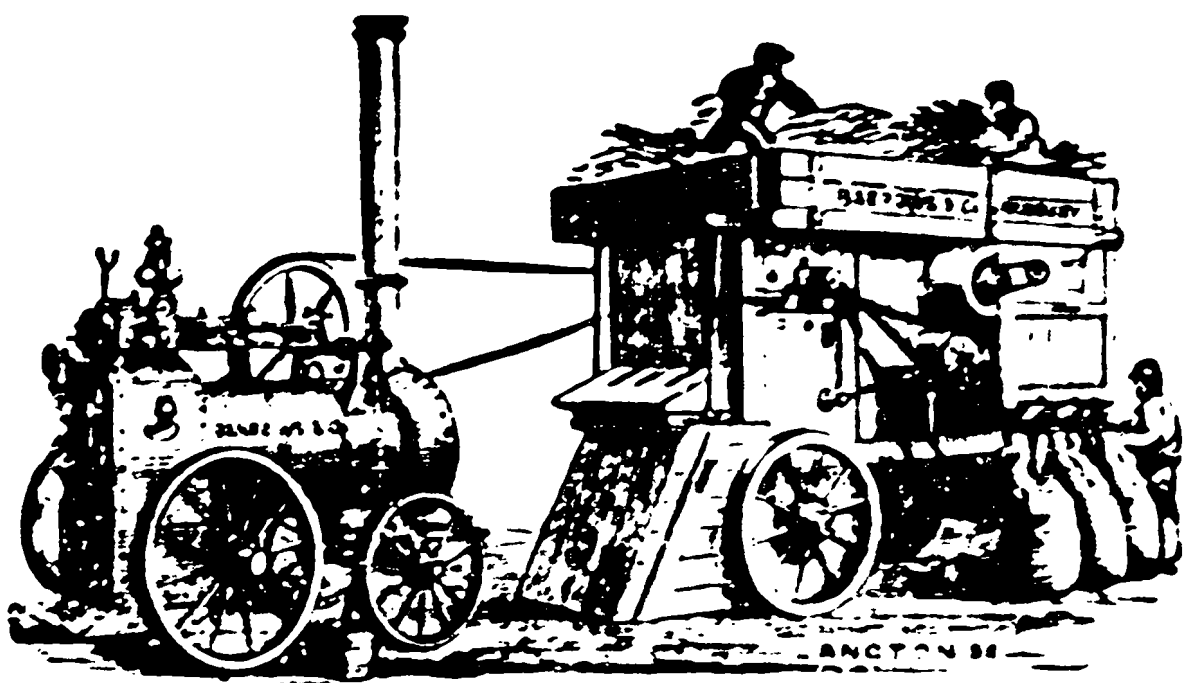


CAKE AND COCKHORSE



Banbury Historical Society

Summer 1968

2s.6d.

BANBURY HISTORICAL SOCIETY

President: The Rt. Hon. Lord Saye and Sele, O.B.E., M.C., D.L.

Chairman: G. Fothergill, M.A. 102 Bath Road, Banbury

Hon. Secretary:
J.S.W. Gibson, F.S.G.,
Humber House,
Bloxham,
Banbury
(Tel: Bloxham 332)

Hon. Asst. Treasurer:
Dr. G.E. Gardam,
11 Denbigh Close,
Broughton Road,
Banbury
(Tel: Banbury 2841)

Hon. Treasurer:
A.W. Pain, A.L.A.,
c/o Borough Library,
Marlborough Road,
Banbury
(Tel: Banbury 2282)

Hon. Editor "Cake & Cockhorse"

B.S. Trinder, 90 Bretch Hill, Banbury

Hon. Research Adviser
E.R.C. Brinkworth, M.A., F.R. Hist.S.

Hon. Archaeological Adviser
J.H. Fearon, B.Sc.

Committee Members

R.K. Bigwood, J.F. Carter, T. Loveday

* * * * *

The Society was founded in 1957 to encourage interest in the history of the town of Banbury and neighbouring parts of Oxfordshire, Northamptonshire and Warwickshire.

The Magazine "Cake & Cockhorse" is issued to members four times a year. This includes illustrated articles based on original local historical research, as well as recording the Society's activities. Publications include "Old Banbury - a short popular history" by E.R.C. Brinkworth (2nd edition), "New Light on Banbury's Crosses", "Roman Banburyshire" and "Banbury's Poor in 1850", all 3/6d, and a pamphlet "History of Banbury Cross", 6d. A Christmas card has been a popular annual production.

The Society also publishes an annual records volume. These have included "Oxfordshire Clock-makers, 1400-1850"; "South Newington Churchwardens' Accounts, 1553-1684"; "Banbury Marriage Register, 1558-1837" (3 parts) and "Baptism and Burial Register, 1558-1653". "A Victorian M.P. and his Constituents: The Correspondence of H.W. Tancred, 1841-1859", "Banbury Politics, 1830-1880", "Banbury Inventories, 1590-1650, and Wills, 1621-1650", and the second part of the Banbury Baptism and Burial Register, 1653-1723, are well advanced.

Meetings are held during the autumn and winter, normally at 7.30 p.m. in the Conservative Club. Talks on general and local archaeological, historical and architectural subjects are given by invited lecturers. In the summer, excursions to local country houses and churches are arranged. Archaeological excavations and special exhibitions are arranged from time to time.

Membership of the Society is open to all, no proposer or seconded being needed. The annual subscription is 40/-, including the annual records volume, or 20/- if this is excluded. Junior membership is 5/-.

Application forms can be obtained from the Hon. Secretary or the Hon. Treasurer.

CAKE AND COCKHORSE

The magazine of the Banbury Historical Society. Issued to members four times a year.

Volume Three.

Number Twelve.

Summer, 1968.

NEWS		Society Activities	214
OBITUARY		John L. Langley	214
INDUSTRIAL	John Carter	Watermills in North Oxfordshire	215
ARCHAEOLOGY		The Lampitt Steam Engine from Hunt Edmunds Brewery, Banbury	223
	Photo Feature	The Oxfordshire Ironstone Company	224
	G.E. Gardam	The Brymbo Ironworks, Hook Norton	227
	G.C.J. Hartland	The Vulcan Foundry, Banbury	229
	J.H. Fearon	Steam Navigation at Bodicote	229
	B.S. Trinder	Banbury at the Crystal Palace, 1851	233
BANBURY HISTORICAL SOCIETY		Annual Report and Accounts, 1967	233
PUBLIC INQUIRY	J.S.W. Gibson	The Original Cake Shop	236

I first became aware of Industrial Archaeology as a pursuit just after the War when I discovered that Banbury was a canal town through reading L.T.C. Rolt's "Narrow Boat". I found that he rigged out and equipped his beloved "Cressy" at Tooley's boat yard, Banbury. The painless way that Mr. Rolt conveyed information about breweries, gas-works, pottery kilns as well as the romance of the canals (which I had been brought up to despise) made me feel this is a subject which is worth taking further.

My own apprenticeship in this field took place in the Black Country, but having published my first article on Industrial Archaeology in 1955 I rapidly became aware that here was a subject that can be studied anywhere in Britain. Not only canals, railways and turnpike roads (well represented in the Banbury area) but street furniture such as cast-iron railings, gas lamp standards and pillar boxes - all are available to the beginner from which he can graduate to such items as factory buildings, brick and tile production and agricultural machinery.

The reason why Industrial Archaeology is so worth studying in these islands is because the Industrial Revolution which is still changing the face of the globe originated here and as a result Britain is more thickly sown with early industrial relics than anywhere on earth. There is an urgency about the exploration of Industrial Archaeology which adds point to its study. Now that industrial buildings, machinery and housing of the nineteenth century have reached the limit of their usefulness and are fast being demolished or sold for scrap, it is important that some record be kept before they disappear.

It is worth remembering too that one of the most important discoveries of its kind this century was made at Hawkesbury Junction where the Oxford Canal meets the Coventry Canal. An engine house there was found to contain one of the oldest steam machines in the world, an original Newcomen beam engine. As it was mouldering away there, the decision was taken to dismantle it and re-erect it in working order at Dartmouth as a memorial to Thomas Newcomen who pioneered the steam engine there. Such treasures are still lurking to be discovered in the still largely unexplored field of Industrial Archaeology.

University of Birmingham,
Department of Extra-Mural Studies.

Michael Rix.

Editor's Note:

The object of this issue is to show something of the wealth of material of industrial archaeological interest which can be investigated in the Banbury area, and to give some indication of the range of work already undertaken. We hope in future to publish an industrial archaeological issue once a year. We are grateful, as usual, to all our contributors, but particularly to John Carter for his help in rounding up such a varied assortment of items.

Our Cover: shows a picture of a portable steam engine and threshing machine used in advertisements by the Banbury firm of Barrows and Carmichael in 1865.

SOCIETY NEWS AND ACTIVITIES

Wednesday, 5th June. Visit to the British Waterways Museum at Stoke Bruern.

Saturday, 22nd June. 5.15 p. m. for 5.30 p. m. Annual General Meeting. Wroxton College (formerly Wroxton Abbey), by kind invitation of the Dean. Members will recall former visits of the Society to this fine 17th century mansion, home of the Pope and North families, and will welcome another chance of seeing the house and gardens, now that they are no longer open to the public.

Church Architecture Study Group Visits have as usual been arranged and information on these is available from Dr. G.E. Gardam.

Autumn Lectures

There will be a course of weekly talks on "Church and Society in the Victorian Age" given by the Society's Hon. Research Adviser, E.R.C. Brinkworth, M.A., at the Reference Library, Marlborough Road, Banbury, on Monday evenings, commencing 30th September. Further details will be announced later.

EXCAVATIONS AT SULGRAVE

The Royal Archaeological Institute is to carry out excavations at Sulgrave, Northants., between August 19th and September 13th, as part of a major research project on "The Origins of the Castle in England".

The site is a small earthwork castle in the centre of Sulgrave village, eight miles north-east of Banbury (SP 557453). Trial excavations in 1960-63 showed that the present defences date from the period of the Norman Conquest, when Ghilo of Picquigni was Lord of Sulgrave, but that Ghilo's castle overlay a great timber Hall of the early 11th century - evidently the residence of Ghilo's Saxon predecessor. The aim of the work will be to examine the Conquest-period defences with particular attention to the gate, and to uncover more of the underlying thegn's burh.

Thirty volunteer diggers are needed to carry out this work. Free accommodation is offered in a Residential Conference Centre in Northampton, and transport to and from the site will be provided by special bus. For further information, apply to Mr. B.K. Davison, Inspectorate of Ancient Monuments, Sanctuary Buildings, Great Smith Street, London, S.W. 1, giving details of age, experience, etc. Preference will be given to those prepared to stay for the whole of the four-week period.

John Lythall Langley

It is with great regret that we record the death on November 22nd last of John Langley of Broughton Road, Banbury, at the age of 85. Mr. Langley was a founder member of the Historical Society, and a regular attender at most of its activities. He was a member of the Society of Friends, and had particular pleasure in describing to members of the Historical Society something of the history of the Friends' Meeting House in Banbury during a perambulation about two years ago.

John Langley came to live in Banbury in 1886 when his parents set up business as bakers and confectioners in the Market Place. He was educated at the Wesleyan Methodist School in Grimsbury, and at The Banbury Municipal School, and was then articled in the office of Arthur Fairfax, the Banbury solicitor, though he spent much of his working life away from the town. His memories of late Victorian and early Edwardian Banbury were particularly vivid, and we have been fortunate to publish two articles containing his reminiscences in "Cake and Cockhorse" (Vol. II pp. 31-56 and Vol. III pp. 39-45).

The Historical Society was represented at Mr. Langley's funeral by Mr. E.R.C. Brinkworth, and we take this opportunity to express the Society's sympathy with his family.

B.S. Trinder.

WATERMILLS IN NORTH OXFORDSHIRE - SOME NOTES ON A RECENT SURVEY

The area covered by the survey was initially the immediate neighbourhood of Banbury, and it has been gradually extended outwards as more mills were recorded.

The basic method used was to locate the mills from various documentary sources, and to plot them on the 1 in. O.S. map, 7th (footpaths) Edition, dealing with all mills on one stream at a time. At the moment no mills have been included outside the Oxfordshire boundary.

For the purpose of definition, the term "mill", unqualified, is used for a corn mill, used as such at the time of its closure or last recorded use. Any other process carried on such as fulling, paper making or cloth or blanket making is added as a prefix. No account has been taken of any establishment not wholly or partially operated by water power at some stage in its history.

The sources used for locating the mills have been the first edition of the 1 in. O.S. map; Stanfords Railway Map of 1878 and other early county maps of both Oxfordshire and neighbouring counties; later editions of O.S. maps including 25 in. and 6 in. scales; and Harrod's Directory of 1876. The latest edition of the 1 in. O.S. maps now contains footpaths and bridle ways which are defined as being rights of way, marked in red. All mills must have had access for horses and carts, but since the actual site of the mill for the locality depended on a suitable site on the nearest available river, there were possibly in many cases no existing roads or tracks and these had to be created for the construction and subsequent use of the mill. It follows therefore that even if the mill has been demolished and most visual remains eroded, the rights of way to it are quite likely not to have been erased. These are now quite clearly shown on this edition of the map as two or three red lines converging on a point on a stream or river. This will confirm the site of a mill of which most or all other evidence has disappeared, or even lead to the discovery of a mill which does not otherwise appear in local records or in any site evidence. When a site has been located in this way, a careful study of the geographical features will usually show faint remains of head race, tail race or mill pond, either as indentations or embankments in fields and hedges or at roadsides.

The 25 in. O.S. map is also an invaluable help in the investigation of any mill site. When this scale was surveyed (especially in the 1st edition of 1882), most mills in the district were in working order, and the layout of the buildings is shown in a measurable and easily identifiable way. Thus, even if a mill has disappeared, we still have a record of its buildings, its ground plan, and a map of the water courses. It is also quite easy to identify the water courses on the map even when the mill has vanished before the survey was made. A parish boundary along an old stream bed is a very good clue, with the present stream as a straight line. The scale of the Stanford Railway Map is very small and when the actual sites of the mills marked on it were being identified they were confirmed by some of these methods.

The combined result of these investigations has established the sites of three paper mills, one fulling mill and ninety or so cornmills of various sizes.

The streams of this area are mostly small, and it therefore follows that the majority of the mills are small. From Banbury southwards the Cherwell is a fairly substantial river, and the mills on it are of more mature size. It was also discovered, in working up each of the tributaries in turn, that one stream, the Sor brook, has 17 mill sites whereas the river Dorn which rises near Great Tew and joins the Glyme near Wootton only has 3 so far identified. I believe this difference to be geological in origin.

Of the 3 paper mills one has all but vanished, and the other two have been converted to corn mills and both are in full working order. The fulling mill has lost most of its buildings, but the waterways remain as do some of the "Tenter Hooks" in the attic of the house. Of the remaining cornmills visited only two have so far been discovered in working order in the area, although there are some more known, but at least four sites are still in operation as commercial cornmills though not now operated by water power.

Waterwheels

All the surviving wheels are of cast iron construction with either sheet metal paddles or wooden buckets. Since most wheels were of the breast type buckets were used. Only one cast iron wheel with wooden paddles had been found, and no original wooden wheels have yet been

Typical arrangement of
Water Mill machinery

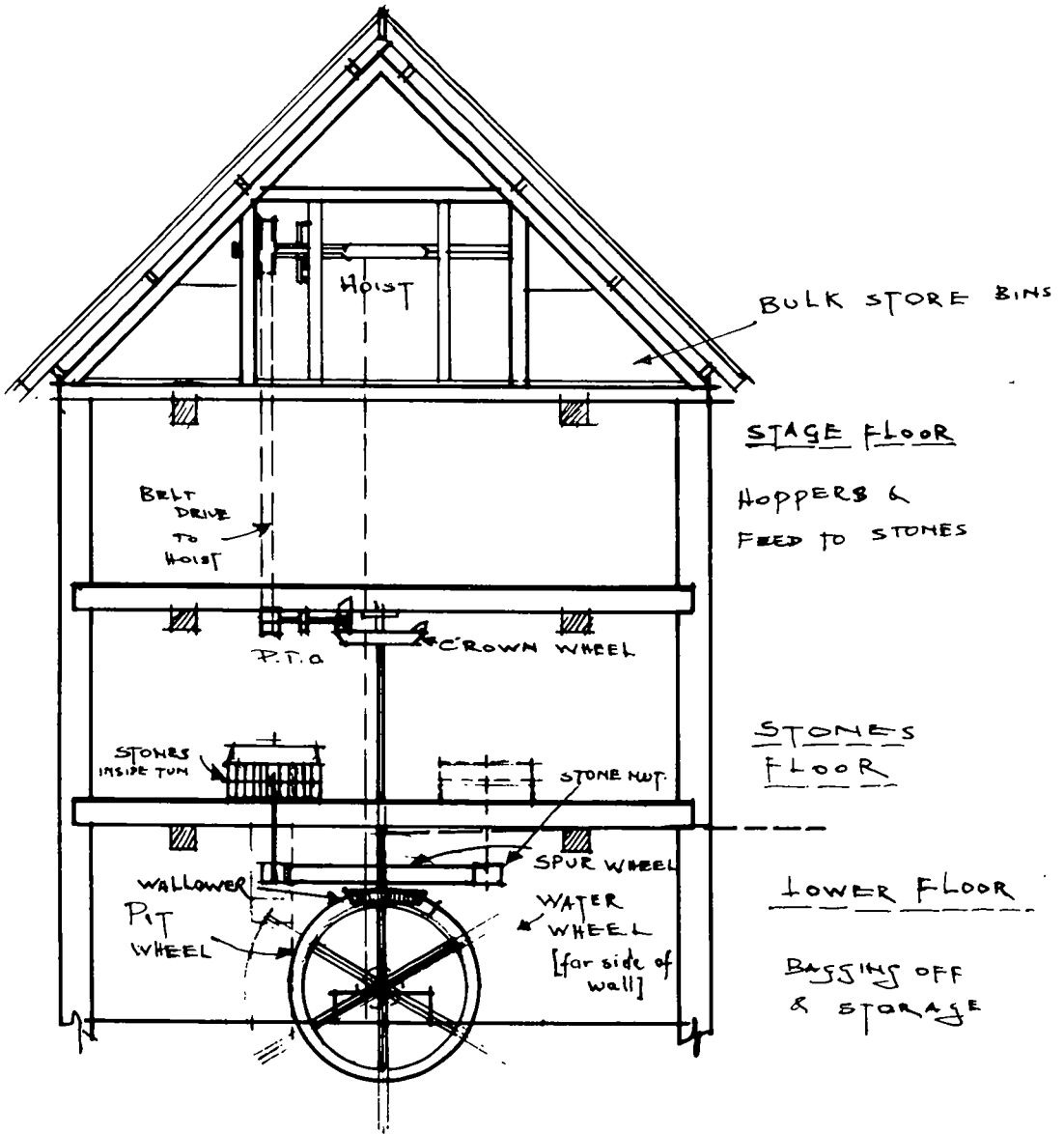


Figure 1 (a)

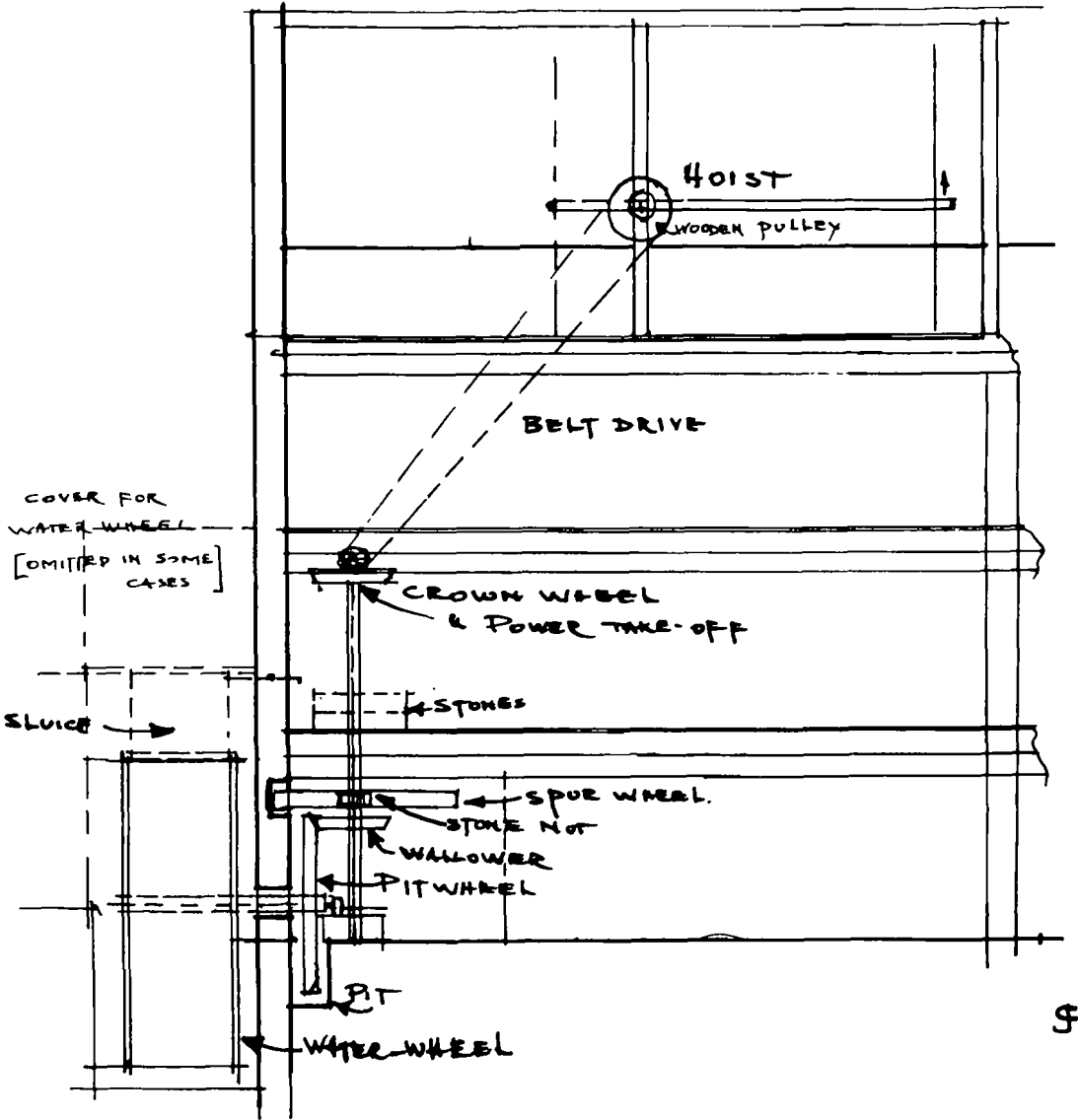


Figure 1 (b)

located. One turbine dated 1858 survives. The water can be fed to the wheel at three different levels:-

- (i) Over the top. A wheel so fed is termed "overshot", and turns clockwise.
- (ii) a. Just above the centre of the wheel. This type is termed "high-breast" fed and rotates anti-clockwise.
b. Just below the centre of the wheel. This type is termed "low-breast" fed and rotates anti-clockwise.
In each of the above the water flows into buckets on the wheel, and the weight of the water in the bucket turns the wheel.
- (iii) Just above the bottom of the wheel. This type is termed "undershot". This type of wheel is provided with flat paddles, and the force of the descending water from the sluice turns the wheel.

An alternative to (i) above is where the water is brought to the top of the wheel but turns it anti-clockwise. This is termed "pitchback".

Machinery

Where the machinery has not been scrapped, most of the layouts conform to the standard pattern as shown in Figure One, with only minor variations. The numbers of pairs of stones varies according to the amount of power available. Only one of the working mills conforms to this arrangement. The two converted paper mills have quite different machinery, and one of the cornmills is of an entirely different pattern still.

The wheel turns a substantial shaft, usually 12 in. in diameter, which passes through the wall of the mill, and has on its other end a gear wheel, usually of cast iron, only a little smaller than the wheel. This is the "pit wheel". The teeth are bevelled, and engage with a smaller bevelled gear on a vertical shaft called the "wallower". The vertical shaft is latterly of cast iron, of a hexagonal section, and about 4 in. diameter, but earlier examples can be of timber, 12 in. to 14 in. in diameter. This vertical shaft passes through the lower and stones floors of the building, and terminates in a crown wheel below the stage floor. Attached to the vertical shaft, just below the stones floor is the spur wheel. This is usually up to 8 ft. in diameter, and either of wood or cast iron, but always has wooden teeth. The stone nuts, small pinions, engage in this and are connected directly with the "runner", or top stone. These stone nuts can be engaged or disengaged quickly by means of a screw arrangement which is supported by the wooden "hurting" which surrounds and protects the machinery. The crown wheel at the top of the shaft usually has wooden teeth, and the bevel gears take drives off to the hoist and any other machinery.

Buildings

The older buildings are of local stone, and the mid 19th century mills are in brick. Where the machinery has been removed, or sometimes where it is still intact, the buildings are often used for agricultural purposes, mostly for storage. A few mills have been converted into houses. In the majority of cases, both the mill and the miller's house survive.

Power Take-off

The most usual power take-off is a hoist for hauling sacks to the top of the building. The design of hoists ranges from the quaint to the bizarre, the most usual being a fast/loose pulley system, but the variations are manifold. Other power take-offs drive electric generators, fans, flour sifters and bolters, and an outside wheel for a sawbench.

Little Barford Mill 445331

This mill stands isolated with a cottage attached on the north side of the river Swere. It is very small and would only have catered for local needs. It appears to have always been in the hands of a farmer. In 1876 William Timms was miller and farmer here.

The building is of stone with a slated roof and measures 20 ft. x 20 ft. internally. There is very low headroom which has caused the machinery layout to be extremely unusual. The wheel is housed in a separate, lower building attached to the side, and the wheel may well have been originally uncovered. The fall through the breast wheel is approximately 4 ft 6 in. A doorway

on the upstream side leads directly on to the "stones" floor which is a sort of mezzanine between the ground floor bagging off area, and the first floor proper. Headroom below the stones is 6 ft. 6 in., and the machinery has had to be arranged rather differently. Bagging off takes place here adjacent to the machinery.

The feed to the stones is contained wholly within the roof space, but there is no room for any bulk storage, the grain being stored in sacks on the floor below.

The 12 ft. diameter water wheel drives a 6 ft. 6 in. diameter cast iron pit wheel with bevelled teeth. Instead of this driving a single horizontal wallower, it drives two vertical cast iron ones, 5 ft. 3 in. in diameter, the centres of which are in line with the pit wheel centre. On the same shaft as this cast iron cog in each case is a 4 ft. 6 in. diameter wooden spare wheel with wooden teeth, again bevelled, from which the stone nut 12 in. in diameter is driven. Only one of these sets of gears is working.

The power take-off is a vertical shaft from the top of the spur wheel 22 in. in diameter, driving a 36 in. crown wheel and a vertical hoist drum combined just under the second floor level.

Adderbury Paper Mill 478335

This interesting mill was making paper until about 1873 and watermarked banknote paper was produced in 1872. It was converted to its present form as a corn mill in 1875. No sign of the drying sheds which also existed can now be traced. A mineral spring produced the water for pulping and this enhanced its suitability for banknote paper.

The mill building is constructed of local stone with a slate roof, but in common with other buildings in the district this may have been thatched at an earlier period, as the roof pitch is quite steep. The main working floor of the mill is situated above the wheel and watercourse, but being an adaptation, the machinery is quite unlike the conventional water corn mill arrangement of pit wheel, wallower, spur wheel and stonemills.

The wheel is low breast-fed and of double width being about 14 ft. x 8 ft. It is constructed of cast iron, with sheet iron buckets.

The wheel is directly coupled to a 9 ft. 2 in. diameter cast iron gear with 112 teeth which engages with a 1 ft. 8 in. diameter pinion of 48 teeth. This small gear is on the same shaft as an 8 ft. diameter 120 teeth gear driving a second 48 teeth pinion. This pinion is on the end of a lay shaft which runs under the staging on which a pair of stones is placed.

The drive to the stones is by means of two 24 teeth bevel gears. To disconnect the drive the top bevel is lifted up out of engagement.

At the end of the lay shaft a pulley wheel supplies power to the hoist shaft on the floor above.

The clutch on the hoist is in this case not the usual primitive loose pulley arrangement but a highly sophisticated double cone clutch, of cast iron, something which engineers learn about, but rarely see in practice.

There are storage bins for about 35 tons on this floor.

North Newington Paper Mill

The present mill appears to have been constructed as a paper mill about the year 1870. The house was reconstructed and enlarged about this time, as a date stone in the gable end records, by a William Sellers, the inscription being 'WS 1876'. A mill could have existed here earlier, as some stone work appears in one wall, by the side of the tail race. The main construction of the premises, which appears to have altered little externally, is of brick with a hipped slated roof. On the door frame of an adjacent building is a small signboard, William Sellers, Paper Maker.

The internal dimensions of the main building are 50 ft. x 30 ft. to which is added an 18 ft. leanto along one side. The roof is constructed of massive king post roof trusses at approximately 8 ft. centres. The present height of the underside of these is 14 ft. above floor level, but there could have been another floor inbetween, as slots in the wall may show.

The existing floor timbers are not all that old and may have been installed at the time of the conversion to a corn mill between 1915 and 1920. Before this, at the turn of the century, local tradition says that it was a bone and meal mill and 'very smelly'. At one end of the main building is a long drying shed, which is said to be where the paper was dried.

The main frame is of timber on a brick base wall. This supports a low pitched timber truss roof covered with blue slates. The size is approximately 80 ft. long by 18 ft. wide. The long sides of this shed, inbetween the timber uprights, are filled in with slatted timber panels of an ingenious pattern. Most drying sheds such as these, constructed from drying timber, have one open side and the other three sides slatted.

In this case both the long sides are slatted but each panel is so constructed as to be individually adjustable, from fully open as the slatted side, to fully shut. A wooden lever operates a moving horizontal bar on to which half the shutter is fixed. This slides the moveable shutter so that its slats are co-incidental with the outside fixed ones.

In the mill itself, the water wheel has as usual its bearing at or near the lower level. However in this particular case the stones, only one pair, are also on this floor on a low staging. The drive from the wheel is by means of a large gear 16 ft. in diameter driving a 3 ft. gear. This is directly attached to a shaft from which a pulley and belt drives the stones gearing. This shaft may have driven more pairs, but nothing of this exists now. This arrangement was inconvenient as there is no space beneath the stones for bagging off. The ground meal falls into a box and has to be shovelled out into bags. This type of gearing is rather typical of cornmills which were not originally built as such.

The mill when a paper making establishment had a good deal of machinery. This is obvious from the size and arrangement of the water wheel. This is a double wheel 8 ft. in width, and 18 ft. in diameter with two series of buckets parallel but half stepped. The buckets are all of sheet iron.

The water supply is also curious if not unique. The design of the arrangement is of the pitch back type, and the water supply to the wheel is contained in a cast iron trough about 4 ft. wide, set at right angles to the direction of the stream supplying it. The level of the water supplying the trough is controlled by the sluice which allows the mill stream to run down into the tail race a good distance from the mill. When this is shut, water will rise in the cast iron trough to about 4 ft. deep. When this amount of water is available the wheel develops about 15 horse power, certainly far more than one pair of stones would require.

Until fairly recently the mill produced wheat flour in considerable quantities, but now only modest quantities of pig meal are demanded.

There is in the mill a flour sifter which was originally in Upper Grove Mill. Until quite recently the mill has been in commercial use. The meal leaving the stones is conveyed away by an electrically operated elevation. The rest of the mill machinery is electrically operated.

Balscott Mill 392407

The building is in fair condition, and most of the machinery survives. But it is not usable. The wheel is an overshot pattern, and of cast iron. The pattern is generally that as produced by Lampitts but there is no maker's plate.

The building is on three floors and the machinery is of the standard pattern. There are bins for about 35 tons on the second floor. The power take-off from the crown wheel drives the hoist, a saw bench and in addition, unusually, a fan driving air through a duct under the yard into the cellar of the house to keep a dairy cool. The complex of buildings here also contained a brewery and a bakehouse.

Temple Mill, Sibford 346364

Built in 1830 by W. Sabin, a member of a prominent milling family, it included a second wheel and stones in a detached building. The overshot wheel was powered, not by the river Stour, but by a long head-race alongside the road from Sibford.—All machinery was removed

and buildings used for storage. The hoist remains.

Epwell Mill 360403

The large mill pond survives, dry. House and mill were converted to three dwellings, and the stones used ornamentally in garden as steps.

Wykham Mill 435375

The brick building, with an asbestos roof, formerly slated, is of three storeys and there are storage bins in the roof space. It stands on the Sor Brook. There is a double width breastwheel which provided power for up to four pairs of stones. The usual standard arrangement of machinery is provided, but the spurwheel has its rim and teeth to 1 ft. 6 in. below the centre boss, and connected to it by six spokes curved downwards.

The mill was in use by waterpower up to about five years ago, but now the hoist only is powered by a petrol engine. The dressers and grinders, etc., are powered by electricity.

Upper Grove Mill 453372

Now in use as a grain store with a small electric mill. Built of brick about 1880. There is a leanto wheel house also of brick with a slated roof. Internally all floors and machinery have been removed to make room for corn bins. Slots remain for the main beams, and two of these survive being 12 ft. x 9 ft. There was a wooden breast wheel and three pairs of stones. A power take-off drove a hoist and the floor sifter now at North Newington. The miller here was Mr. Cherry.

Bodicote Mill 458372 (or Middle Grove)

Built or rebuilt in brick about 1880 but the back wall is in Hornton stone. Partially converted to dwelling house. The wooden hursting and 8 ft. wooden spurwheel are in good condition also wooden vertical shaft 19 ft. in diameter and crown wheel 2 ft. 6 in., other floors and machinery removed. The wheel and pitwheel were removed in 1955. The miller here was John Austin, as at lower Grove.

Lower Grove Mill 463369

Another brick building of about 1870 formerly of three storeys, it was built by John Austin, and reduced to two storeys by a Mr. Hoskins.

Originally provided with a breastwheel which drove two pairs of stones this was removed about 1900 and a small turbine was installed. This must have been secondhand as it is dated 1858. It drove an electric generator to supply power to Cotefield House.

Barford St. Michael 433328

Formerly the Manor Mill. The stone building is in a very dilapidated state but the machinery survives in a remarkably complete form and condition. The arrangement is standard, with a power take-off for a hoist. The waterways and stones are in fairly good repair. The overshot wheel has a head of about 10 ft. and the inlet to the headrace from the river Swere also supplied the moat of the Manor House. In 1876 the miller was J. Mold.

Deddington Mill 456328

The majority of the mill and machinery here has been removed and the mill turned into a garage. However investigation under a floor revealed half of a double breast wheel 14 ft. in

diameter. Water courses survive and a small modern turbine provides electric power. In 1876 the miller was Joseph Course who was also a baker.

Salford Mill, Chipping Norton 292276

This mill is contained within a row of other buildings, all in a straight line, which lie some way off the main Chipping Norton - Moreton-in-Marsh road, about one mile from the village of Salford.

The machinery, which is not known to have been used for over sixty years, is remarkably complete. The top bearing of the crown wheel has broken away, and the water courses, dry for many years, have suffered from considerable decay, although the embankments of the mill pond survive. In 1876 John Lyne was baker and miller here, and the machinery available in the mill includes both a sifter and a bolter driven from the power take-off.

The machinery was all installed by Lampitts of Banbury, and the name of the firm is cast on the wheel. This is the only maker's plate so far found. The wheel is overshot, and is 14 ft. in diameter and 5 ft. wide. An unusual feature is that although the wheel is housed below the stones floor, which extends over the top to the end wall of the building, the water way is above the floor level, and extends to the top of the wheel in an open brick funnel. The entry of water is controlled by a guillotine type sluice.

The machinery generally follows the standard pattern. An 8 ft. pit wheel engages with a 3 ft. wallower on the main shaft, and three pairs of stones are driven from a 6 ft. 3 in. spur wheel with wooden teeth. An interesting feature is the alternative availability of steam power to drive two pairs of stones. Below the stone nut, which is connected to the stones by a four sided dog, is a 32 teeth bevel gear, which can be connected to the shaft by being lowered on to a six sided dog. The four sided dog is a crude blacksmith-made object; the six sided dog is a modern machined one. This bevel was driven by a steam engine in the room behind the mill which was taken out for scrap in 1940. No details of the engine survive.

The stones are a mixture of Derbyshire Grit and Punch Ball Composite. The power take-off from the crown wheel with 80 wooden teeth is by bevel gear of 1 ft. 4 in. diameter, driving the shaft which is 6 ft. long. On this shaft are six belt pulleys varying in size from 2 ft. to 11 in. A 2 ft. diameter wooden pulley drives the hoists in the loft above, which has the usual fast/loose pulley arrangement. Belt drives also go to the bolter and the sifter, and these discharge through the floor to the sacking area below. Bin storage for about 75 tons is contained in the roof space.

The main dimensions of the building are 50 ft. x 19 ft. internal, the unusual length being necessary to contain the extra machinery. The construction is of local limestone with a blue slated roof. This may have been thatched at an earlier period. The pitch is about forty degrees. Headroom is rather restricted being only 7 ft. inclusive of the joists on each floor. There is 10 ft. between the top of the bins and the apex of the roof.

Conclusion

The foregoing notes are to be regarded only as an interim report on what it is hoped will end as a complete survey of all mills in north Oxfordshire and the Banbury area, which may be published as a records volume by the Society in due course. The notes represent only the physical survey, and at present no detailed documentary research has been undertaken. The eventual survey will of course include such corroborative detail, and meanwhile information and photographs of any kind will be welcomed.

THE LAMPITT STEAM ENGINE FROM HUNT EDMUNDS BREWERY, BANBURY

The mill at Hunt Edmunds Brewery was made by the grandfather of the present Mr. Horace Lampitt, who also made the steam engine which supplied power to the whole of the Brewery. The mill had wooden gears and is still in situ at the Brewery. It never required any repairs throughout the ninety years of its working life. The steam engine is similar to the Steeple Engines used in some Scottish fishing trawlers, and when overhauled by Horace Lampitt twenty-five years ago needed only minor repairs, such as piston and slide valves. Both the mill and the engine were installed about a century ago, and were made at the Lampitts' Vulcan Foundry in Foundry Square, Neithrop. In recent years the engine had been replaced by electric power, but was still used in the event of power cuts. In May 1967 Hunt Edmunds ceased to brew at Banbury, and Mr. Tom Gascoigne, Treasurer of the Banbury Steam Society approached Mr. Aplin of the brewery company to see if he might have the engine for renovation and preservation. Mr. Aplin had many years' experience of the engine and gave his consent, not wishing to see it scrapped.

Mr. Gascoigne removed the engine to his premises at Bodicote where work is now in progress on the renovation of the engine. It will be powered by steam from a Foster Portable Engine made in 1870 which Mr. Gascoigne bought from the Great Tew Estate. Both engines will be on display at the Banbury Steam Society Rally at Bloxham on June 29th and 30th 1968.

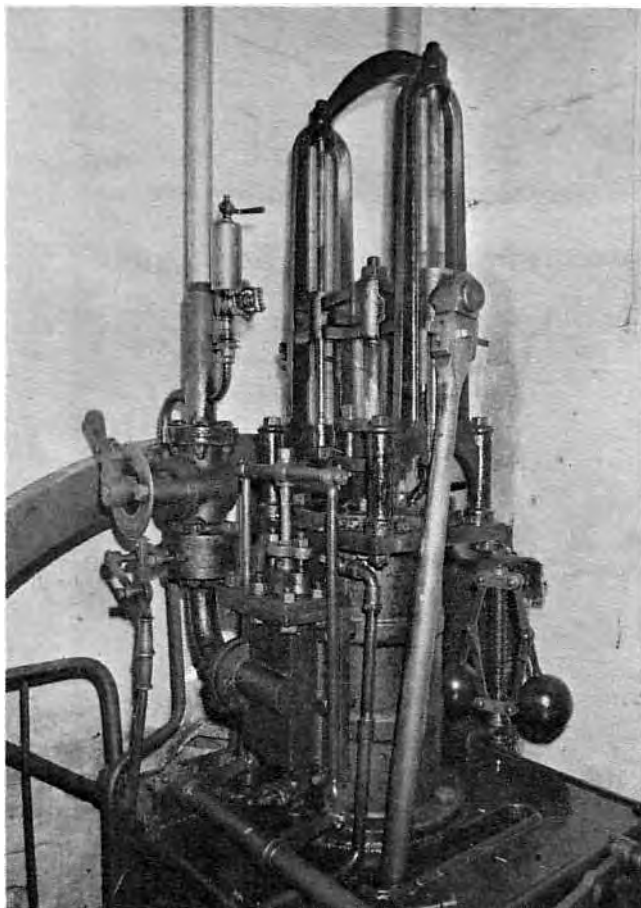


Figure 2
The Lampitt Engine from
Hunt Edmunds Brewery,
Banbury.

(G. H. Starmer)

THE OXFORDSHIRE IRONSTONE COMPANY

The Oxfordshire Ironstone Company's quarries in the Wroxton area went out of production in September 1967. We hope in the future to produce a full account of the working of the quarries.



Figure 3. 0-4-0 Locomotive "Barabel" approaches the crushing plant from the quarries. 1955. (B.S. Trinder).



Figure 4. 0-6-0 Locomotive No. 3 "The President" pushes empty British Railways hopper waggons up the "main line" towards the Wroxton crushing plant. 1955. (B.S. Trinder).



Figure 5. Excavator and train at Alkerton No. 1 Pit, August 1967, (G.H. Starmer)



Figure 6. Junction for the Balscott Pits, just S. W. of the A422 road, with locomotive "Gwen", August 1965. (G.H. Starmer).

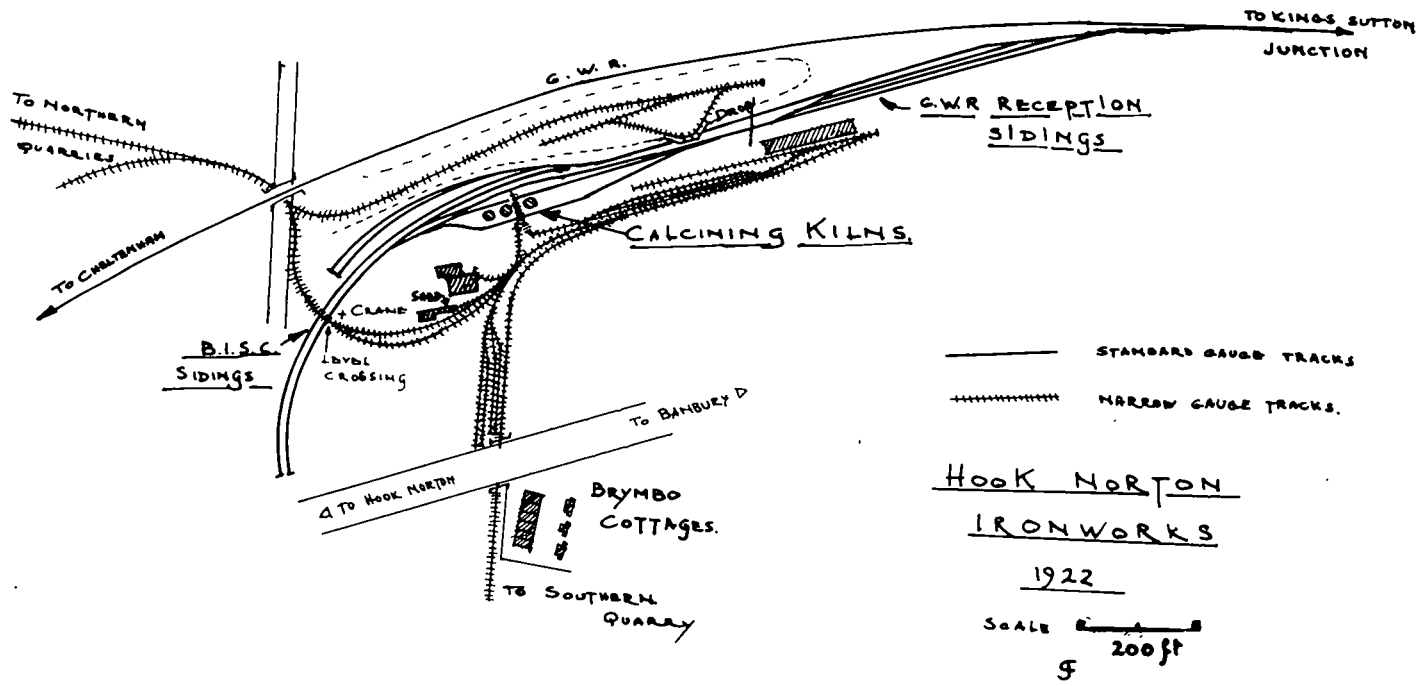


Figure 7. Plan of Hook Norton Ironworks.

THE BRYMBO IRONWORKS, HOOK NORTON.

The Hook Norton Ironworks were owned by the Brymbo Iron and Steel Co. Ltd. They were surveyed in November 1967. The ironworks occupied a site MR. SP367339, between the Milton - Hook Norton Road and the King's Sutton - Kingham railway, approximately 400 yds. x 200 yds. The principal remaining features are (i) a single storey Engine Shed and Blacksmith's shop; (ii) two of the three Calcining Kilns; (iii) a row of cottages, and (iv) remains of the narrow gauge railway system including a tunnel under the road.

The Engine Shed is constructed of brick with a slated roof. The windows have semi-circular heads, are glazed in small panes and made of cast iron. The Blacksmith's shop has been converted into a dwelling house, and is of similar construction.

Originally there were three calcining kilns which reduced the iron ore to red oxide for use in the purification of coal gas. Two of these remain. They are substantially constructed of ironstone blocks, squared and coursed. The remains are about twenty feet in diameter and forty feet high. There are remains of the charging platforms on each. A low level narrow gauge railway brought ore to the site, which must have been hoisted to the top. Coke would have come in standard gauge wagons, and the kilns stood between standard gauge tracks. The narrow gauge track was in a deep cutting between two of the kilns, and the reduced oxide could have been removed from the base of the kilns into narrow gauge wagons, and taken to the drop for loading away.

The row of cottages was built by the company for its workers. They are constructed of local ironstone with brick quoins and blue slated roofs. The chimney stacks are of brick. At the end of each garden is a stone walled slated wash-house with a copper and chimney, and attached to each is a closet.

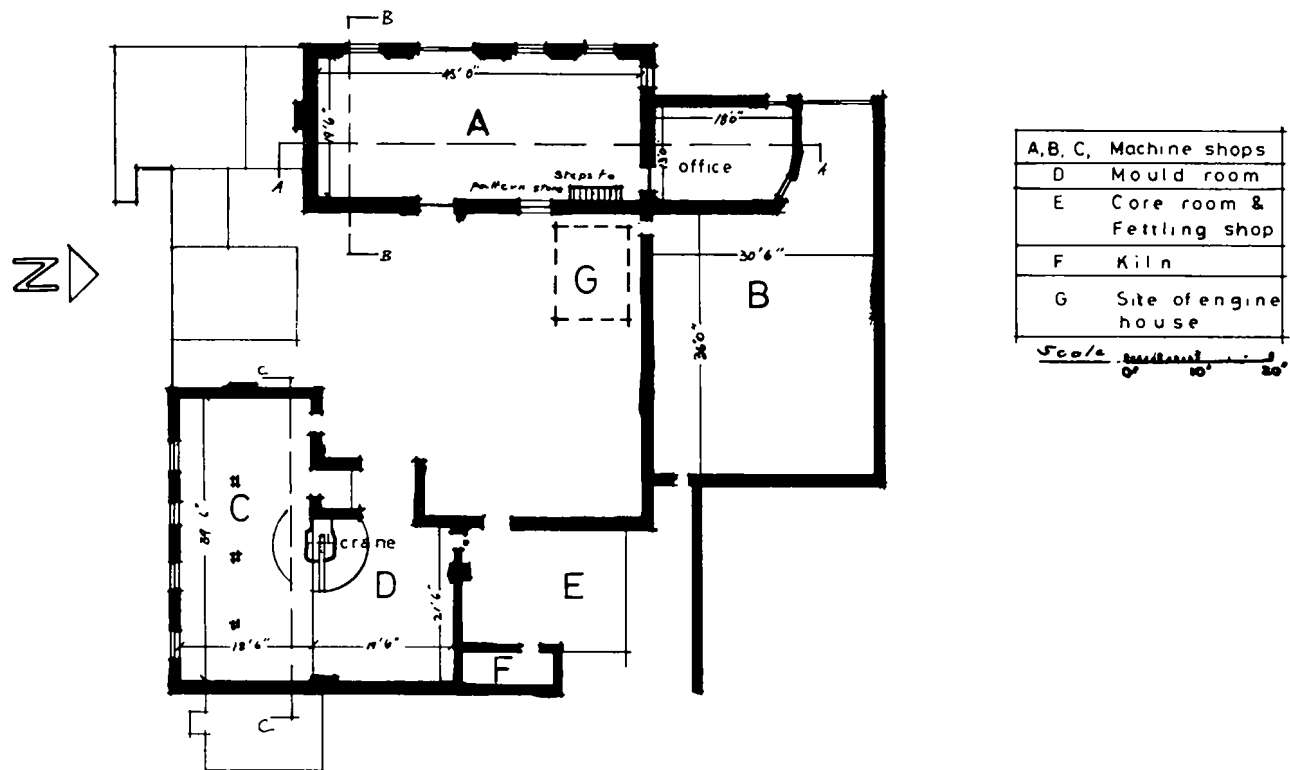
In the quarry the railway system was narrow gauge, and at its greatest extent in the 1920s the system was divided into two parts, northern and southern, with no direct running connection between the two. At least one reversal was necessary for a train or engine running between the two sections, and three to reach the exchange point between the narrow and standard gauges. The main exchange point was a high level drop into standard gauge wagons.

The private standard gauge accommodation consisted of two short and two long curved storage sidings. The connection between the two parts of the narrow gauge system crossed these sidings on the level, and must have caused considerable problems. The former Welsh Highland Railway locomotive "Russell" saw many years' service here before returning to Wales.

G.E. Gardam.



Figure 8. "RUSSELL": the former Welsh Highland Railway locomotive once used on the narrow gauge system of the Brymbo Ironworks at Hook Norton. Photographed at the Talylyn Railway's Towyn Wharf station in 1956. (Photograph: B. S. Trinder)



The Vulcan Foundry, Banbury
General arrangement of buildings.

SURVEY: G. S. HARTLAND.

DATE: OCTOBER 1967

Figure 9.

THE VULCAN FOUNDRY, BANBURY.

The firm of Lampitt and Co. was established in 1835 by Charles and John Lampitt. They commenced making agricultural machinery at a workshop at the junction of Paradise and Warwick Road (then known as Water Lane) but very soon the business outgrew the restricted site, and about 1837 the Vulcan Foundry was established in Foundry Square.

John Lampitt was an inventor and innovator, and as traction engines developed he devised his own designs of two and three speed gearing. It appears from the designs that the basis was marine steam engineering practice rather than railway locomotive practice. The flywheels had round sections instead of rectangular, and unusual positions were found for the speed governors. On the table engines the governor was on the opposite side to the control valve, involving complicated linkage, and on many traction engines it was situated on the outer end of the cylinder block.

The Vulcan Foundry produced traction engines, table stationary engines, and portables with both vertical and horizontal boilers. The company were also millwrights, and could build complete watermills from scratch, casting all the machinery parts from standard patterns or producing special patterns if necessary.

The drawing shows the layout of the works. Casting was carried out at D, and the parts finished off in the shop marked C. B and A were assembly shops, both having double exit doors. The site of the coupola furnaces is not firmly established, but it is believed to have been in the small square behind the crane.

The crane still survives and is of interesting construction, as the drawing shows. The jib is offset from the column, and would have been able to take very great weights. The use of the kiln F is not clear, but it could possibly have been used for annealing.

G.C.J. Hartland.

STEAM NAVIGATION AT BODICOTE

Visitors to the Science Museum in London are recommended to look for Exhibit 54 amongst the Boat Engines on the Third Floor. The Catalogue entry for this exhibit reads as follows:-

54. OSCILLATING LAUNCH ENGINE (c. 1840). Presented by H. A. Warriner, Esq. This high-pressure non-condensing engine, constructed by Mr. Henry Warriner about 1840, was fitted in 1841 to the steam launch "Firefly", an experimental vessel constructed at Banbury. The engine has a pair of horizontal oscillating cylinders, 3 in. diameter by 6 in. stroke, and the slide valves are worked by single eccentrics in combination with systems of levers and links.

Steam was admitted to the valve chests through elbow pipes, which are fitted with glands, and oscillate in the fixed steam pipe, the latter being coaxial with the cylinder trunnions. Similar arrangements were made for the exhaust. The fire-tube "locomotive" boiler, probably made by Messrs. Braithwaite and Milner, supplied steam at 60 lb per sq. in. in pressure. On trials between Blackfriars Bridge and Putney, with 200 revs. per minute speeds of 9.5 knots with the tide, and 6 knots against the tide, were obtained. To obtain the necessary immersion for the screw, the propeller shaft was geared with the crankshaft by equal spur wheels. The propeller, of the form invented by John Ericsson (see No. 283), was 22 in. diameter and had six blades.

Principal dimensions of the "Firefly" were as follows:- Displacement, about 1.5 tons; length, 22 ft; breadth 4.75 ft; draught 1.67 ft. Inv. 1915-129.

The "Fire Fly" and Mr. Henry Warriner were well known in Banbury in the middle of the 19th century. His family were living at Bloxham Grove in 1832 and continued to live there until 1917. A member of the family still lives at Shipston-on-Stour. Henry Warriner was the elder son of Mr. and Mrs. George Warriner. His younger brother, George, graduated at Oxford in-1838 and was ordained at Christ-Church-by the Bishop-of Oxford in 1839; subsequently taking over the living of Epwell and Shutford.

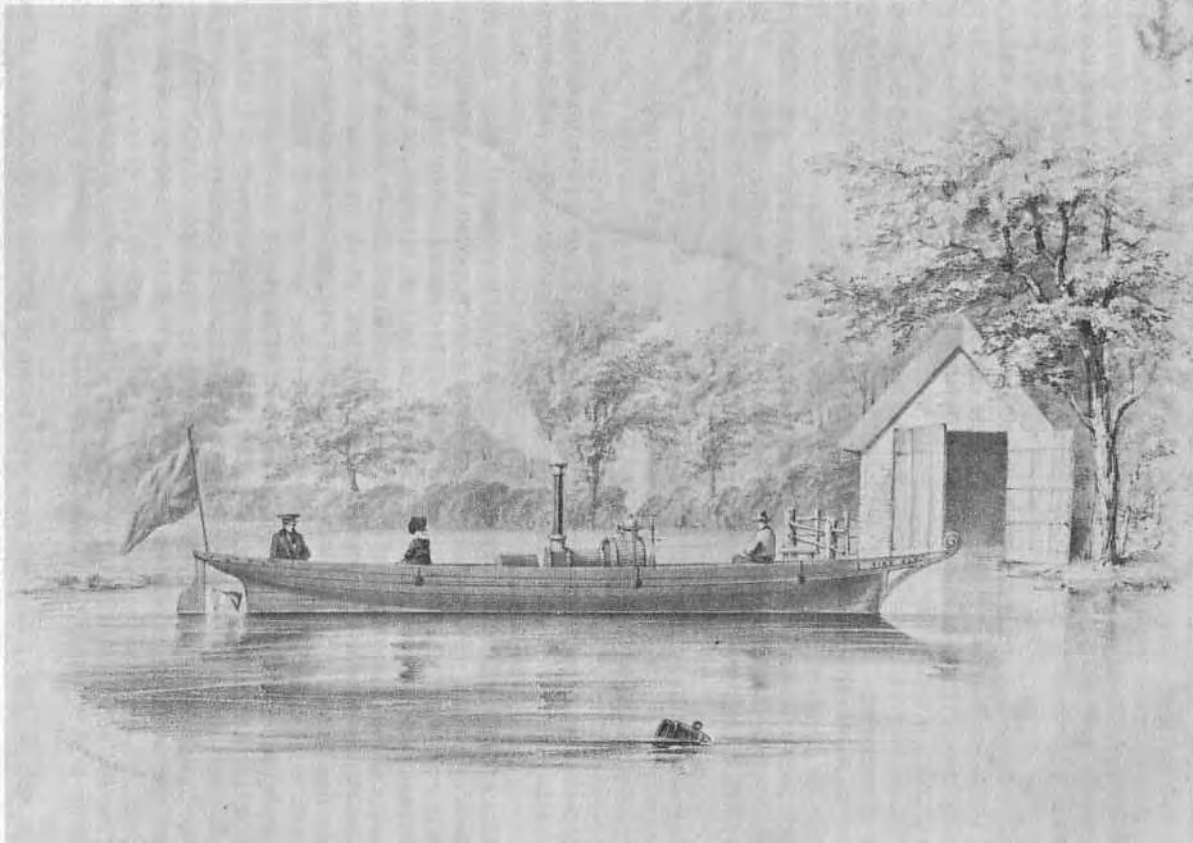


Figure 10. S.Y. Fire Fly on the Sor Brook at Bodicote. A copy of a pen drawing in the possession of Mr. J.C. Gibbard, Bloxham Grove. It is signed in the bottom left-hand corner "C. Newport Bolton Del".

Henry would have been born about 1816, and in 1832 he was at boarding school in Aynho. Miss M. Kennedy suggests that this was probably Aynho Grammar School, built by the Cartwrights in the late 17th century. In 1838 he was working in London, presumably for a firm of engineers, although precise information is lacking. His mother's diary for 1839 records the following entries:-

28th January. Henry returned to London.
 13th July. Henry returned home.
 14th July. The Rev. E. Warriner read Morning Prayers at Boddicott.
 5th August. George and Henry returned from Epwell. The boat was launched.
 9th August. Henry went to London.
 10th August. George returned home.
 13th August. Mr. Milner and Henry arrived.
 18th October. Henry left.
 9th October. George went to London.
 21st December. George and Henry returned from London.

These entries correspond with the account given in the Science Museum catalogue but attempts to identify the firm of Braithwaite and Milner have not succeeded. The Science Museum states that John Braithwaite (1797-1870) collaborated with Ericsson in the construction of the locomotive "Novelty" in 1829.

Some records of the "Fire Fly" still exist. The foundations of the Boat House shown in the illustration, and also the oak tree, can be seen immediately to the E. of the bridge over the Sor Brook near Bodicote Mill (S.P. 459372). The rudder of the boat is still in the possession of Mr. J.C. Gibbard at Bloxham Mill, who also owns the original of the illustration.

The "Fire Fly" (which came to Bodicote by way of the Oxford Canal and Braggins' Timber Waggon) sailed the Sor Brook for many years. Miss A. M. Usher, of Bodicote, remembers seeing it on the Sor Brook in her youth, when it was in the charge of Mr. Godfrey Warriner.

Thanks are due to Mr. R. d'O Aplin for the loan of Mrs. Warriner's diaries; Mr. J.C. Gibbard for permission to copy the illustration, the Science Museum and others who supplied information.

J. H. Fearon.

RECENT PUBLICATIONS

National Index of Parish Registers, compiled by D.J. Steel, published by the Society of Genealogists, 37 Harrington Gardens, London, S.W. 7.

Volume 1. 52s.6d. Sources of Births, Marriages and Deaths before 1837 (I). This contains general articles on parish registers, marriage licences, monumental inscriptions, newspapers, clandestine marriages, divorce, medieval sources, other records and a general bibliography.

Volume 5. 25s. (paper), 32s.6d. (cloth). South Midlands and Welsh Border, comprising the Counties of Gloucestershire, Herefordshire, Oxfordshire, Shropshire, Warwickshire and Worcestershire.

These are the first two volumes to be issued in this mammoth project which will put genealogists and local historians everlastingly in Mr. Steel's debt. Exact details of all pre-1837 registers, Anglican, Roman Catholic and Nonconformist, are given, together with information on Marriage Licences, Bishop's Transcripts and Modern Copies. Banbury alone has eleven entries. This immediately becomes an essential reference work.

Oxoniensia, XXXI, 1966. 52s.6d. This issue contains Paul Harvey's detailed and fully referenced version of the article published in our Winter number on the sites of the medieval crosses; including a full transcript of Matthew Knight's disposition. There is also an interesting note on the records of the Banbury Monthly Meeting of the Society of Friends.

Proceedings of the Prehistoric Society for 1967. NS XXXIII. 100s. This issue contains the full report on the 1961-65 excavations at Rainsborough Iron Age fort, by M. Avery, J.E. Sutton and J. W. Banks.



Figure 11. 'Mr. Grubb's work table'.

BANBURY AT THE CRYSTAL PALACE: 1851.

The trades and industries of Banbury were well represented at the Great Exhibition held at the Crystal Palace in 1851. The following firms exhibited:

<u>J. B. Austen</u>	Pharmaceutical Preparations.
<u>Baughan Brothers</u>	Mohair - Utrecht Velvet as used at Windsor Castle. Livery plushes, Chinese prints, etc.
<u>Robert Cockerell</u>	Blacking.
<u>C. F. Grubb</u>	Lady's walnut worktable in local timbers.
<u>Charles Lampett</u>	Patent horse seed dibber.
<u>Bernhard Samuelson</u>	A considerable number of agricultural implements, ploughs, horse hoes. . . churns. . . tumip cutters including the new patent.
<u>William Strange</u>	An exhibit to show the action of phosphate of lime and magnesia on soil.
<u>Joseph Stutterd</u>	Mangles with mahogany tables.
<u>E. and T. Wall</u>	Hemp and Sackcloth, etc.
<u>W. Carpenter</u>	Anti-Attrition thrashing machine.
<u>Thomas Taylor</u>	Inflated saddles, etc.
<u>William Watts</u>	A man's morning dress.

The only one of the Banbury exhibitors to be represented in the Art Journal Illustrated Catalogue of the exhibition was C. F. Grubb. The Art Journal described the table thus:

"As the production of a self-educated artisan, it show considerable taste in design, and ingenuity of execution. A wreath of flowers is carried round the top, from which are suspended sprigs of ivy reaching to the pedestal; this is formed of dock leaves, and at the end of these are seen rabbits that constitute the feet of the table; a novelty in ornament worthy of notice."

The list of exhibitors comes from the "Banbury Guardian" of May 22nd 1851. We hope to publish a lengthier feature on the 1851 Exhibition in a future issue.

B. S. Trinder.

Banbury Historical Society - Tenth Annual Report - 1967.

The Committee has pleasure in submitting its Tenth Annual Report and Statement of Accounts, for the year 1967.

Membership: This has increased slightly, to 378. The increase in subscription is bound to lead to resignations in 1968. We record with great regret the death of Mr. John Langley, [a founder member whose recollections of 19th century Banbury were published in 'Cake & Cockhorse']. At the A. G. M. two former Chairmen, Dr. C. F. C. Beeson and Mr. G. J. S. Ellacott, retired from the Committee, on which they had served for many years. Both have given much valuable help to the Society - Dr. Beeson as the originator and editor of the first volume of 'Cake & Cockhorse' and as author of our records publication 'Clockmaking in Oxfordshire, 1400-1850'; and Mr. Ellacott as our first hon. auditor. In their place Mr. J. F. Carter and Mr. T. Loveday were elected to the Committee. On the completion of his three year term of office as Chairman, Dr. G. E. Gardam was succeeded by Mr. G. Fothergill.

Lectures and Meetings: Eight general meetings have been held; the following lectures were given:

January	:	The village of Bodicote - J. H. Fearon and G. Forsyth Lawson
February	:	Sanderson Miller, Architect and Dilletante - Anthony Wood
March	:	Field Archaeology in North Oxfordshire - Don. Benson
April	:	Sex, Drink, Violence and Reform in Victorian Banbury - Barrie S. Trinder
June (A. G. M.)	:	The Oxford City and County Museum - Miss Jean Cook
September	:	How to be a Medieval King - R. H. C. Davis

October : The Battle of Edgehill, 1642 - Brigadier Peter Young
 November : Where Were Banbury's Crosses? - Paul Harvey

The final meeting of the year celebrated the tenth anniversary of the Society's foundation: we were honoured by the presence of the Mayor (Cllr. Mrs. P. Colegrave) who chaired the meeting, fittingly held in the Town Hall and attended by a gratifyingly large audience. Audiences for all meetings have been high, several attracting well over a hundred members and guests.

As always we are most grateful to our speakers, all of whom gave their services without charge.

In addition to the A.G.M. at Woodstock, a visit was paid to Alscot Park, near Stratford, where we were hospitably received by Captain and Mrs. West. A third 'perambulation', of the ancient borough boundary, was organised by Mr. Trinder. Dr. Gardam and Mr. Lawson once again arranged Church Architecture Study Group visits, this year to Cropredy, Ratley, Shotteswell and Chacombe.

In the autumn a course on 'Industrial Archaeology', sponsored by the W.E.A., was arranged by Mr. Carter.

Research: The Society continues to answer numerous enquiries on the local history and genealogy of the Banbury area.

Archaeology: There was no excavation at Wigginton or Sulgrave during 1967.

Publications: Reprints of the second edition of "Old Banbury" and of the pamphlet "History of Banbury Cross" were necessary, testifying to their popularity. The postcard of Banbury Cross in 1860 was also reprinted, and a Christmas card of Banbury Steeplechase in 1839 was very well received.

"Cake & Cockhorse": Contributors to this year's four issues have included (in addition to the Editor and other committee members) Mr. V. Bromley, Professor C.R. Cheney, Mr. N. Cooper, Mr. E. Greenfield, Mr. P.D.A. Harvey, Mrs. P.R.L. Horn and the Rev. C. Nankivell. The Winter issue has been published as an offprint 'New Light on Banbury's Crosses'.

It has been possible to keep the cost of printing down to last year's level, in spite of the offprint, and sales, chiefly of 'Banbury's Poor in 1850', have doubled. Grants of £30 each have again been received, through the Library Committee of the Banbury Borough Council, and from the Arts Council of Banbury. In previous years the latter's contribution has mistakenly been attributed to the Education Committee of the Oxfordshire County Council. In fact no assistance has been received at any time from that source, the Arts Council having contributed from their own locally raised funds, a most public-spirited gesture.

Records Volumes: No volume was issued during the year for 1967. However subscribers will shortly be receiving 'A Victorian M.P. and his Constituents; The Correspondence of H. W. Tancred, 1841-1859', edited by B.S. Trinder. A generous grant of £80 has been received towards the cost of this from the British Academy, and once again, £20 from the Library Committee of the Borough Council. Volumes covering Banbury Wills and Inventories, 1591-1650, and the second part of Banbury registers, to 1723, are in production, and work is going on on the 18th century Bodicote churchwardens' and Wigginton constables' accounts, and Banbury Politics, 1830-1886.

Accounts: The effect of delaying the increase in the subscription for a year is clearly to be seen - the Society has in effect made a 'loss' of £150 on the year, which is just about the amount the increased subscriptions should raise. The increased cost of stationery is mainly for forms necessitated by this increase and for Addressograph plates - the latter bringing welcome relief in administration. The investment in stocks of 'Old Banbury', the pamphlet and in postcards will bring in income over coming years. Although the new Christmas card sold well, the profit on cards came from old stock, which is now almost exhausted. Christmas cards become less and less economic, and the Society is unlikely to afford one in 1968. Contributory factors to the deficit apart from the inadequate subscription income are the drop in receipts from sale of back volumes, and the lack of donations, both uncontrollable factors on which no reliance should ever be put. A provision of £200 has been made for the cost of producing the 1967 records volume, and £100 has already been spent on that for 1968. The costs of production are likely to be heavy, but with the increased income to be expected from subscriptions a more satisfactory financial position can be looked forward to in the coming year.

BANBURY HISTORICAL SOCIETY

Revenue Account for the Year ended 31st December 1967

1966	Payments	£	s.	d.	1966	Receipts	£	s.	d.
27	Lecture Expenses	28.	18.	9.	290	Subscriptions	304.	5.	0.
14	Printing and Stationery	44.	5.	0.		Less Proportion attributable to			
32	Postage and Telephone	29.	1.	9.	117	Records	118.	10.	0.
2	Insurance	1.	15.	0.	173		185.	15.	0.
217	"Cake & Cockhorse"	274	15.	6.		Sales			
	Less Grants	60.	0.	0.	32	"Cake & Cockhorse"	61.	7.	4.
5	Subscriptions	7.	15.	6.	63	Christmas Cards	168	18.	3.
3	Church Architecture	1.	4.	8.	33	Postcards	72.	16.	4.
	Study Group				117	Pamphlets	22.	15.	8.
27	Photographs and Research		10.	0.	27	Donations	3	19.	5.
5	Christmas Cards	137.	3.	11.	14	Deposit Account Interest (less charges)	5.	17.	0.
62	Postcards	40.	3.	3.	24	Balance transferred to Capital Account			
89	Pamphlets	107.	10.	0.		(being excess of Expenditure over			
	Rebinding Mollington Parish					Income)	94.	9.	4.
	Register	2	15	0					
483		615.	18.	4.	483		615.	18.	4.

Publications Account for the Year ended 31st December 1967

	Production costs, etc. records				117	Proportion of Subscriptions	118.	10.	0.
	volumes				67	Sales of back volumes	13.	0.	0.
220	Banbury Parish Register Bapt.				30	Sales of 'Old Banbury'	82.	16.	0.
	& Bur. I (1558-1653) (1966)	-	-	-	120	Grants			
	A Victorian MP & his					British Academy	80.	0.	0.
	Constituents (1967) - provision					Borough Council	20.	0.	0.
	for expenditure	200.	0.	0.	75	Donations	-	-	-
	Wills & Inventories (1968)	99.	7.	6.		Balance, transferred to Publications			
60	Parish Reg. II (1653-1724) (1969)	-	-	-		Reserve (being excess of			
280		299.	7.	6.		Expenditure and Provision over			
30	"Old Banbury" 2nd edn.					Income)	57.	9.	7.
	Opening stock	90.	0.	0.					
	Reprinting	172.	8.	1.					
		262.	8.	1.					
	Closing stock	190.	0.	0.					
7	Postage & packing	-	-	-					
92	Balance transferred to Publications	-	-	-					
	Reserve	-	-	-					
409		371.	15.	7.	409		371.	15.	7.

Balance Sheet as at 31st December 1967

<u>Liabilities</u>				<u>Assets</u>				
8	Subscriptions in Advance	58.	15.	0.	1	Cash in Hand	3	3.
13	Sundry Creditors	1	17.	6.	89	Cash at Westminster Bank	161	0.
25	Unexpended grant for archaeological				50	Grants Receivable	30	0.
	expenses	25.	0.	0.	118	Sundry Debtors	32.	19.
	Provision for expenditure on 1967				13	Subscriptions overdue	35.	0.
	volume	200.	0.	0.	90	Stock 'Old Banbury'	190.	0.
271	Publications Reserve as at	153	13.	0.				
	1 1 67	271.	2.	7.				
	Less Tfr to Cap							
	a/c	60	0.	0.				
	Pubs a/c	57.	9.	7.				
		117	9.	7.				
44	Capital Account							
	at 1 1 67	44.	6.	5.				
	Tfr Pub. Res.	60	0.	0.				
		104	6.	5.				
	Less Rev. a/c	94.	9.	4.				
361		449.	2	7.	361		449.	2
		449.	2	7.			449.	2

Note: Stocks on hand of Christmas cards, postcards, and publications (other than 'Old Banbury') have not been brought into account.

Audited and found correct

Bloxham, Banbury

(signed)

A. H. Cheney, F. C. A.

THE PUBLIC INQUIRY ON THE ORIGINAL CAKE SHOP, 12 PARSONS STREET, BANBURY.

Members will be aware that the Original Cake Shop building in Parsons Street has been the centre of controversy over the past months, culminating in the Public Inquiry held on 15th May.

The building together with adjacent property in Parsons Street and Church Lane was sold a year ago by the former proprietor Mr. Brown to Banbury Estates Ltd., a subsidiary of Courtenay Investments Ltd., a London development company. The company claims that the original intention was to retain the 17th century cake shop building, whilst the remaining property was demolished and replaced by new shop units. Unfortunately the planning permission for these shops, whilst excluding the cake shop itself, allowed the demolition of the historically and aesthetically important rear wing, in which the bakery was housed.

On more detailed investigation the developers found the cake shop to be in such a serious structural condition that it would be quite uneconomic to restore and convert - as they had very successfully with another of their properties, No. 95 High Street. They therefore applied for permission to demolish. As it was a listed Grade II building a six-month pause was then necessary in order to give the local authorities (Banbury Borough and Oxford County) and the Ministry of Housing and Local Government time to decide whether a Building Preservation Order should be placed on it. If a B.P.O. was made final the Borough would be likely to have a Purchase Order served on it by the developers, and would then be faced with the cost not only of the site but also of necessary restoration work. As the site was valued at over £10,000 and restoration, or even the retention of the street facade, was estimated (by the developers) at between £20,000 and £40,000, the local authorities were understandably anxious to avoid taking such a burden on the rates. Consideration of these matters and unsuccessful attempts to get grant support from the Ministry took up most of the six months, and shortly after the authorities decided against attempting to preserve the building, when the decision passed to the Ministry, the standstill period lapsed. The Ministry asked the developers for further time to consider making a B.P.O., but this was refused and shortly afterwards demolition work actually began. Efforts by the Mayor (Cllr. Mrs. P. Colegrave) and the C.P.R.E. resulted in a B.P.O. being made by the Ministry only after the roof had been removed and most of the windows destroyed.

The developers then appealed against the confirmation of the B.P.O., and a Public Inquiry was ordered. The chief supporter of the Ministry was the Oxfordshire branch of the Council for the Preservation of Rural England, who briefed Mr. Michael Rich as counsel. They opposed the demolition on grounds of architectural and historic importance, and on general amenity value, forming as it does a focal point of Parsons Street.

The attitude taken by your Committee is that the Historical Society is not an amenity or preservation society as such, and that such activity should be left to the C.P.R.E. now that the Civic Society is defunct. As a learned society however, we were pleased to associate ourselves with the C.P.R.E. in the presentation of historical evidence. In addition a small contribution has been made from Society funds towards legal costs. It is hoped that individual members of the Society who feel strongly about attempts to retain the building will make specific donations which will be passed on.

At the Inquiry our historical evidence on the use of the building for the sale of Banbury cakes since at least the early 18th century, and probably during the previous hundred years of its existence, was presented by the Chairman, Mr. G.J. Fothergill. Significantly this was the only evidence to go unchallenged by counsel for the developers. Doubtless it was its uncontroversial and therefore un-newsworthy nature which caused it to be overlooked in reports in national and local press. Nevertheless it is a pity that it was neglected in favour of misleading headlines suggesting that the cakes were not baked on the premises. The building in question was and always has been the shop where the famous cakes were sold, and the demolition of the actual ovens at the rear whilst an additional loss does not effect the historical importance of the whole site.

The activities and publications of some or all of the following bodies should interest readers:

- Arts Council of Banbury (Miss B.G. Rooke, Cornerstones, St. Mary's Road, Adderbury West, Banbury). Minimum 21/-.
- Banbury and District Civic Society (J. Barnden, Hon. Tr., c/o Barclays Bank Ltd., Bridge Street, Banbury). 10/6d.
- Banbury Art Society (Hon. Sec., 24 Bloxham Road, Banbury). 15/-.
- Banbury Geographical Association (B.E. Little, 2 Burlington Crescent, Banbury). 5/-.
- Bicester Local History Circle (Hon. Sec., Miss G.H. Dannatt, Lammas Cottage, Launton Road, Bicester, Oxon.). 5/-.
- Buckinghamshire Record Society (Hon. Sec., J.G. Jenkins, Twitchells End, Jordans, Bucks.). 42/-.
- Council for the Preservation of Rural England, Oxfordshire Branch (Mrs. J. Scott-Cockburn, North Oxon. Sub-Committee Membership Sec., Hornton Hall, Banbury). Minimum 5/-.
- Dugdale Society (published Warwickshire records) (Shakespeare's Birthplace, Stratford-upon-Avon). 42/-.
- Farthinghoe Historical Society (Hon. Sec., R.E.J. Lewis, Abbey Lodge, Farthinghoe, Nr. Brackley, Northants). 5/-.
- Heraldry Society (59 Gordon Square, London, W.C.1). 30/-; or to include "The Coat of Arms", 50/-.
- Historical Association (59a Kennington Park Road, London, S.E.11) (Oxford Branch: A.J.P. Puddephatt, 93 Old Road, Headington, Oxford). 20/-; or to include "History", 35/-.
- Northamptonshire Record Society (Delapré Abbey, Northampton). 21/-.
- Oxford Architectural and Historical Society (Ashmolean Museum, Oxford). 15/- or to include "Oxoniensia", 42/-.
- Oxford Preservation Trust (The Painted Room, 3 Cornmarket Street, Oxford). Minimum 5/-.
- Oxfordshire Record Society (Dr. W.O. Hassall, Hon. Sec., Bodleian Library, Oxford). 21/-.
- Shipston-on-Stour and District Local History Society (H.G. Parry, Hon. Sec., 8 Stratford Road, Shipston-on-Stour, Warw.). 7/6d.
- Warwickshire Local History Society (47 Newbold Terrace, Leamington Spa.). 10/-.
- Woodford Halse Historical Society (J.W. Ancomb, 7 Manor Road, Woodford Halse, Rugby, Warw.). 5/-.

"The Amateur Historian", published quarterly is available from the National Council of Social Service, 26 Bedford Square, London, W.C.1. - single copies, 3/6d; annual postal subscription, 15/-.

Printed by Express Litho Service, Oxford

for the Banbury Historical Society

All articles in this publication are strictly copyright.

