upper of two storeys is at rail level.

E 26 SOHAM SHADE WINDMILL

N of Soham bypass, road to Prickwillow.

TL 587751

Access: View from road.

Three storey hexagonal smock mill. Unique converted drainage mill. Four sails. Much restoration work 1996/97.



E26: Soham, Shade Windmill



E 27 SOHAM, STEELYARD

Soham, Fountain Lane opposite St. Andrew's Church.

TL 594733

Access: View from street.

Steelyard, to lift wagons up to 3 tons. Perhaps eighteenth century, rebuilt in twentieth. Rare survivor, the only one on its original building.

E 28 SOHAM, LION MILLS

Soham, Mill Corner, off Clay Street.

TL 589729

Access: View from road.

On this 17th-century watermill site, a previous watermill of c1820, and 19th-century steam roller mills burnt down in 1945. The present large mid-20th-century mill with several large storage silos produces pet foods and specialist animal feeds. Clark and Butcher have milled on this site since 1870.

E 29 SOHAM DOWNFIELD WINDMILL

Soham, off Fordham Road.

TL 608718

Access: View from road. Open Sundays.

See photo: page 52

Five storey tower mill rebuilt 1888. Incorporates an eighteenth-century smock mill. Worked by sail and engine until 1958, then disused. Restored 1981. Two sails. Working order.

E 30 SOHAM WATER TOWER

Soham, by A142 SE of village.

TL 614716

Access: View from road.

Majestic brick water tower, probably early twentieth century. Now carries antennas for mobile phone system.

E 31 STRETHAM OLD ENGINE

Stretham, approach by narrow lane off A142 on S side of village.

TL 517730

Access: View from lane. Open 2nd Su of each month + Bank Holidays 2 - 5. Phone 01353 649210.

Built for the Waterbeach Level in 1831 with a Butterley 60 hp beam engine, driving a scoop wheel. Worked until 1924, then occasionally until 1941. Scoop wheel diameter increased to cope with shrinkage of soil. Plaque on front wall



E30: Soham Water Tower



E31: Strehtham Old Engine - scoop wheel shed in front of engine house, boiler house behind.

records erection of engine house with names of Commissioners. 1924 diesel engine in small extension at rear. Now preserved, with beam engine moved by electric drive. Additional collection of items relating to fen drainage.

E 32 SUTTON, STRAW-BURNING POWER STATION

Off A142 Ely to Chatteris road, entering industrial estate at roundabout at B1381 junction.

TL 452800

Access: View from road on industrial estate.

36MW Power station using energy from renewable resources. Local farmers are contracted to grow and supply straw as fuel. Built 2000. Owner EPR Ely Limited.

E 33 SWAFFHAM BULBECK, COMMERCIAL END

Signposted from B1102 N of main village.

TL 557633

Access: View from road.

The Swaffham Bulbeck Lode, probably Roman, gives access to the River Cam. Expanded as a fen port by Thomas Bowyer in the early nineteenth century, who built up a complex of buildings, of which enough remains today to present an image of its former existence. At the N end, on the W side, are a large two storey granary and the Merchant's House, late seventeenth-century with later additions, overlooking the lode at the rear, and used as a residence and counting house. See RCHM, North-East Cambridgeshire.

E 34 SWAFFHAM PRIOR, FEN POST

Swaffham Prior, on the road to Reach.

TL 539677

Access: View from road.

This concrete road was laid in 1940, to help military transport. At the same time, a concrete post was driven into the underlying clay so that its top was flush with the surface. Due to shrinkage of the peat it now protrudes about 4 feet above the surrounding fenland.

E 35 SWAFFHAM PRIOR, WINDMILL

Swaffham Prior, on W of Heath Road B1102. From W, hidden by large water tower.

TL 572643

Access: View from road. Open, usually second Su of each month.

Four storey tower mill, built 1858 by Fyson of Soham on a former post mill site. Used until 1946. Restored, working from 1990.

E 36 SWAFFHAM PRIOR, WINDMILL

Swaffham Prior, on E of Heath Road B1102.

TL 574642

Access: View from road.

Smock mill, built c1870. Used until c1925. Now house converted, but complete with sails.

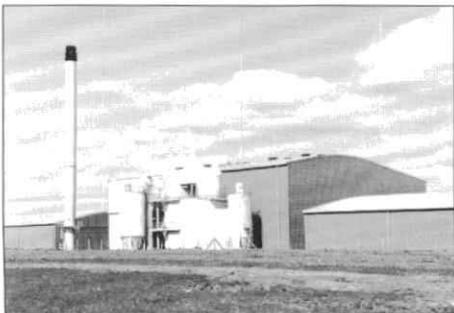
E 37 WICKEN WIND PUMP

Wicken Fen, signposted off A1123, near entrance.

TL 562705

Access: Nature reserve, open daily. Visitor centre Tu - Su 10 - 5. View from footpath.

Very small smock mill. Built as trestle mill for fen drainage 1908, in Adventurer's Fen, weatherboarded 1910. Four-sided, four common sails and tailpole. Used until c1946. Moved here in 1955. Wicken Fen is the last area of uncultivated fen, and the pump now lifts water into the Fen to keep the water table high. Last survivor of more than 700 drainage mills in the county. Visitor Centre at entrance to reserve with displays of fen life. National Trust.



E32: Straw-burning Power Station



F01: Doddington, Tick Fen Diesel engine house

**F 01 DODDINGTON,
TICK FEN ENGINE**

Wicken Fen, signposted off A1123, near entrance.

TL 351879

Access: On Ramsey Forty Foot - Chatteris road, by junction on S side.

Warboys United District (Warboys, Somersham and Pidley 1st & 3rd districts). Built 1908 in brick and slate to replace a wind pump. Presumed later engine house to W for diesel engines driving two Gwynnes centrifugal pumps; house now demolished, leaving pumps in view.



F01: Doddington, Tick Fen centrifugal pumps

F 02 GUYHIRN VIADUCT

Guyhirn, to east of A141.

TF 399025

Access: View from road.

Fine multi-arch railway viaduct, built to carry the former Great Northern and Great Eastern Junction Railways' March - Spalding line. Now partially demolished for road improvements.

F 03 GUYHIRN TOLL HOUSE

A141 near junction with A47

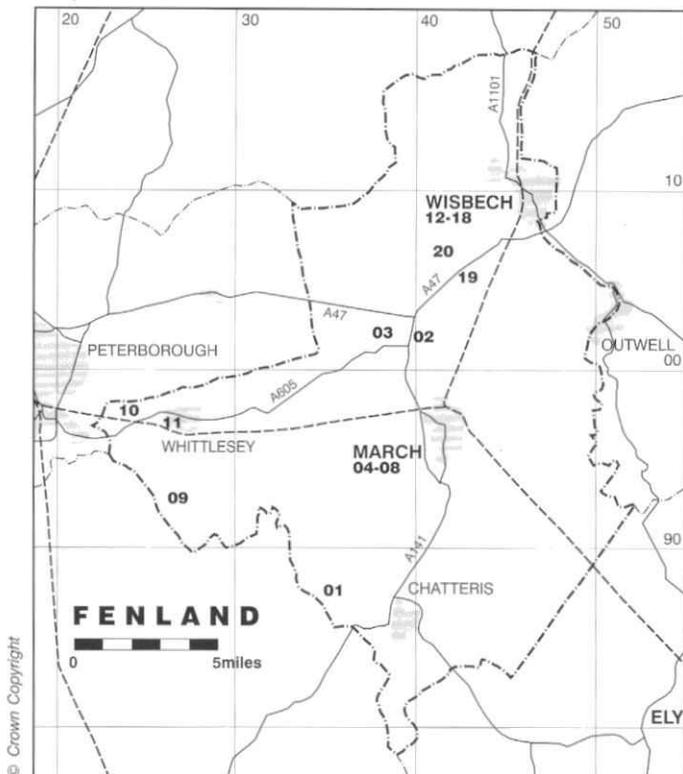
TF 397028

Access: View from road.

Octagonal 1-storey toll house collecting tolls from drovers using the bank of Morton's Leam.



F03: Guyhirn Toll House



F 04 MARCH RAILWAY STATION

March, on B 1101 N to Friday Bridge.

TL 418979

Access: Open.

Platform canopy supported by cast-iron



F04: March station footbridge

columns with decorative spandrels at top. Cast-iron footbridge over tracks. Use of multicolour paint scheme produces an attractive appearance. Main building rebuilt in red brick in 1860s, but suffering from many alterations since.



F05: March Signal Box



F06: March Monument

F 05 MARCH SIGNAL BOX

March, on B 1101 N to Friday Bridge.

TL 420978

Access: View from road.

March East Junction signal box. This large box handled normal passenger traffic, and in addition traffic between the south and the Whitewater marshalling yards, one of the largest in the country.

F 06 MARCH, CORONATION MONUMENT

March, Broad Street.

TL 416968

Access: In open square.

Erected to mark coronation of George V in 1910. Very elaborate cast-iron structure, delicate decoration with Indian overtones. By Macfarlane of Glasgow. Reputed to be one of only three made to this pattern, one being in Tasmania. Recently colourfully redecorated.

F 07 MARCH AND DISTRICT MUSEUM

March, High Street.

TL 416965

Access: Open We & Sa 10 - 12, Su 2 - 5. Phone 01354 653231.

Exhibits relate to local social life, industry and railways.

F 08 MARCH NEW MILL

March, off High Street, via access road.

TL 417963

Access: Visible from road, closer view from public car park.

Former 19th-century steam mill building. Now much modified, used as E. J. Lord engineering works, the sole surviving steam mill site in March.

F 09 PONDERSBRIDGE PUMPHOUSE

Pondersbridge, off B1040 S of Whittlesey, near B1095 junction, by road running NE beside Bevvit's Leat.

TL 276930

Access: View from road.

Fen drainage pumphouse. Elaborately decorated brick building with substantial chimney. Now being converted into a house.



F09: Pondersbridge Pumphouse



F11: Whittlesey Maltings

F 10 WHITTLESEY, KINGSDYKE BRICKWORKS

Whittlesey, on A605 to Peterborough.

TL 246971

See photo: page 6.

Access: View from layby to W of works entrance.

Large brickworks using the local Fletton clay. Its high carbonaceous content burns during firing to generate extra heat, saving on coal. The size of the operation gives an idea of the large scale of production needed today to produce an economic product.

F 11 WHITTLESEY MALTINGS

Whittlesey, Market Street.

TL 271970

Access: View from car park.

Former Maltings now used as a Chinese Take-away Restaurant.

F 12 WISBECH, BREWERY VAULTS

Wisbech, Leverington Road.

TF 456105

Access: View from street.

Red brick three storey late nineteenth-century building. Two lucams, iron-framed windows, some round. Now vaults for Oak Brewery.

F 13 WISBECH, OAK BREWERY

Wisbech, Leverington Road.

TF 457103

Access: View from street.

Small two/three storey L-shaped brick range, the taller range with a clerestory. Now used for storage.

F 14 WISBECH, NORTH STREET WAREHOUSES.

TF 461097

Access: View from street.

N side, three warehouses, all recently converted to offices or housing. S side, nineteenth-century five storey range, matching that on other river bank at Nene Quay, also converted.

F 15 WISBECH, NENE QUAY WAREHOUSES.

Wisbech, Nene Quay.

TF 462097

Access: View from street.

Nineteenth-century five storey block with advertisement for a 'metal, fur & (skin) merchant' painted on side. On four floors, loading doors facing the quay. Now converted to offices or housing.

F 16 WISBECH, REAM GALLERY AND TOURIST OFFICE

Wisbech, Bridge Street, facing Town bridge.

TL 461096

Access: Open M - Sa 9.30 - 5.

Lilian Ream was a well-known local photographer. Her work included many industrial scenes c1920 - c1960.

Folders and changing exhibitions on display.

F 17 WISBECH & FENLAND MUSEUM

Wisbech, Museum Square.

TF 463095

Access: Open Tu - Sa, Apr - Sep 10 - 5, Oct - Mar 10 - 4.

Built as museum 1840. Collections cover NE Cambridgeshire and NW Norfolk. Large photographic archive includes many local industrial and shipping subjects.

F 18 WISBECH, ELGOOD'S BREWERY AND MUSEUM

Wisbech, North Brink.

TF 455092

Access: View from street. Tours summer W, Th, F starting 2. Phone 01945 583160.

Brewery with an attractive seven bay frontage, middle range with arched entrance to yard in middle range with pediment above. In buildings to rear, malting floor with large chimney. Restored as a working museum, with much equipment and machinery.



F19: Wisbech, Waldersea first Engine House, third house to right.

**F 19 WISBECH REDMOOR,
WALDERSEY ENGINE HOUSE**

SW of Wisbech on A47 to Peterborough.

TF 433062

Access: View from road.

First engine house built 1832 for a 70 hp Cornish beam engine by Harvey's of Hayle, driving a bucket pump, used until 1899. Replaced by a vertical compound engine driving a centrifugal pump, working until c1945. A second building, with dedication plaque 1900, for an Easton and Anderson engine of 1883 driving a centrifugal pump until c1945. A third building with large glass windows houses modern diesel engines. The first engine house has large cracks in the brickwork, presumably due to subsidence of the soil.

**F 20 WISBECH ST. MARY, NORTH
SIDE ENGINE HOUSE OR RUMMERS**

*Wisbech St. Mary, off B1187 near A47 - A141 junction,
then via side roads.*

TF 429063

Access: View from road.

Built 1884 for an Easton & Anderson 25 hp vertical steam engine driving a pump, worked until 1935. Now extensively converted into a house, but retaining prominent chimney.



F20: Wisbech St. Mary North Side Engine House



H01: Alconbury Guide Pillar

H 01 ALCONBURY GUIDE PILLAR

Alconbury, on service road to E of A1(M).

TL 184784

Access: By roadside, also visible from A1(M).

Large pillar, about 0.5 m square. Carved hands point to the routes, with arrows indicating distances and directions of specific places. The most elaborate of a series in Huntingdonshire District.

H 02 LITTLE BARFORD, ELECTRICITY SUPPLY ENERGY STORAGE

Bedfordshire, just outside the boundary of Huntingdonshire. Off road from roundabout on A428 to Little Barford.

TL 182576

Access: View from road.

Construction started 2001 for completion in

2002, by Regenesys, a subsidiary of Innogy, the former domestic arm of National Power. Energy from the National Grid will be stored and regenerated using fuel cell technology. It is claimed that Little Barford will be the first commercial storage facility.

H 03 LITTLE BARFORD POWER STATION

Bedfordshire, just over the boundary of Huntingdonshire. Off road from roundabout on A428 to Little Barford.

TL 183575

Access: View from road.

Combined Cycle Gas Turbine station, 684 megawatts, opened 1996. Two gas turbines, each driving a 220MW alternator; their exhaust gases heat steam boilers supplying a turbine





H05: Godmanchester Malthouse

driving a third alternator. Maximum efficiency is maintained by close computer control of operating parameters, and costs are kept low with only 36 staff. The station replaces a coal-fired station, for which fuel was delivered to rail sidings from the East Coast Main Line. When this shut, part of the machinery was sold to Malta, where it helps to power the island.

H 04 GODMANCHESTER STEAM MILLS

Godmanchester, by road to Huntingdon.

TL 244713

Access: View from road.

An impressive three storey range, beside the River Ouse, built 1847 as corn and oil mills with their own docks. Later used as oil and cake mill until

1914. Converted to hosiery mills, working until c1980. Now converted to apartments. Adjacent later five storey flour mill demolished 1960s.

H 05 GODMANCHESTER MALTHOUSE

Godmanchester, Pinfold Lane.

TL 246703

Access: View from street.

Small maltings, with circular kiln projecting through roof. Now converted to office use.

H 06 GODMANCHESTER ROAD SIGNS

Godmanchester, on road from Cambridge to Huntingdon, at junction of Cambridge Street and Post Street.

TL 244705

Access: View from street.

Cast-iron signs embedded in the brickwork of a house. At the point where the road from Cambridge joined the old Great North Road.

H 07 GODMANCHESTER CHINESE BRIDGE

Godmanchester.

TL 244706

Access: Public footpath.

Single span timber footbridge, built 1827 by the architect Gallier, rebuilt 1869, replica replacement 1960, further restored 1979.

H 08 GODMANCHESTER, WIND TURBINE

In grounds of Wood Green Animal Shelter, off A1198.

TL 263684

*Access: View from road; grounds normally open to public.
See photo: page 8.*

Large wind turbine for electricity generation, c1980.



H07: Godmanchester Chinese Bridge

*magic
light*

H12: Houghton Mill machinery



H 09 GODMANCHESTER, CELLULAR MOBILE PHONE ANTENNA MAST

South of Godmanchester, in grounds of Wood Green Animal Shelter, off A1198.

TL 263684

Access: View from road; grounds normally open to public. See photo: page 8.

Tall mast carrying antennas for cellular mobile phone network.

H 10 GREAT GRANSDEN WINDMILL

Great Gransden, from B1046 to Little Gransden take road E.

TL 277555

Access: View from road. Occasional open days.

Webb's Mill is an open trestle post mill probably built c1612, thus older than Bourn Mill (South Cambridgeshire). Worked by sail until 1911. Rebuilt 1970s. Still many 17/18th century original features and two pairs of stones in the small two storey buck. Cambridgeshire County Council.

H 11 HOLME FEN POSTS

Off Holme - Yaxley road, signed turning off to NE.

TL 203895

Access: By bridge from roadside.

In 1851, a cast iron post was driven into the soil until its top was at ground level. This was at the edge of Whittlesey Mere, which was then drained. It now stands over 4 m (14 feet) proud of the ground, showing how much the peat has shrunk in only 150 years, with widespread effects on fen drainage. A second post was erected in 1957.

H 12 HOUGHTON MILL

Houghton.

TL 281720

Access: Viewed from road and riverbank paths. Open & Milling Apr - Oct Su & Bank Holiday M 2 - 5.15. National Trust. Phone 01480 301494. See photos, above & page 1. A large five storey mill, mostly eighteenth-century and earlier timbered building, standing on the River Ouse. It once had three water-



H06: Godmanchester Road Signs

wheels driving nine pairs of stones, and worked until 1930. Now owned by the National Trust. Much of the original machinery remains; in the course of a major restoration up to 1999, a replacement water-wheel was installed, driving some of it. There is also a low-head vertical-axis water turbine, generating electricity for use in National Trust properties, installed with a grant to promote the use of renewable energy sources (not visible).

**H 13 HUNTINGDON,
FORMER FALCON BREWERY
OFF-SALES SHOP**

Huntingdon, High Street.

TL 237719

Access: View from street.

The former off-sales shop, and only remnant, of the Falcon Brewery. Ornate sculpted badge above the shop front, surmounted by a falcon, which has unfortunately lost its head. Now 'The Darjeeling' Indian restaurant.

**H 14 HUNTINGDON,
THE GEORGE HOTEL**

Huntingdon, High Street.

TL 237718

Access: Open to public.

See photo: page 50.

Important posting inn on ancient route of the Great North Road. Dates to at least sixteenth century. Badly damaged by fire in 1865, but retains N and W wings of seventeenth-century courtyard, with its wooden gallery. A modern tradition is open-air performances of Shake-

spere in the courtyard during the summer.

**H 15 HUNTINGDON,
MEDIEVAL BRIDGE**

Huntingdon, on road from Godmanchester.

TL 242715

Access: Various viewpoints accessible on foot.

Narrow medieval bridge. Six arches. Built of stone in 1332. Built by two authorities starting at both ends at once, resulting in an awkward bend in the middle.

H 16 RAMSEY, WIND TURBINE

Ramsey, NW outskirts, off B1040 to Whittlesey, at rear of factory unit.

TL 282859

Access: View from road.

Large wind turbine for electricity generation.

H 17 RAMSEY, STEAM MILL

Ramsey, Great Whyte (B1040) at N end.

TL 285856

Access: View from street.

Four storey steam mill built 1892, beside a railway and waterway. Owned by Flowers, then Jordan's. Worked until 1940, later a grain store. Converted into apartments in 1984.

H 18 RAMSEY RURAL LIFE MUSEUM

Ramsey, NE outskirts, off B1096 to Doddington.

TL 295853

Access: Open Apr - Sep Th & Su 2 - 5. Phone 01487 815715.

Collections include agricultural tractors, carts and implements, also local industries.

**H 19 RAMSEY ST. MARY'S,
UGG MERE DRAINAGE WINDPUMP
AND ENGINE HOUSE**

Ramsey St. Mary's, SW of village, W of corner in B1040, on S bank of channel.

TL 249875

Access: Can be viewed at a distance from B660 to N, or track off B1040.

This site is one of a few to show relics of both wind and steam drainage. Wind pump built 1872, replaced 1876 by three storey tower windmill built by Smithdale of Norwich. The engine house had a 14 hp Smithdale engine driving a centrifugal pump, in use until 1916. The empty tower of the wind pump, and part of the engine house, remain.

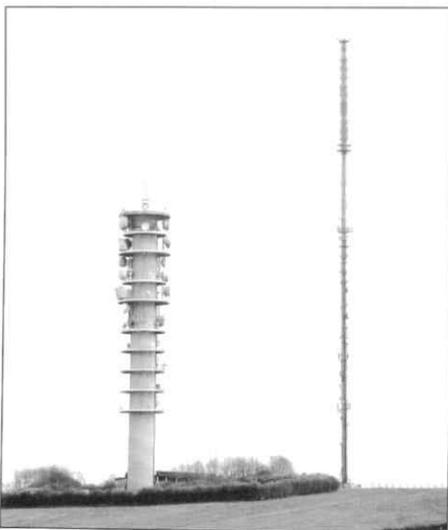
**H 20 MORBORNE,
TELECOMMUNICATIONS ANTENNA
MASTS**

Morborne, S of road to Warmington.

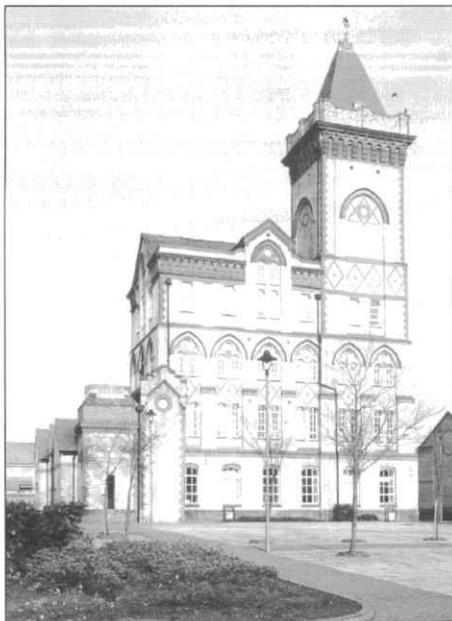
TL 925913

Access: View from road.

Two masts, prominent in the landscape. The W



H20: Morborne, Telecommunications Masts - left concrete, right steel lattice.



H25: St. Neots, Paine's Mill

one is concrete, primarily for microwave link antennas. The steel lattice mast on the E is mainly for broadcast television and VHF radio services.

H 21 ST. IVES, NORRIS MUSEUM

St. Ives, The Broadway near the river bank W of the bridge.

TL 312714

Access: Open M - F, 10 - 1, 2 - 4, Sa 10 - 12, May - Sep also Sa & Su 2 - 4. Phone 01480 497314.

Old-established museum with some exhibits relating to local industries.

H 22 ST. IVES, CATTLE MARKET

St. Ives, Market Road.

TL 316713

Access: View from road.

Two gate houses built 1886 for collection of tolls and other charges. Entrance gates and railings by Barnes and Pye of Norwich. Now a bus station and car park.

H 23 ST. IVES BRIDGE

St. Ives, on old road entering from A14; restricted traffic, so better to park in town and approach from N.

TL 313712

Access: View from The Quay.

Fine medieval multi-arched stone bridge built c1415. In the centre of the bridge is a chapel dedicated to St. Lawrence.



H26: St. Neots, converted Kiln

H 24 ST. IVES, STEAM MILL

St. Ives, to E of old road entering centre from S.

TL 313710

Access: View from road.

Six storey building built 1854 as a flour mill by Potto Brown, using machinery made in France. Converted into Enderby's printing works 1901. (Sir) Clive Sinclair's Radionics used it for electronic innovations and production in 1970s. Now converted to apartments.

H 25 ST. NEOTS, PAINE'S FLOUR MILL

St. Neots, Bedford Street.

TL 184606

Access: View from street.

Imposing steam mill in Victorian Gothic style. Actually a 1909 rebuild of the original 1846 building, which was destroyed by fire. Closed c1980, now converted to apartments.

H 26 ST. NEOTS, PRIORY MALTING KILN

St. Neots, off Priory Road.

TL 181603

Access: View from pathway.

Former drying kiln for maltings. Part of the Priory Brewery c1780, 1920s Jordan & Addingtons, closed c1970. Now converted for use as a sports centre.

P 01 BARNACK, WINDMILL

Barnack, track from road Wittering - Pilsgate.

TF 069049

Access: Distant view from road.

Fine stone-built five storey tower mill dating from 1840, working until 1913. Ogee cap, original sail stocks and all machinery, akin to that of a watermill. Only preserved windmill in the Peterborough area.

P 02 BARNACK RAILWAY STATION

Barnack, B1443 E of village, at entrance of small industrial estate in former station yard.

TF 083053

Access: View from road.

Built in classic pattern c 1864 on Great Northern branch from Stamford to Wansford. Now converted to a house.

P 03 HELPSTON, LOLHAM BRIDGES

Helpston, on old Roman road running N over level crossing from B1443 Helpston - Bainton.

TF 111070

Access: View from road.

Several stone-arched bridges on King Street or the Roman Road. The three earliest and largest are multi-arched, built 1641.

P 04 MAXEY WATERMILL

Maxey, to NW of village.

TF 119084

Access: View from road.

A small three storey mill built of stone 1779. Two

pairs of stones and wooden waterwheel, as well as newer machinery. Regularly grinds animal feed for the owner's farm.

P 05 PEAKIRK RAILWAY STATION.

Peakirk, off main street in cul-de-sac to E.

TF 169063

Access: View from road of side away from track.

Built 1848 by Great Northern Railway. Three storey station house.

P 06 PEAKIRK, ST. PEGA'S GRANARY

Peakirk, High Street.

TF 168062

Access: View from road.

Now used as a furniture sales warehouse.

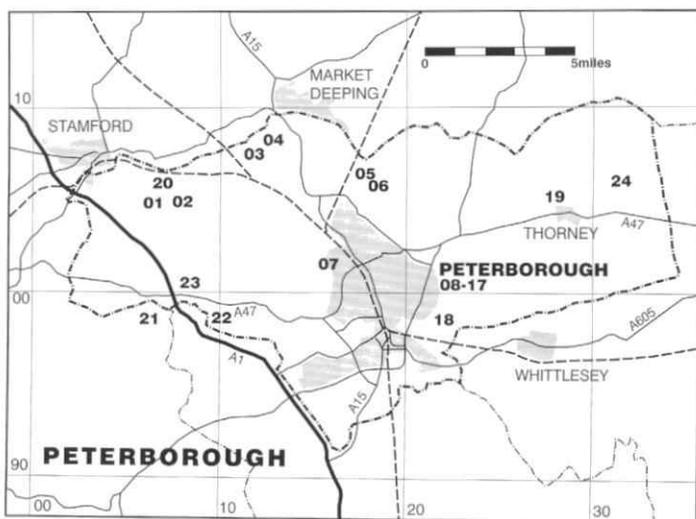
P 07 PETERBOROUGH, WATER TOWER

Peterborough, Lincoln Road, in industrial estate.

TF 173018

Access: View from road.

Water tower built in brick between the wars. Originally part of Perkins diesel engine factory, notable for its French chateau styled roof.





P09: Peterborough, Maltings

P 08 PETERBOROUGH, GREAT NORTHERN WORKS

Peterborough, Spital Bridge.

TL 186992

Access: View from road at Spital Bridge or Bourges Boulevard.

Site of workshops erected by the Great Northern railway. Much has been cleared, but several impressive buildings remain in railway use.

P 09 PETERBOROUGH, MALTINGS

Peterborough, Aldermans Drive.

TL 182990

Access: View from road.

Brick-built maltings, 3/4 storeys. Now used as a wine warehouse by Paten & Co.

P 10 PETERBOROUGH, ROPEWALK

Peterborough, Midland Road.

TL 184988

Access: View from road.

A wide back lane marks the site of a ropewalk. Originally it lay between the backs of two rows of terraced houses, but the row to the S has been replaced by hospital buildings.

P 11 PETERBOROUGH, MIDLAND LODGE HOSTEL

Peterborough, Midland Road.

TL 185988

Access: View from road.

Built as hostel for railwaymen's overnight stop between turns. Now derelict.

P 12 PETERBOROUGH, GREAT NORTHERN HOTEL

Peterborough, by the railway station

TL 187988

Access: View from road.

Built by railway 1852 in Georgian style, now extended.



P13: Peterborough, Midland Carriage Works

P 13 PETERBOROUGH, MIDLAND CARRIAGE WORKS

Peterborough, Midland Road.

TL 186986

Access: View from road.

Main building timber with vertical planking. 6 tracks in 3 bays. Still in use by English Welsh & Scottish Railway.

P 14 PETERBOROUGH, GREAT NORTHERN TARPULIN FACTORY

Peterborough, Viersen Platz off Bourges Boulevard.

TL 190983

Access: View from road.

Built by Great Northern Railway to produce the large, heavy, tarpaulin sheets needed to cover wagons to keep the load dry. Three large blocks, each three storeys, in white brick and slate, built probably late nineteenth century. Now used as warehouses and offices.

P 15 PETERBOROUGH, CRESCENT BRIDGE

Peterborough, Thorpe Road.

TL 187987

Access: View from road or station platform.

Bowstring girder bridge built 1913 to replace a level crossing.



P15: Peterborough, Crescent Bridge

P17: Peterborough
Customs House



**P 16 PETERBOROUGH,
RIVER NENE RAILWAY BRIDGES**

Peterborough, to W of bridge in London Road.

TL 190982

Access: View from riverside path to S of river.

To W, Great Northern bridge with three arches supported on cast-iron columns. Built 1850, reinforced 1910 & 1914, it now carries the East Coast Main Line with trains at more than 160 km/hr (100 mph). Listed structure. To E, lattice-girder bridge built 1924.

**P 17 PETERBOROUGH
CUSTOMS HOUSE**

Peterborough, London Road NE of Town Bridge over River Nene.

TL 193982

Access: View from road.

Classical style three storey stone building on the waterfront, with cupola. Built c1700. Probably collected local tolls rather than customs in today's term. Now used by Peterborough Rowing Club.

P 18 STANGGROUND LOCK

Peterborough, Stangground, Coneygree Road - Thistle Drive - Daffodil Grove - North Street, continuing on track to E.

TL 208973

Access: View from track.

Links the Middle Level to the higher River Nene. Lock rebuilt in nineteenth century, with earlier red brick bridge. Lower gates wood with iron balance beams, upper gates and beams steel.

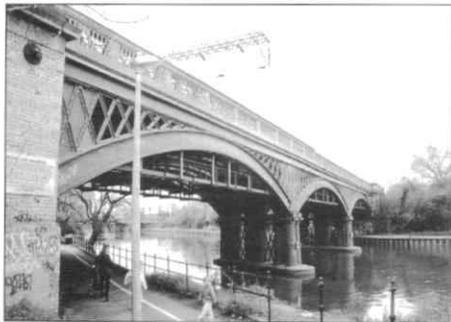
P 19 THORNEY ESTATE WORKS

Thorney, N of cross-roads on B1040.

TF 283044

Access: Grounds open.

Thorney was built as an estate village in the mid-nineteenth-century by the Dukes of Bedford. The Estate Works was built about 1855, its most prominent feature a water-tower which has been described as 'fortified Jacobean'. There was also a fire station and workshops, and the offices of the North Level Drainage Board. The buildings now house an educational centre and a precision engineering firm.



P16: Peterborough, Cast-iron Railway Bridge



P18: Stangground Lock

**P 20 UFFINGTON
LEVEL CROSSING AND SIGNAL BOX**

On Uffington - Barnack road.

TF 073066

Access: View from road.

Originally site of Uffington & Barnack station, with station house c1848, of which little remains. A later signal box and crossing gates serve the Peterborough - Stamford line.

P 21 WANSFORD BRIDGE

Wansford, on A6118 Old North Road to N.

TL 075992

Access: Oblique view from road.

Stone bridge to carry the Great North Road across the Nene. Northern 7 arches 1577, next 3 1672 - 74, southern two rebuilt 1795 to help make the river navigable.

**P 22 WANSFORD,
NENE VALLEY RAILWAY**

Wansford, S of village on loop road to E of southbound A1.

Wansford Station TL 093980, Peterborough Station TL 188981

Access: Open to public / view from road. Open weekends Feb - Nov, most days July - August. Steam and diesel hauled trains. Telephone timetable 01780 784440, enquiries 01780 784444.

Part of Peterborough - Northampton line, 12 km (7½ miles) now preserved. Variety of motive power and rolling stock, running steam or diesel services over the length of the line on working days. Large 1845 stone Jacobean-style station building to N of tracks, not occupied by Nene Valley Railway. Largest preserved signal box in the country, LNWR style.



P20: Uffington Signal Box

P 23 WANSFORD, SACREWELL MILL

Wansford, N of A47 Peterborough - Wansford road, E of A1 junction.

TF 079000

Access: In Sacrewell Farm and Country Centre, open to public.

Small stone-built mill 1755. Much of the machinery survives, with one of the original two pitch-back waterwheels. Restored and working.

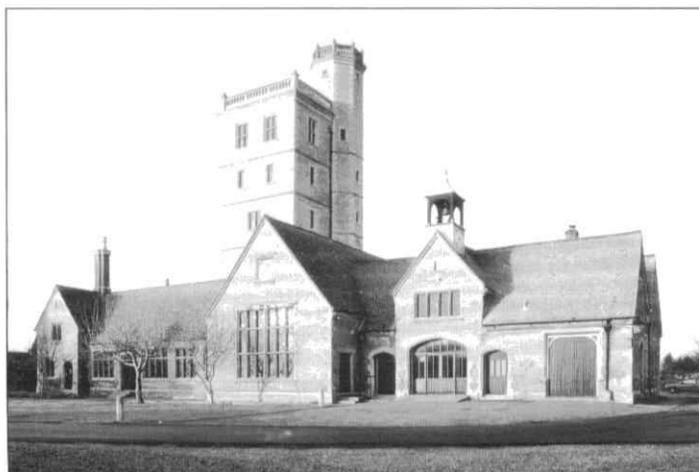
P 24 WRYDE RAILWAY STATION

Thorney, to E of B1167 to E of village.

TF 317049

Access: Distant view from road of site in middle of scrapyard.

Timber goods shed remains.



P19: Thorney Estate Works

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Research Resources

Cambridgeshire Collection (local history), Cambridge Central Library, 7 Lion Yard, Cambridge CB2
3DX. Phone 01223 712000.

Cambridge County Record Office, Shire Hall, Castle Hill, Cambridge CB3 0AP. Phone 01223 717281.

Huntingdon County Record Office, Grammar School Walk, Huntingdon PE18 6LF.
Phone 01480 375842.

Information available on County Council web site: www.Cambridgeshire.gov.uk

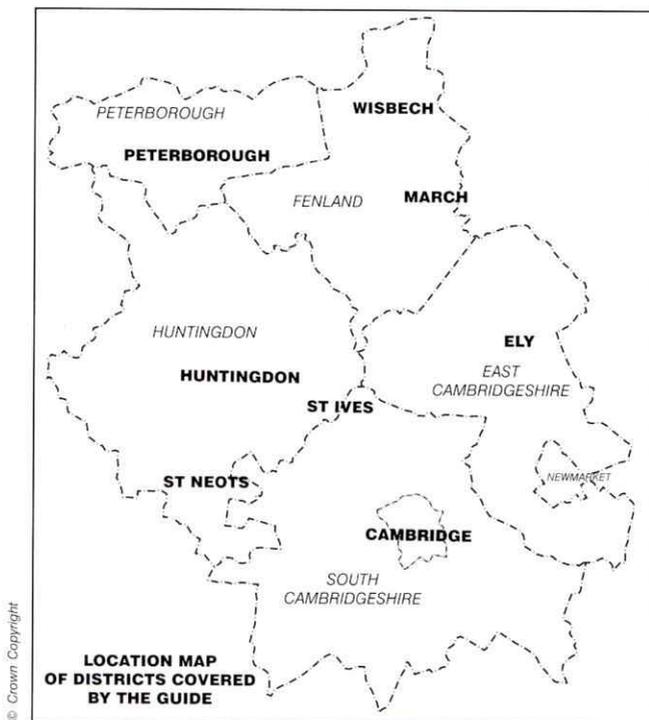
INDEX OF PLACES

C Cambridge H Huntingdonshire E East Cambridgeshire P Peterborough
 F Fenland S South Cambridgeshire
 * outside Cambridgeshire

Alconbury	H	Haddenham	E	Nuthampstead	S*	Stow-cum-Quy	S
Little Barford	H*	Hauxton	S	Over	S	Stretham	E
Barnack	P	Helpston	P	Pampisford	S	Sutton	E
Barrington	S	Hildersham	S	Peakirk	P	Swaffham Bulbeck	E
Barton	S	Hinxton	S	Pondersbridge	F	Swaffham Prior	E
Bassingbourn	S	Histon	S	Prickwillow	E	Thorney	P
Bourn	S	Holme Fen	H	Pymoor	E	Uffington	P
Burwell	E	Houghton	H	Ramsey	H	Wandlebury	S
Cherry Hinton	C	Huntingdon	H	Ramsey St. Mary's	H	Wansford	P
Chesterton	C	Impington	S	Reach	E	Waterbeach	S
Chishill	S	Isleham	E	St. Ives	H	Whittlesey	F
Cottenham	S	Linton	S	St. Neots	H	Wicken	E
Doddington	F	Littleport	E	Saxon Street	E	Willingham	S
Dullingham	E	Lode	E	Sawston	S	Wisbech	F
Duxford	S	Madingley	S	Shepreth	S	Wisbech Redmoor	F
Ely	E	March	F	Six Mile Bottom	E	Wisbech St. Mary	F
Flint Cross	S	Maxey	P	Soham	E	Wood Walton	H
Fulbourn	S	Meldreth	S	Somersham	H	Wryde	P
Godmanchester	H	Mepal	E	Spaldwick	H	Yaxley	H
Great Gransden	H	Milton	S	Stanground	P		
Guyhirn	F	Morborne	H	Staughton Highway	H		



E29: Soham Downfield Windmill



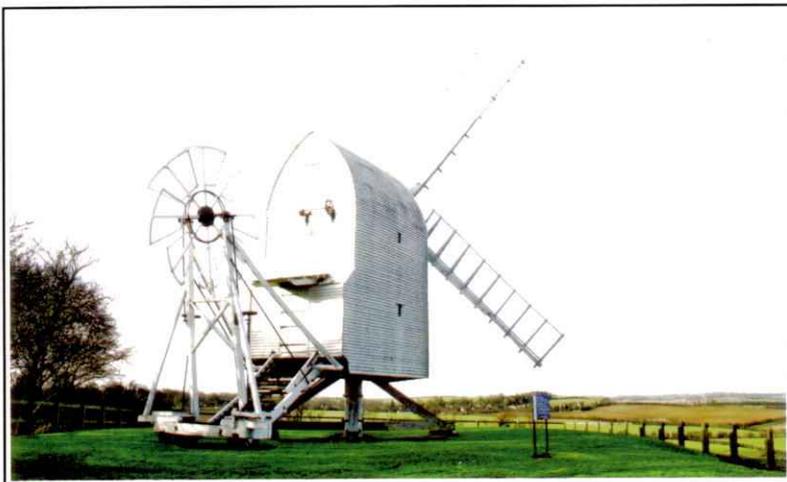
ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

This book is published to mark the AIA's 2001 Conference in Cambridge. The AIA was established in 1973 to promote the study of industrial archaeology and encourage improved standards of recording, research, conservation and publication. It aims to support individuals and groups involved in the study and recording of past industrial activity and the preservation of industrial monuments, to represent the interests of industrial archaeology at national level, to hold conferences and seminars, and to publish the results of research. The Association is a voluntary one. It publishes the *Industrial Archaeology Review* which is sent twice yearly to all members, who also receive the quarterly *Industrial Archaeology News*. Further details may be obtained from the AIA Liaison Officer, AIA Office, c/o School of Archaeological Studies, University of Leicester, Leicester LE1 7RH.

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This Gazetteer draws heavily (with permission) on the Cambridgeshire section of Alderton & Booker. We are also indebted to others who have assisted with advice, in particular K. S. G. Hinde in connection with Fen Drainage, and fellow members of the Cambridge Industrial Archaeology Society. However, all mistakes are our responsibility.

The photographs were taken by Nigel Balchin in 2000 or 2001. A set of photographs by Peter Filby covering the majority of the sites listed will be deposited with the Cambridgeshire Collection.



**Association for Industrial Archaeology
Annual Conference 2001
CAMBRIDGE**

Cambridge
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Society

