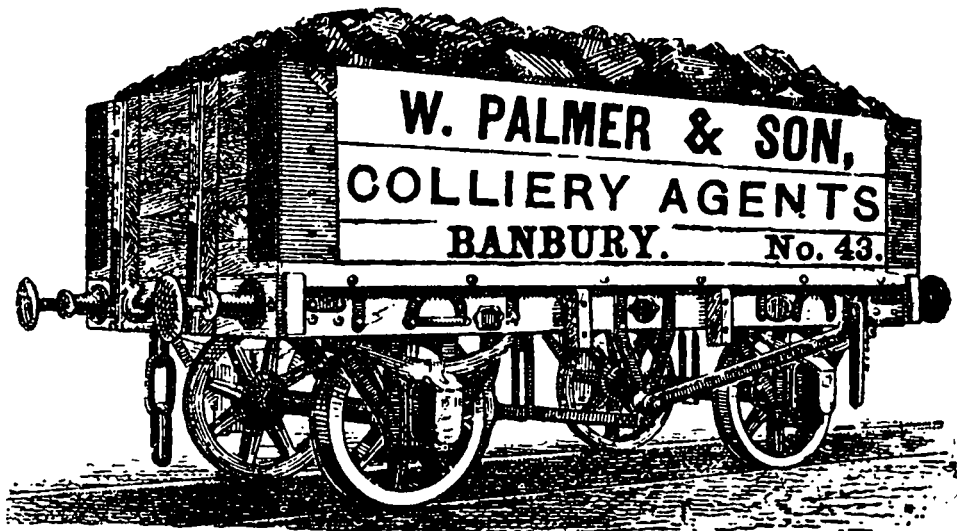


CAKE AND COCKHORSE



Banbury Historical Society

Summer 1970

2s.6d.

BANBURY HISTORICAL SOCIETY

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* * * * *

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", "Banbury's Poor in 1850", and "Sanderson Miller of Radway and his work at Wroxton", and a pamphlet "History of Banbury Cross".

The Society also publishes records volumes. These have included "Clockmaking in Oxfordshire, 1400-1850"; "South Newington Churchwardens' Accounts, 1553-1684"; "Banbury Marriage Register, 1558-1837" (3 parts) and "Baptism and Burial Register, 1558-1723" (2 parts); and "A Victorian M.P. and his Constituents: The Correspondence of H.W. Tancred, 1841-1859". "Wigginton Constables' Books, 1691-1836", "Banbury Wills and Inventories, 1591-1650", "Bodicote Churchwardens' Accounts, 1700-1822" and "Banbury Politics, 1830-1880" are all 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 seconder 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.

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Our third industrial archaeology issue illustrates well the variety of sources from which useful local historical material may be obtained. The photographs of the Hook Norton kilns were spotted by a good friend of the Banbury Historical Society who works for the National Monuments Record. The interesting references to the men who probably operated Sanderson Miller the elder's flat-bottomed boat have been brought to light by the publication of the Banbury parish registers. The working timetable which shows the intensity of war-time freight traffic on the railway through Banbury was bought at a stall at a traction engine rally in Shropshire.

Another extremely useful tool for the industrial archaeologist, as for other local historians, will be the facsimile of the first edition of the Ordnance Survey one inch map published by Messrs. David and Charles, of which the Banbury sheet (No. 61) was recently issued. The maps are not without their pitfalls for the unwary. The published version is a composite document incorporating material from a succession of dates from 1833 onwards. The information on railways, in particular, can be extremely misleading. The maps will nevertheless be an invigorating stimulus to research, especially into early industrial history.

The Banbury sheet shows five mills on the River Swere between Hook Norton and its confluence with the Cherwell, one of which was a paper mill. It marks eight on the Sor Brook between Alkerton and the Cherwell, including the Fulling Mill near Broughton, and the Hazleford paper mill, the next upstream. An isolated brick kiln alongside the main Banbury – Oxford road south of Deddington is a reminder of an industry which flourished in 19th century north Oxfordshire. There were a number of brickmaking sites in Banbury, but unfortunately the map is on too small a scale for them to be shown.

It is not just the industrial historian who will find stimulus from the first edition one inch maps. There are many features which pose intriguing questions. The race course at Cottisford, for example, was very near to the boundary between Oxfordshire and Northamptonshire. Was this because its situation enabled criminal elements among the race goers to escape across the boundary beyond the reach of the local police? The spa at Astrop, Kings Sutton, is marked on the map. Did it still enjoy any patronage in the 19th century? Alfred Beesley, writing in 1841, says that it had long been completely deserted as a place of fashionable resort. The map shows Warkworth Mill on the hillside between the main Banbury-Brackley road and Chacombe? What sort of mill was this? Several large tracts of common land are shown on the map, at Heyford, Heythrop and Over Norton, for example. When were they enclosed? The map marks a number of obviously prominent inns on main roads, such as the Fox and Crown on Dane Hill south of Deddington. Were these inns closed after the railways drove the coaches from the turnpike roads?

The first edition one inch maps will be of very great value to local historians if they are regarded as question papers rather than cribs. The points raised above are only a few of those which spring to mind after a quick examination of the Banbury sheet, but they do show how stimulating the maps can be. If they provoke more documentary research and, still better, more muddying of historians' boots by field work, they will have served a useful purpose.

SOCIETY NEWS AND ACTIVITIES

Summer Programme

Saturday, 13th June. **Annual General Meeting**, at **Broughton Castle**, by kind invitation of the President and Lady Saye and Sele, 5.15 – 7.00 p.m. (approx.)

Sunday, 28th June. Cropredy, 2.30 p.m. To view the re-enactment of the **Battle of Cropredy Bridge (1644)** under Brigadier Peter Young's direction. Brigadier Young will be addressing the Society in October on this battle. Watch local press for details. This event is certain to be attended by very great numbers, and members are strongly advised to arrive very early – probably it would be wise to take a picnic lunch.

Tuesday, 7th July. **Farnborough Hall**. 7.30 p.m. (leave Banbury 7.15 p.m.) by kind permission of Mrs Holbech.

Wednesday, 22nd July. **Compton Wynyates**. 2.30 p.m. (leave Banbury 2.00 p.m.) by kind permission of the Marquess of Northampton.

As in past years members with room to spare in cars and those wanting transport should meet outside the Cromwell Lodge Hotel, North Bar. The Committee hopes that these excursions will be enjoyable and will attract the same support as in previous years.

Public Inquiry

At the mammoth Public Inquiry held in April into proposals to develop Banbury town centre evidence was given on behalf of the Society by Dr E.R.C. Brinkworth. He appeared as one of the witnesses making the case for the C.P.R.E., which was broadly supporting the Borough Council's scheme to develop the Castle area north of the Market Place. As must be inevitable when presenting historical evidence, our stand was primarily one of opposition to the demolition of buildings of historic and architectural merit and charm. In this case the Society are firmly opposed to demolition of any of the listed buildings in the central area, which include the Wine Vaults (Parsons Street), the Waggon and Horses and adjacent building (Butchers Row) and the White Lion Hotel. Our thanks are due to the C.P.R.E. for organising the case and for securing honorary Council. The Inspector's Report is awaited.

Taxation

Members will be astonished to hear that an attempt was made by the Inspector of Taxes to assess the Society for Income Tax. This arose out of our prudence in placing some of our funds on deposit at the bank, and once the resultant interest exceeded £15 per annum the Inspector had to be informed. This Society is of course a Charity, but did not need to be specifically registered until income of this sort reached £15. Members will be pleased to know we are now officially registered with the Charity Commissioners, and with the help of our member Mr G.J.S. Ellacott we have been able to persuade the Inspector to waive all claims.

Sundials of England

One of the Staff of the Royal Observatory, Greenwich, is collecting information of these disappearing antiquities for a book. Captain Mark Taylor, R.N., Mill Lane, Middle Barton, Oxford OX5 4BT, is helping him for this district; and would be very grateful to any Member who would inform him of the existence of local dials. He regrets that he may not be able to thank everyone personally who writes. Information required where possible:-

Type of dial, situation, direction it faces.

Position by Grid Reference, if not on a mapped building.

Any inscription, motto, date, or known history.

The Reindeer Inn, Parsons Street

Last year a carelessly driven lorry tore off the elaborate and distinctive 17th century porch over the door to the Reindeer Inn in Parsons Street. We are delighted to see this has now been replaced by an exact reproduction or a skilful restoration. Quite apart from its own intrinsic merit, the porch adds greatly to the general charm and character of the street. We congratulate the proprietors, the Hook Norton Brewery, for the trouble they have taken.

The Banbury Power Station 1901-1935

The Banbury Electric Lighting Order permitting electricity to be generated and distributed to roads and streets in the town was made in 1900. The following year the Banbury and District Electric Light Supply Company was formed and a generating station was erected on the site of a former malthouse in Lower Cherwell Street. It is possible that the present building facing on to Lower Cherwell Street opposite the Checkers Inn, now the M.E.B. clubroom, is part of the old malthouse.

The power station comprised a boiler house, engine room, workshop and offices. Entrance to the station yard was through a pair of large wooden gates which survived until 1957 when they were removed along with the brick wall, and replaced with steel gates on a new alignment. A new set of steel gates was erected in 1964.

Coal for the boilers came from the Baddesley pits in Warwickshire and was transported along the canal in narrow boats in 30 ton loads. During the winter when the canal was sometimes frozen and traffic held up, the coal would be off-loaded from the boats into horse drawn carts at the point of stoppage and then taken by road to the power station. If the frost was not too severe an empty boat with several men on board and pulled by one or two horses would be used as an ice-breaker, the men on board rocking the boat from side to side as the horses drew it along.

The Boiler House

The original boiler house contained two horizontal Babcock and Wilcox boilers, each of which had a working pressure of 150 lbs. per sq. in. with a capacity of 12,000 lbs. of steam per hour. Both boilers were hand fired. In 1920 a new Babcock and Wilcox boiler of 25,000 lbs. of steam per hour was erected to provide steam for a new 650 kw. turbo generator. This boiler was fired by means of a motor driven chain-grate stoker. Coal was shovelled into a hopper from which it was gradually fed on to the chain-grate which travelled slowly through the furnace of the boiler, the ash being deposited at the far end of the grate. A Green's steam economiser was installed in the boiler house flue where tubes containing water from the boiler pumps were heated by the still-hot gasses in the flue before they escaped up the chimney. With the obstruction formed in the flue by the economiser, more frequent cleaning became necessary. The steam plant was shut down on Saturday nights during low load periods to enable the cleaning to be done.

In 1929 an extension in the form of a large corrugated iron and steel structure was made to the boiler house to contain an extra 30,000 lb. per hour chain-grate boiler. This was built to supply a Brush triple expansion 500 kw. steam generator. Both boiler and generator were secondhand and came from Kidderminster.

The boiler house chimney was 100 ft. high and the highest in Banbury. It was the second at the power station, replacing the original which collapsed in 1912. The latter was only 65 ft. high.

The boiler house was used for the last time in 1935 when the generation of electric power in Banbury ceased.

The Engine Room

The initial plant here comprised three 75 kw 460/230 volt Brush Parsons Turbine D.C. generators. It is believed that these machines were secondhand and came from Cambridge. Water from the Oxford Canal was used for cooling the condensers. This equipment was located next to the present entrance to the stores. The switch board with its cable trench was situated near the end of the present stores counter and along the wall between what is now the stores and locker room. The night load was carried by means of a battery in the room, now an office, which later housed a semi-diesel set.

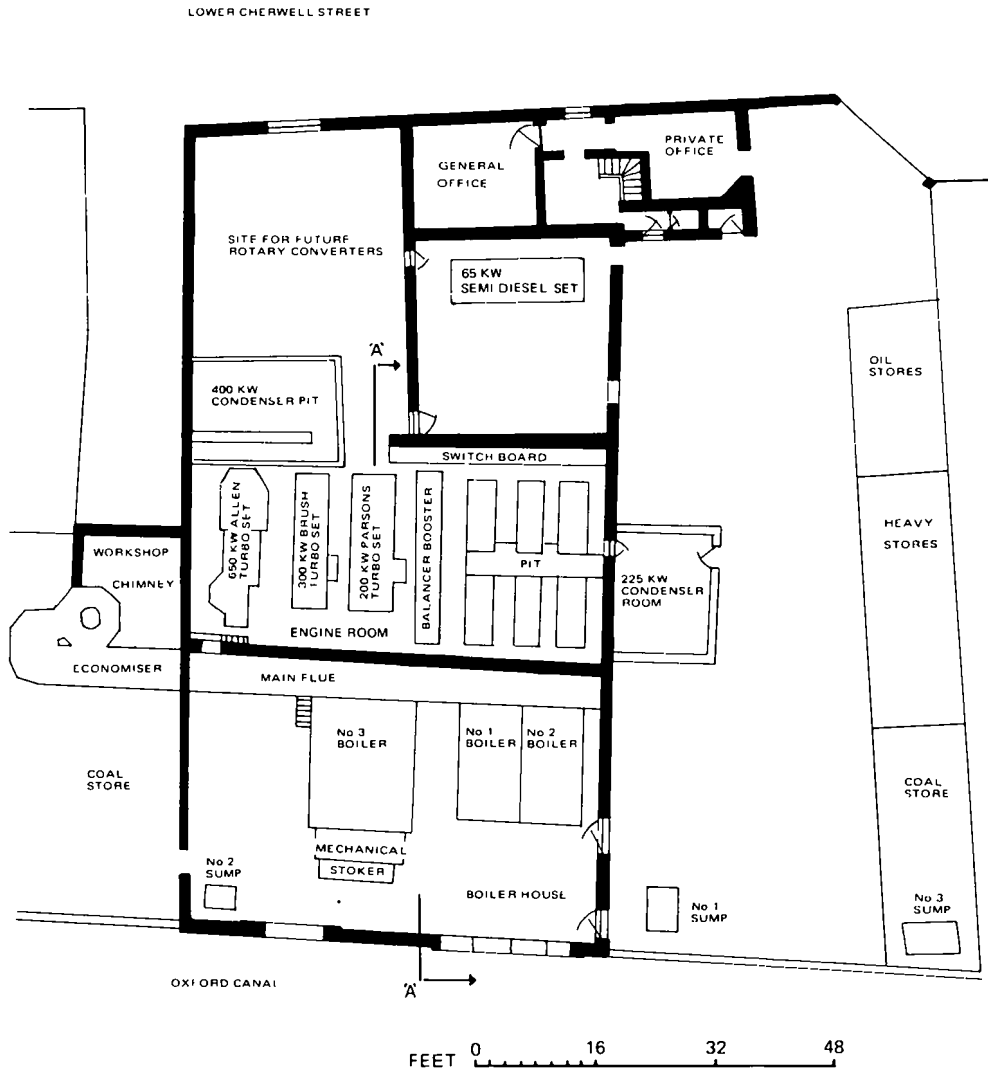


Fig. 1

Shropshire, Worcestershire and Staffordshire Electric Power Company—Lay-out of Banbury Power Station, 1928. (reproduced from original S.W.S. drawings)

Since the supply was three wire direct current at 460/230 volts, a balancer machine was needed to stabilise voltage at 230 volts to the neutral on both positive and negative sides. A balancer booster made by the Brush Company was therefore installed. The booster machines at each end of the balancer were used to provide extra supply to the batteries when these were being charged.

In 1906 and 1907 Kench's and Clark's mills, each of 900 h.p., became the first two major power loads and in 1906 a Parsons 200 kw. turbine generator was installed, followed in 1907 by a 300 kw. Brush Parsons turbine generator. The three original 75 kw. turbo generators became obsolete and were removed in the early 1920s, when a 650 kw. Allen turbo-generator was installed. The condenser for this machine was located in the basement below it. The steam turbine ran at 5,200 revs. per minute and step down double helical gearing was provided so that

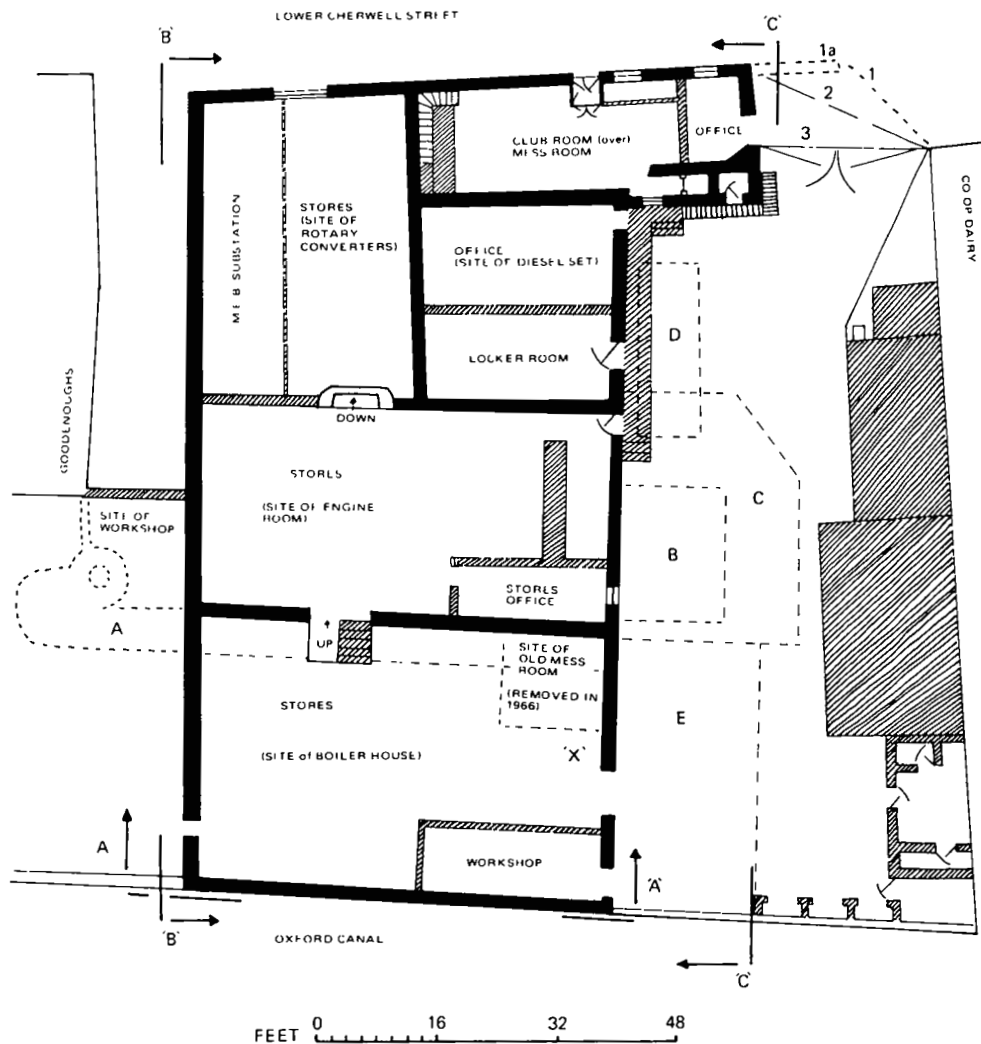


Fig. 2

Midlands Electricity Board—Stores and Substation, 1968. Old Banbury Power Station. (reproduced from original M.E.B. drawings).

Key: Solid lines—original structure; Shaded lines and areas—modern: Areas bounded by dotted lines—sites of buildings long since demolished; 1 and 1a—site of wall and gates, c. 1928; 2—position of gates, 1957-64; 3—gates moved to present position in 1964; A—site of economiser and chimney stack; B—site of condenser room, c. 1928; C and D—site of corrugated iron shed housing 500 kw generator, c. 1929; D—site of rotary converter transforming mats.

Our Cover: shows a coal waggon belonging to the Banbury agents, W. Palmer and Son, and is taken from *Views and Reviews*, special Banbury Edition, 1897.

the generator ran at 550 revs. per minute. It was at this time that the Allen 75 kw. semi diesel set was installed in the room from which the now out-of-date battery had been removed. This engine ran only in very low load periods, mainly on Saturday nights when the steam plant was shut down for flue cleaning.

In 1928 the Shropshire, Worcestershire and Staffordshire Electric Supply Company took over the Banbury and District Electric Light and Power Company, under their act of that year. The new company began the process of bringing alternating current to Banbury. In 1929 a Brush triple expansion engine and generator was removed from Kidderminster and re-erected at Banbury as an interim reinforcement to the D.C. supply. The power station continued to generate until 1935 but in the early 1930s the 66,000 volt overhead line from Stourport Power Station to the substation in Southam Road, Banbury, was erected, and an 11,000 volt line linked the substation to the Banbury power station. This new line was carried on pylons as far as Castle Gardens, and thence by underground cable.

Further extensions were made to the existing buildings at the power station to accommodate two rotary converters, one 250 kw. and one 750 kw. These machines changed the new A.C. supply to D.C. for the D.C. consumers in the town. Time was required to make the changeover, but the days of the power station were now numbered. As the changeover progressed and A.C. supply was extended through the town the retention of the Allen set as a serviceable unit became uneconomic and in 1935 it ran for the last time. The fires were drawn, the boiler house became a ghost building of brickwork, boilers, steam pipes and dust, and the generation of power at Banbury had ceased.

Cables

The cables used were all underground and were known as VB cables, either two wire or triple concentrate three wire; in this case the neutral was the wiring nearest the outer case of the cable. The individual stranded wires forming the positive, negative and neutral cores were insulated with vulcanised bitumen and coated overall with a jute covering. The cable was laid in wooden troughing filled with bitumen and covered with blue or red tiles. Later the same type of cable was laid in earthenware troughing as by this means damage from moisture was made less likely. Some of the cables laid in the early 1900s were still in use in the 1940s. They were later replaced by lead covered steel tape armoured cables. With the advent of alternating current the three core D.C. cables had to be replaced with four core cables to cover the three phase 415/240 volts supply available today.

The Buildings Today

The main buildings of the original Banbury power station are still intact and have been the property of the Midlands Electricity Board since nationalisation in 1948. On completion of the changeover from D.C. to A.C. in 1956 the Rotary Converters were shut down and work commenced on the clearing of the redundant plant and machinery. As the old buildings were stripped of the boilers and generators the whole character of the station was changed. The boiler house and engine room became stores and stores office, and the rotary converter room became a substation. A detailed survey of the present buildings with notes on their former uses has been placed in the Historical Society collection in Banbury Public Library.

This brief outline of the history of the Banbury power station has contained no humour, yet humour there must have been; no drama, yet there must have been dramatic scenes, particularly in the early years. The sound of the station vibrant with life was music to some, but it is now preserved only in the memories of those who knew it.

G. C. J. Hartland

I should like to thank Mr. J. Pearson Smith, A.M.I.E.E., district manager, M.E.B. Banbury district, Mr. C. Young, previously manager at the power station, Mr. C. Belcher, retired electrical fitter and Mr. F. Miles, retired district commercial engineer, for their help in compiling this article.

THE RAILWAY MARSHALLING YARD AT BANBURY

The closure of the up "hump" marshalling yard at Banbury has been announced by British Rail for 4th May 1970 when the new timetable comes into operation. This marks a further step in the decline of Banbury as a railway centre which has occurred over the last two decades. Since 1950 the lines to Blisworth, Bletchley, Kingham and Woodford Halse have been taken up. Merton Street station in Banbury has been closed along with numerous local rural stations and halts. The once heavy iron ore traffic has ceased. In the future it seems likely that Banbury will only be significant on the railway as the place where passengers from Birmingham and the North change trains on their way to Oxford.

The "hump" marshalling yard was one of sixteen major improvement schemes proposed by the Great Western Railway under the Loans and Guarantees Act of 1929, a measure intended to relieve unemployment. In the original schedule of works it was described as "Banbury – Construction of an extensive gravitation yard for expediting the transfer of freight traffic". The yard was constructed during 1931.

Trains from the north drew into reception sidings immediately south of the junction of the G.W.R. line from Leamington with the L.N.E.R. line from Woodford. Along the former came a steady flow of industrial traffic from Birmingham and the west Midlands to the London area, the west of England and the Southern Railway. The L.N.E.R. line brought traffic from the east Midlands, Yorkshire and the North East to the same destinations, and also to South Wales. Main line engines which brought in trains were able to avoid going over the steeply graded "hump" by an escape line, but those which brought in trains from the Woodford direction, and engines of local trains on the Leamington line, usually reversed out of the yard along an empty reception line and returned north on another train without being turned. The reception sidings extended southwards from the junction and converged on the "hump" behind the houses at the north end of Fergusson Road. Thence sorting sidings fanned out, extending as far as the passenger station. Waggons were propelled from the reception sidings over the "hump" by shunting engines, originally G.W.R. steam pannier tanks, but since April 1954 British Railways diesels.

The value of the yard was shown most conclusively during the Second World War when heavy traffic passed through Banbury from the industrial North and Midlands to the Forces preparing for D-Day in southern England. Recently we have acquired a copy of the G.W.R. service timetable for freight trains for Area 13 (including Banbury) for the period beginning 3rd May 1943, which shows clearly just how heavy this traffic was. We are listing below the freight trains which started or terminated at Banbury and which passed through. The significance of the marshalling yard is shown by the totally different patterns of traffic in the up and down directions. The trains shown are those scheduled to run on "normal" weekdays – i.e. Tuesdays, Wednesdays, Thursdays and Fridays.

The timetable shows that there were 33 freight trains arriving from the G.W.R. line from the north, excluding those composed entirely of empty iron ore waggons. There were two main streams of traffic; that between South Wales and the L.N.E.R. line to the north, and that from G.W.R. sources in the Birmingham and Wolverhampton areas to destinations in the London area, the west of England and on the Southern Railway. There were 21 arrivals from the L.N.E.R. line from Woodford. Some of this traffic would have been destined for South Wales and despatched via Hatton and Stratford-upon-Avon from the down yard on such trains as the 3.45 a.m. goods to Cardiff, but most of it would have been sorted in the marshalling yard and merged with the traffic from the Leamington line. Southbound from Banbury there were 36 daily departures, some of them to destinations as far away as Newton Abbot and Tavistock Junction. Most of the traffic to the Southern Railway would have been forwarded on the seven daily departures to Didcot or the nearby marshalling yard at Moreton Cutting. The importance of the Banbury yard for south bound traffic is shown by the very small number of up freight trains which did not start or terminate there. During twenty-four hours there were only six southbound freight trains which passed through Banbury, and four of these were expresses between Wolverhampton or Birkenhead and London.



Fig. 3

Ex-L.N.E.R. Class K3 2-6-0 No. 61804 enters the reception sidings with an express freight train from the North East, July 1961.

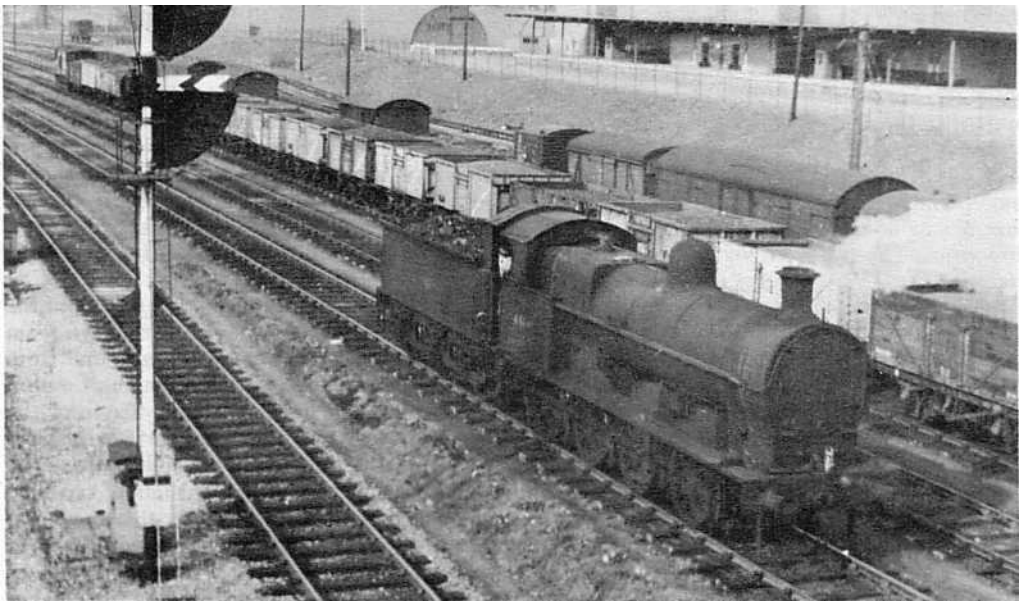


Fig. 4

Ex-L.N.W.R. 0-8-0 No. 49440 has just brought a load of coal wagons into the reception sidings and is going backwards up an empty siding before crossing the main lines to pick up its return load in the down yard. April 1960.



Fig. 5

Ex-G.W.R. 2-6-0 No. 6326 enters the yard with coal from South Wales. 1959.

In the down direction the pattern of operation was rather different. Only 16 northbound trains terminated at Banbury, and of these 6 were class K local trains. Most of the down traffic was conveyed on trains running through from points south of Banbury to Oxley sidings north of Wolverhampton. Ten trains bound for Oxley called at Banbury to set down waggons (many of which would have been bound for the Woodford L.N.E.R. line) and pick up others. Three Oxley-bound trains passed Banbury without stopping. Only 8 G.W.R. line goods trains originated from the down yard at Banbury. Two of these were locals, and the other 6 went via Hatton and Stratford-upon-Avon to Worcester, Gloucester and South Wales, probably conveying for the most part traffic which had come from the L.N.E.R. line.

There were 21 departures from the down yard to the L.N.E.R. Woodford line. Most of the traffic on this route in both directions was conveyed on trip workings between Banbury and Woodford and re-sorted on arrival. There were nevertheless several southbound trains which ran through to Banbury from destinations north of Woodford, and one through northbound perishables train from Banbury to York.

Iron ore traffic from the Banbury area in the middle of the war was very heavy. There were 8 daily departures to destinations in South Wales and 3 trains to the Black Country, with corresponding inward flows of empty waggons. The iron ore conveyed by the 4.40 p.m. train from Kingham would have come from the quarries at Hook Norton referred to elsewhere in this issue.

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Since the closure of the line to Woodford one of the main reasons for the existence of a marshalling yard at Banbury has gone, and it is the avowed aim of British Rail management to avoid the use of marshalling yards wherever possible. The closure cannot therefore be surprising. This short account does no more than sketch something of the past importance of the yard, and it is to be hoped that some future railway historian may be able to analyse its functions and its importance more fully.

UP TRAINS

a) Arrivals at Banbury from the north, G.W.R. line

		Type of traffic	Class of train
12.38 a.m.	5.15 p.m. from Cardiff.	Goods	H
2.28 a.m.	1.00 a.m. from Leamington	Goods & Coal	J
2.35 a.m.	8.15 p.m. from Great Bridge	Goods	F
2.40 a.m.	3.20 p.m. from Copperworks Junction	Iron ore empties	H
2.57 a.m.	7.25 p.m. from Stourbridge Junction	Goods	F
3.10 a.m.	12.20 a.m. from Oxley Sidings	Goods	F RR
4.13 a.m.	7.55 p.m. from Croes Newydd	Iron ore empties	H
5.32 a.m.	1.35 a.m. from Cannock Road Junction	Goods	J
5.40 a.m.	2.15 a.m. from Cannock Road Junction	Iron ore empties	J
5.52 a.m.	3.00 a.m. from Oxley Sidings	Goods	F
6.05 a.m.	4.00 a.m. from Bordesley Junction	Goods	H
6.55 a.m.	1.20 a.m. from Blowers Green	Goods	J
7.05 a.m.	6.05 a.m. from Leamington	Goods	H
8.02 a.m.	6.05 a.m. from Bordesley Junction	Goods	H RR
9.11 a.m.	1.30 a.m. from Cardiff	Goods	E
9.35 a.m.	8.35 a.m. from Leamington	Minerals	J
10.05 a.m.	9.15 p.m. from Copperworks Junction	Iron ore empties	H
10.39 a.m.	2.00 a.m. from Alexandra Dock Junction	Goods	H RR
12.42 p.m.	1.30 a.m. from Margam Sidings	Goods	H
1.32 p.m.	9.40 a.m. from Oxley Sidings	Goods	H
1.40 p.m.	7.25 a.m. from Worcester	Goods	J
1.52 p.m.	11.30 a.m. from Bordesley Junction	Goods	H
2.50 p.m.	1.50 p.m. from Leamington	Goods	H
4.05 p.m.	9.20 a.m. from Bordesley Junction	Local goods	J
4.30 p.m.	1.25 p.m. from Bordesley Junction	Goods	H
5.25 p.m.	1.00 p.m. from Worcester	Perishables	C RR
5.41 p.m.	12.15 p.m. from Gloucester	Goods	H RR
6.29 p.m.	10.00 a.m. from Cardiff	Goods	H
7.05 p.m.	1.05 p.m. from Oxley Sidings	Iron ore empties & Goods	H
7.12 p.m.	4.15 p.m. from Bordesley Junction	Goods	F
7.25 p.m.	11.50 a.m. from Crewe	Goods	F
7.45 p.m.	6.45 p.m. from Leamington	Goods	H
8.15 p.m.	3.50 p.m. from Oxley Sidings	Goods	F
9.33 p.m.	6.30 p.m. from Hockley	Goods	H
9.43 p.m.	12.00 noon from Rogerstone	Goods	H
10.24 p.m.	5.20 p.m. from Gloucester	Goods	F
10.30 p.m.	8.10 p.m. from Bordesley Junction	Goods	H
11.20 p.m.	11.00 a.m. from Copperworks Junction	Iron ore empties	H

b) Arrivals at Banbury from the north, L.N.E.R. line

N.B. class of traffic not shown in timetable.

1.10 a.m.	9.45 p.m. from Nottingham	2.10 p.m.	1.35 p.m. from Woodford
1.55 a.m.	9.16 p.m. from Sheffield	2.50 p.m.	2.15 p.m. from Woodford
4.10 a.m.	3.41 a.m. from Woodford	4.10 p.m.	3.35 p.m. from Woodford
4.45 a.m.	7.20 p.m. from Stairfoot	5.15 p.m.	4.40 p.m. from Woodford
5.15 a.m.	4.40 a.m. from Woodford	6.15 p.m.	5.40 p.m. from Woodford
6.25 a.m.	5.50 a.m. from Woodford	6.40 p.m.	6.05 p.m. from Woodford
7.50 a.m.	7.15 a.m. from Woodford	7.35 p.m.	7.00 p.m. from Woodford
8.50 a.m.	8.15 a.m. from Woodford	9.30 p.m.	8.55 p.m. from Woodford
10.10 a.m.	9.35 a.m. from Woodford	11.20 p.m.	10.45 p.m. from Woodford
11.25 a.m.	10.50 a.m. from Woodford	11.42 p.m.	9.35 p.m. from Leicester
12.50 p.m.	12.15 p.m. from Woodford		

c) Southbound through trains calling at Banbury

arr. 12.51 a.m.			
dep. 2.15 a.m.	8.10 p.m. Oxley Sidings - Paddington	Goods	C
arr. 2.50 a.m.			
dep. 3.15 a.m.	8.30 p.m. Cannock Road Junction - Paddington	Goods	D
arr. 4.34 a.m.			
dep. 5.03 a.m.	2.10 a.m. Oxley Sidings - Basingstoke	Goods	E
arr. 4.53 a.m.			
dep. 5.15 a.m.	8.20 p.m. Birkenhead - Paddington	Goods	C
arr. 8.45 p.m.			
dep. 9.20 p.m.	7.40 p.m. Leamington - Oxford	Coal	H
arr. 9.14 p.m.			
dep. 9.19 p.m.	3.55 p.m. Birkenhead - Paddington	Meat	C RR

d) Southbound departures from Banbury

2.00 a.m.	Swindon or Stoke Gifford	Goods	H
3.00 a.m.	Didcot	Goods	F
4.00 a.m.	Moreton Cutting	Goods	F
4.45 a.m.	West Drayton	Goods	E
5.35 a.m.	Morris Cowley	Goods	F
6.10 a.m.	Swindon or Bristol Kingsland Road	Goods	F
6.25 a.m.	Didcot	Goods & Coal	H
6.55 a.m.	Brill	Goods	K
7.00 a.m.	Oxford	Goods	H
7.35 a.m.	Southall	Coal	H
8.15 a.m.	Tavistock Junction	Goods	H
8.30 a.m.	Old Oak Common	Goods	J
9.00 a.m.	Cement Sidings	Goods	J
9.30 a.m.	To work as ordered	-	J RR
9.40 a.m.	Old Oak Common	Coal	H
10.10 a.m.	Kingham	Goods	K
10.30 a.m.	Reading West Junction	Goods	F
11.00 a.m.	Westbury	Goods	H
12.30 p.m.	Didcot	Goods	H
12.43 p.m.	Hook Norton	Goods	K RR
12.55 p.m.	Swindon or Bristol	Goods	H
1.30 p.m.	Oxford	Goods	J
1.45 p.m.	Tavistock Junction	Goods	H
2.05 p.m.	Kingham	Goods	K
2.40 p.m.	Old Oak Common	Goods	J
3.00 p.m.	Didcot	Goods	F
3.30 p.m.	Southall	Goods	H
4.50 p.m.	Oxford	Goods & Coal	H
5.20 p.m.	Moreton Cutting	Goods & Coal	H
6.45 p.m.	Greenford	Goods & Coal	H
7.05 p.m.	Slough	Goods	H RR
8.00 p.m.	Swindon or Bristol	Goods	H
9.30 p.m.	Slough	Goods	H
10.00 p.m.	Newton Abbot	Goods	H
10.15 p.m.	Old Oak Common	Goods	H
11.45 p.m.	Didcot	Goods	H

DOWN TRAINS

a) Arrivals at Banbury from the South

4.15 a.m.	10.05 p.m. from Bristol	Goods	D
4.40 a.m.	6.30 p.m. from Exeter	Empties	H RR
9.31 a.m.	4.45 a.m. from Old Oak Common	Empties	H
11.14 a.m.	2.10 a.m. from St. Phillips Marsh	Goods	F
11.19 a.m.	9.30 a.m. from Morris Cowley	Goods	F
12.05 p.m.	9.30 a.m. from Oxford	Goods	K
2.15 p.m.	10.10 a.m. from Brill	Goods	K
3.54 p.m.	12.40 p.m. from Swindon	Goods	H
4.05 p.m.	2.05 p.m. from Hook Norton	Goods	K RR
4.25 p.m.	12.58 p.m. from Cement Sidings	Goods	K
4.52 p.m.	3.00 p.m. from Didcot	Goods	H RR
5.30 p.m.	9.45 a.m. from Acton	Goods	J
6.10 p.m.	3.00 a.m. from Tavistock Junction	Goods	J
7.55 p.m.	4.40 p.m. from Hook Norton	Goods	K
10.10 p.m.	6.52 p.m. from Kingham	Iron ore & Goods	K
11.05 p.m.	7.30 p.m. from Scours Lane	Goods	H

b) Northbound trains calling at or passing Banbury

arr. 12.38 a.m.			
dep. 1.00 a.m.	9.45 p.m. Basingstoke - Oxley Sidings	Goods	D
pass. 12.48 a.m.	7.45 p.m. West Drayton - Oxley Sidings	Goods	D
pass. 1.24 a.m.	11.05 p.m. Paddington - Oxley Sidings	Goods	C
arr. 4.11 a.m.			
dep. 4.30 a.m.	1.10 a.m. Old Oak Common - Oxley Sidings	Goods	E
arr. 4.25 a.m.			
dep. 5.10 a.m.	2.00 a.m. Reading - Oxley Sidings	Goods	J
arr. 4.57 a.m.			
dep. 5.47 a.m.	2.10 a.m. Basingstoke - Oxley Sidings	Goods	D
arr. 6.00 a.m.			
dep. 8.30 a.m.	2.45 a.m. Southall - Woodford L.N.E.R.	Empties	H

arr.	6.53 a.m.				
dep.	6.58 a.m.	5.05 p.m. Marazion - Oxley Sidings	Goods	C	
arr.	6.55 a.m.				
dep.	7.25 a.m.	3.00 a.m. Park Royal - Bordesley Junction	Goods	F	
arr.	7.29 a.m.				
dep.	8.05 a.m.	4.15 a.m. Westbury - Oxley Sidings	Goods	C	
arr.	7.45 a.m.				
dep.	8.35 a.m.	3.33 a.m. Swindon - Oxley Sidings	Goods	J RR	
arr.	11.35 a.m.				
dep.	11.55 a.m.	7.25 a.m. Old Oak Common - Oxley Sidings	Goods	H	
arr.	1.05 p.m.				
dep.	1.25 p.m.	10.30 a.m. Old Oak Common - Crewe	Goods	C	
pass.	1.58 p.m.	9.40 a.m. Swindon - Bordesley Junction	Goods	H RR	
arr.	4.00 p.m.				
dep.	4.10 p.m.	10.50 a.m. Reading - Woodford L.N.E.R.	Empties	H	
arr.	5.50 p.m.				
dep.	6.25 p.m.	1.55 p.m. Reading - Bordesley Junction	Goods	F	
arr.	6.26 p.m.				
dep.	6.55 p.m.	2.26 a.m. Laira - Bordesley Junction	Goods	H	
pass.	6.58 p.m.	2.40 p.m. Acton - Tyseley	Goods	H	
arr.	9.53 p.m.				
dep.	10.15 p.m.	8.20 p.m. Oxford - Leamington	Goods & Empties	F	
arr.	10.35 p.m.				
dep.	11.15 p.m.	8.25 p.m. Slough - Oxley Sidings	Goods	C	
arr.	10.50 p.m.				
dep.	11.42 p.m.	7.10 p.m. Southall - Oxley Sidings	Goods	J	
arr.	11.00 p.m.				
dep.	12.05 a.m.	6.15 p.m. Basingstoke - Leamington	Goods	F	
pass.	11.46 p.m.	10.10 p.m. Morris Cowley - Oxley Sidings	Goods	E	

c) Northbound departures from Banbury, G.W.R. line

12.50 a.m.	Copperworks Junction	Iron ore	H
3.20 a.m.	Worcester	Goods	J
3.20 a.m.	Kingswinford	Livestock	C RR
(Starts from station)			
3.45 a.m.	Cardiff	Goods	E
5.00 a.m.	Newport Ebbw Junction	Steel	H
7.40 a.m.	Cardiff	Iron ore	H
9.00 a.m.	Copperworks Junction	Iron ore	H
10.00 a.m.	Cardiff	Iron ore	H
11.30 a.m.	Cannock Road Junction	Iron ore	H
12.35 p.m.	Gloucester	Goods	F
12.45 p.m.	Fenny Compton	Goods	K
2.35 p.m.	Copperworks Junction	Iron ore	H
3.15 p.m.	Tyseley	Local Goods	K
4.20 p.m.	Croes Newydd	Stone	H
(Starts from station)			
5.00 p.m.	Copperworks Junction	Iron ore	H
6.10 p.m.	Bilston (West Midland)	Iron ore	H
6.55 p.m.	Cardiff	Iron ore	H
7.50 p.m.	Newport or Cardiff	Iron ore	H
8.50 p.m.	Newport	Goods	H
9.10 p.m.	Cannock Road Junction or Oxley Sidings	Iron ore	H
10.55 p.m.	Severn Tunnel Junction	Goods	H

d) Northbound departures from Banbury, L.N.E.R. line

12.45 a.m.	Woodford	1.40 p.m.	Woodford
1.05 a.m.	Woodford	2.15 p.m.	Woodford
2.25 a.m.	Woodford	3.25 p.m.	Woodford
4.05 a.m.	Woodford	5.00 p.m.	Woodford
5.25 a.m.	Woodford	5.40 p.m.	Woodford
6.25 a.m.	Sheffield	6.05 p.m.	York (Express Fruit and Vegetable)
6.40 a.m.	Woodford	6.50 p.m.	Woodford
7.45 a.m.	Woodford	8.05 p.m.	Woodford
9.15 a.m.	Woodford	9.25 p.m.	Woodford
11.20 a.m.	Woodford	11.20 p.m.	Woodford
12.10 p.m.	Woodford		

NOTES

Arrival and departure times are at Banbury Junction unless otherwise indicated.

RR - means "runs if required".

THE OXFORD CANAL AT BANBURY

During research on the history of the Oxford Canal (mentioned in C & CH IV-4-Summer 1969) I have come across two books which contain important information about engineering features on the canal in the Banbury area. In the custody of the British Transport Historical Records Office at Paddington there is a manuscript entitled "Oxford Canal Company's Distance Book", which dates from *circa* 1796. This book includes a complete list of all items of engineering interest between Longford (near Coventry) and Oxford.

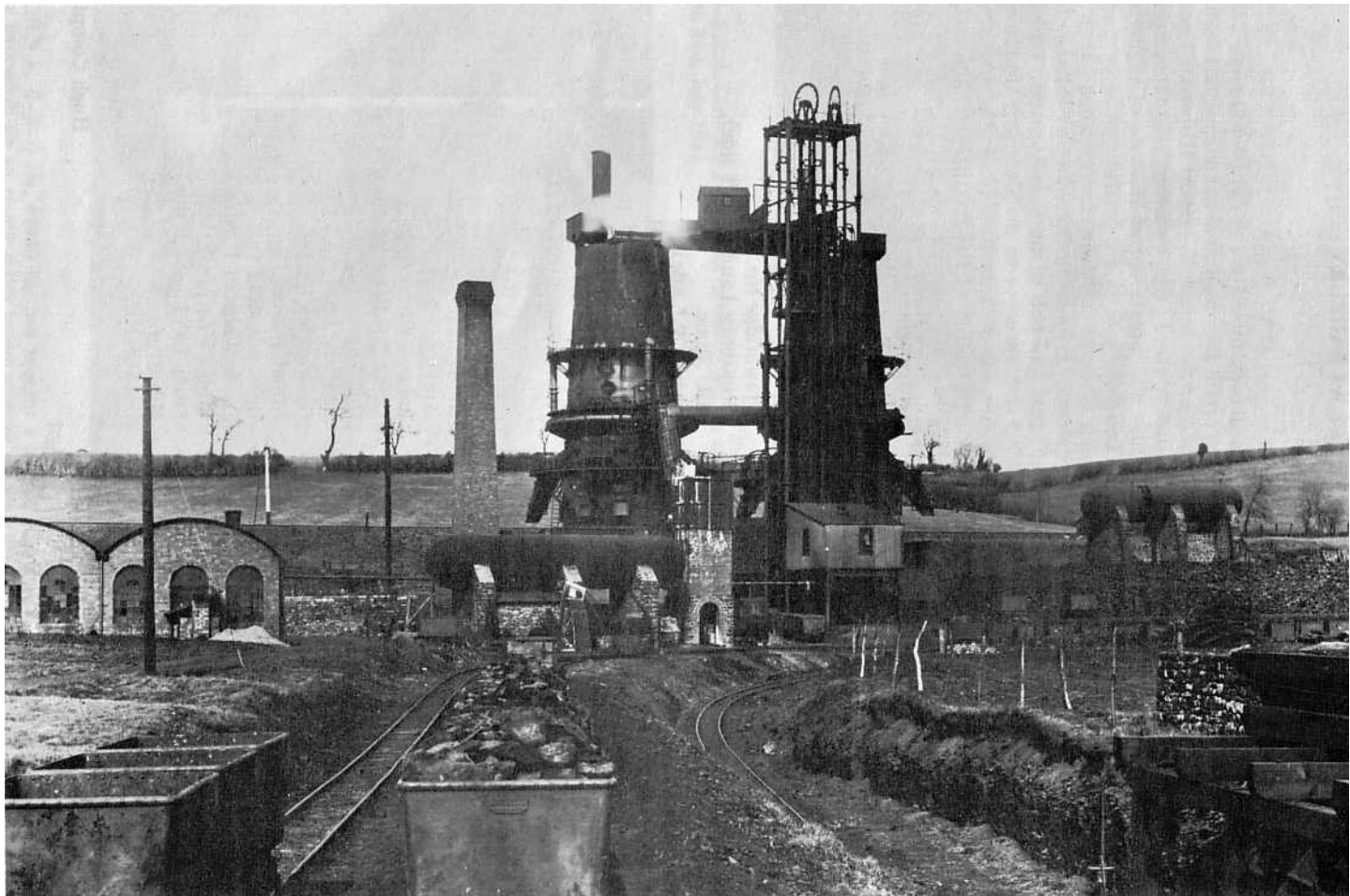
A similar manuscript entitled "Oxford Canal Company's Chain Survey Book" is in the keeping of the British Waterways Section Inspector at Oxford. Other copies survive, one in the Section Inspector's Office at Hillmorton near Rugby, and two in the Area Engineer's Office at Birmingham. They were prepared by Frederick Wood, surveyor to the Company, following a survey carried out by Charles Gilbert, the Assistant Surveyor, in July 1840. The books were originally kept on the Committee Boat for the information of the Proprietors when making their annual inspections.

Details for the Banbury area from the two books are as follows:-

<i>1796</i>	<i>1840</i>
<p>Swing Bridge No.9 Alkins Mill.</p> <p>Swing Bridge No.10.</p> <p>Arm of Canal to Golby's Wharf, adjoining the Wharf a piece of land on which Mr Holland has built a Lime Kiln.</p> <p>Swing Bridge No.11. Banbury Wharf</p> <p>Lock No.26. Swing Bridge No.12. Brick Bridge No.146.</p> <p>Swing Bridge No.13.</p> <p>*i.e. tow path.</p> <p>Woking. Surrey.</p>	<p>Drawbridge No.162. Grimsbury Landing (off side). Mile Stone. Weir (T.P.* side). Culvert under Canal. Drawbridge No.163. Gateway and Hovel. Weir (off side). Arm to Wharf (off side).</p> <p>Drawbridge No.164. Banbury Wharf. Staley's Wharf (off side). Stone Landing (off side). Gas Wharf. Banbury Lock No.13. Drawbridge No.165. Bridge No.166. Culvert under Canal. Castle Wharf (T.P.side). Bridge Wharf (off side). Stone Landing (T.P.side). Mile Stone. Drawbridge No.167.</p>

Hugh Compton.

Fig. 6



THREE PHOTOGRAPHS OF THE BRYMBO IRON WORKS, HOOK NORTON

Figures 6 and 7. These photographs were taken from positions on the Banbury–Hook Norton road looking north and north-west by north respectively. They show features mentioned in *The Ironstone Railways and Tramways of the Midlands* by E. S. Tonks (London. Locomotive Publishing Co. Ltd p.254) from which may be quoted: “Hook Norton Ironstone Co.: Brymbo Steel Co. Ltd from 1901. This was the largest and most successful of the quarrying systems at Hook Norton and commenced operations about 1896 with a two-foot (nominal) gauge tramway running from the quarries to calcining kilns close to the south side of the G.W.R. line . . . Like those at Astrop, the gas-fired kilns had steel sides, making them look rather like blast furnaces at a cursory glance; there were originally two of them and between them was a steam-operated lift by which the loaded wagons were carried to the tops of the kilns, which were connected by bridges with 2 ft. track; a rotary tippler was installed on each kiln so that the ore could be transferred from the wagons. At a later date two more kilns, one on each side, were added. [There is now no trace of these-GEG] After calcining, the ore was run directly via a chute into railway wagons standing on the siding at the rear of the kilns. Calcining was discontinued in 1926 but the kilns were left standing and were used for drying ore from Park Farm for gas purification purposes, but the bulk of the output continued to go to Brymbo ironworks.”

In the photograph, the gas-producers are probably seen behind the kilns. The chimney probably indicates the presence of a boiler for the steam hoist. The two spherical-ended cylindrical pressure vessels might have been used to store compressed air, compressed in the boiler house by a steam engine, and piped to the quarries for drilling. Such an arrangement was at one time used in the Banbury workings.

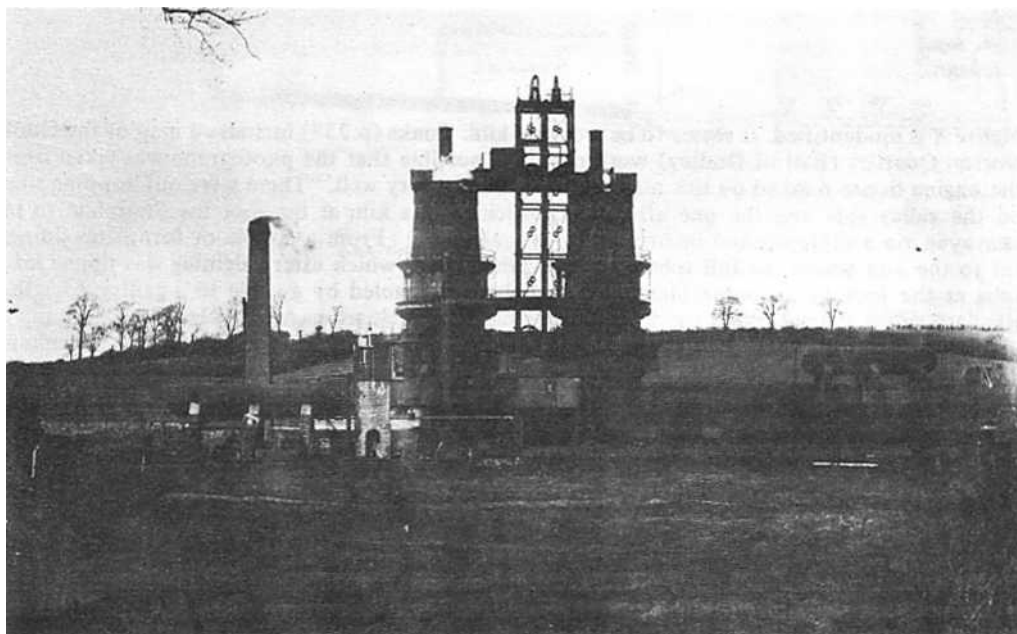


Fig. 7

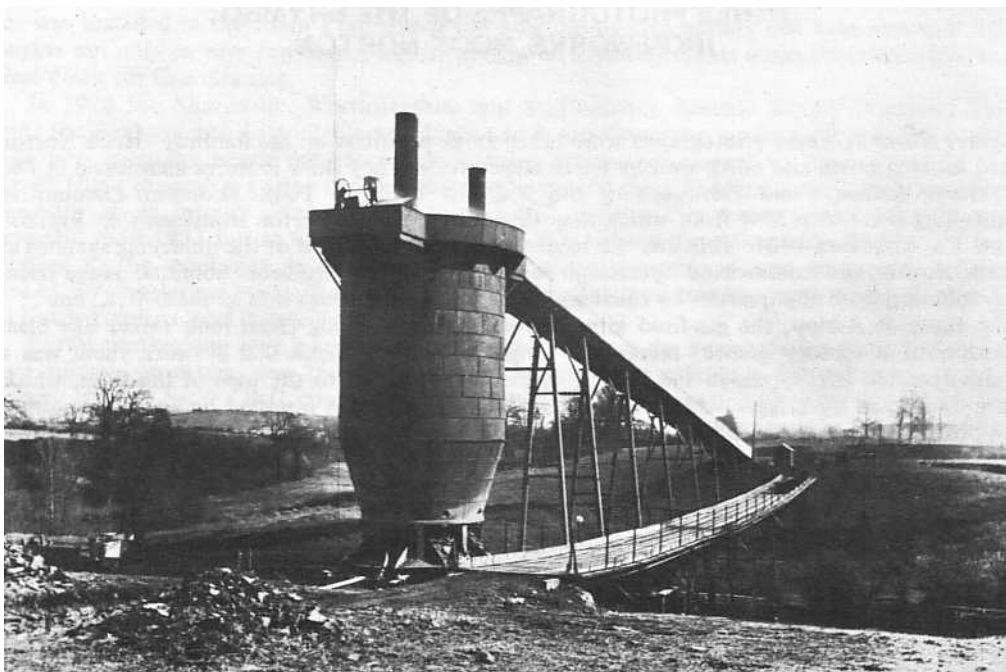


Fig. 8

Figure 8 is unidentified. It seems to be a drying kiln. Tonks (p.257) includes a map of the Hook Norton Quarries (Earl of Dudley) workings. It is possible that the photograph was taken from the engine house marked on this map, but does not fit very well. "There were outcropping sites on the valley side and the one after being calcined in a kiln at the foot therefore had to be conveyed via a cable-worked incline up to the railway . . . From a couple of turnplates sidings led to the kiln where the full tubs discharged their load, which after calcining was tipped into tubs at the foot of a double incline; these tubs were hauled by a cable to a gantry over the standard siding at the summit . . ." "The workings finally closed in April 1916".

No other kiln is mentioned in the Hook Norton district. The kilns at Astrop and Sydenham Pits, Adderbury were multiple, and much bigger. The latter site is illustrated in Tonks' book. (p.242)

G. E. Gardam

Editor's Note We are grateful to the National Monuments Record for permission to reproduce these photographs, and to Mr Nicholas Cooper for bringing them to our attention. An earlier article on the Brymbo Ironworks by Dr Gardam will be found in C & CH III. p.226-7. (Summer, 1968).

THE CHERWELL NAVIGATION

Students at a recent conference on the navigation of the River Severn held at Attingham Park, Shrewsbury were astonished to hear in a lecture by Dr. M. J. T. Lewis of Hull University of the many tributaries of the Severn which were made navigable in the past. These included the Vyrnwy, the Tern, the Wye, the Lugg, the Worcestershire and Warwickshire Stours, and, most unlikely of all, the Dick Brook near Stourport. Readers of *Cake and Cockhorse* will have noticed in our winter issue a reference to the enterprise of Sanderson Miller the elder, father of the architect, who, in the late 17th or early 18th century conveyed goods from Oxford to Banbury in flat-bottomed boats on the River Cherwell. It is interesting that the existence of navigation on the Cherwell at this period is confirmed in the *Banbury Baptism and Burial Register 1653-1723* which the Historical Society has just published. The register records the existence of two watermen in the town between 1692 and 1706. John Barnes, waterman was buried on 22nd March 1692/3. Thomas Gascoyne, waterman, was father of Samuel Gascoyne, baptised on 27th March 1705, and it was probably the same Thomas Gascoyne, waterman and labourer, who was buried on 21st July 1706. Thomas Gascoyne's relict, Elizabeth, died on 3rd January 1709/10. No watermen are recorded in earlier volumes of the baptism and burial register, nor do any occur in the Banbury marriage register. The existence of two watermen in Banbury in the period when Sanderson Miller the elder was active as a merchant in the town tends to confirm the family tradition that he did operate boats on the Cherwell. It is extremely doubtful whether anything remains of the wharf installations which Miller must have used since the Cherwell's course in Banbury has been considerably diverted since the early 18th century, but the possibility of remains along the river is one which must be borne in mind by local industrial archaeologists.

B.S.T.

Baptism and Burial Register of Banbury, Oxfordshire, Part Two, 1653 - 1723.

Transcribed by Mrs J. Pain, edited by J. S. W. Gibson. Banbury Historical Society, Records Vol. 9. 1969 (for 1968). xviii, 270 pp. 1 fig., 2 maps. 50s (£2.50) (issued free to records members).

This publication, the Ninth Volume issued by the Banbury Historical Society, is a continuation of the register of Banbury published in 1966 as Volume Seven of the Society's record series. These two volumes together cover burials and baptisms in Banbury from 1558 to 1723.

The basis of this book is Mrs Pain's transcription of the baptismal and burial entries from volume two of the registers of St. Mary's Banbury, but these have been augmented from other sources. Marriages are not included as these were published in Volume Two of the Society's record series in 1960. The official register was checked against the "rough copy" register and discrepancies and additions noted; the Bishop's Transcripts among the Diocesan records have been consulted and omissions, additions and variations included. By the use of published indexes of probates of the Peculiar Court of Banbury and of the Prerogative Court of Canterbury, references to wills have been placed against burial entries up to 1700. Appendix A contains a list of relevant wills of those for whom there is no burial entry, and Appendix B records monumental inscriptions for the period. Also, entries for Banbury itself in the registers of the Society of Friends for the Monthly Meeting of Banbury from about 1660 onwards have been incorporated, clearly marked with the initials "QR", in square brackets. Such added information has cut out the next steps for many record searchers and saved a great deal of time and effort, and the editor is to be commended for having accomplished what must have been a somewhat laborious undertaking.

No-one should attempt to use this register without first reading the excellent introduction. It is, in fact, essential to do so in order to understand the meaning of the square brackets and the initials against certain entries, for they indicate variations from the original register and additions. Apart from describing the register and other sources, the introduction has a usefully full account of the Vicars during this period, and also of the Parish Clerks. There are paragraphs on the Quakers and Presbyterians in the town, and on the Schools. There is a good print

of the Bluecoat School and this and the two maps, one marking streets and inns in Banbury and the other showing the parish boundary, provide interesting and useful illustrations. The first of the maps has been provided because from 1704 onwards the entries include an exceptional amount of topographical detail, 57 names of inns being given. From such information it is possible to estimate the density of the population in certain parts of the town. The frequency with which occupations are given from 1678/9 onwards makes this register an important document for the economic and social historian, and the fact that the trades, professions and offices have been indexed with the personal names added, makes it possible to calculate the major forms of employment.

The indexes of personal names, place names and occupations were compiled by Mr R. C. Couzens, a member of the Society of Genealogists. They follow the same form as in part one of the registers. A clear and very necessary explanation of this is given on page 213. The system of indexing by dates rather than by pages is aided by placing the surname first in the text, in capital letters. Altogether this is a valuable work for genealogists, demographers and social, economic and local historians.

County Record Office
Shrewsbury

Marion Halford

Banbury Historical Society – Twelfth Annual Report – 1969

The Committee have pleasure in submitting the Twelfth Annual Report and Statement of Accounts, for the year 1969.

Membership: There has been a small increase in membership, to 373. Since the end of the year under report the Society has suffered a tragic loss in the death of Keith Bigwood, a member of the committee for many years. Mr A. Woodcock was invited to join the committee as a co-opted member, on his appointment as curator of Banbury Museum. Mr George Fothergill has continued for a third year as Chairman, and has also been responsible for organising meetings and excursions.

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

January	:	Squire and Parson in 17th century Aynho – Mrs S. Ranson
February	:	Banbury Radicalism in the first half of the 20th century – J. R. Hodgkins
March	:	Local Churches 50 years ago – The Rt. Rev. D. G. Loveday, Bishop of Dorchester
April	:	Village meeting at Deddington – H. M. Colvin and Miss B. Hill
June (A.G.M.)	:	Sibford School
September	:	Rebellions in Tudor England – Dr P. Williams
October	:	Joseph Arch and the Warwickshire Agricultural Workers' Union – E. Thompson
November	:	Banbury Temperance Reformers – Dr B. Harrison

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

In addition to the A.G.M. at Sibford School, where we were hospitably entertained by the headmaster, Mr J. Fielding, and his pupils, there were visits to Edgcote, Prescote Manor and Marston House, by kind invitation of their respective owners, Mr and Mrs J. Courage, Mr and Mrs R. Crossman and Mr and Mrs J. Sumner; to Roman sites at Shakenoak and North Leigh; and a village walk at Hook Norton conducted by Mr J. Collard and enlivened by a tour of the Brewery to which we were welcomed by Mr Clarke.

Following the successful innovation of a dinner in 1966, this was repeated at the Whately Hall Hotel on 27th November, over seventy members and guests attending. The toast of the Society was proposed by Mr F. D. Price of Keble College and Wigginton, and replied to by our Vice-President Dr H. G. Judge.

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

Archaeology: Field activity during the year was concentrated on the preliminary examination of a Roman site on Mr J. Gardner's land to the south of Deddington. Work will be resumed in the autumn of 1970 when crops have been lifted. We have continued to co-operate in the activities of the City and County Museum, C.B.A. Group 9 and the Northamptonshire Federation of Archaeological Societies.

Library and Museum: In 1968 the Society, by acting promptly in face of competition from dealers, was able to buy the 'Walford Papers', a collection of early 19th century Banbury political posters. Through the initiative of the Secretary, a panoramic view of Banbury in 1820, by George Shepherd, was acquired. As intended, both of these have now been sold to the Borough at the price paid by the Society.

Cake & Cockhorse: Contributors to this year's four issues have included (in addition to the Editor and other committee members) Mr C. Bell, Mr E. Chitty, Mr N. Cooper, Mr G. C. J. Hartland, Mr H. W. Hawkes, Miss M. J. O. Kennedy, Mr Neil Marten, M.P., Mr A. Potts, Mrs S. Ranson, Mr C. Robinson and Mr A. C. Wood. The index of personal names in Volume Three was prepared by Mr R. C. Couzens, and that of places and subjects by the Editor.

Printing costs have risen by more than £100 from last year, to £378, mainly due to the expense of the index to Volume 3 and to the Winter issue which was more than double the normal length. This issue, on Sanderson Miller, is likely to arouse widespread and continuing interest, and is available as an offprint, the effect of whose sales will not be seen until 1970. Thanks to a publicity drive by the editor sales of backnumbers have been more than double those in 1968. Most gratifyingly the Recreational and Amenities Committee of the Banbury Borough Council have increased their grant to £40.

Records Volumes: "A Victorian M.P. and his Constituents: The correspondence of H. W. Tancred, 1841-1859", edited by B. S. Trinder with a foreword by the Rt. Hon. Richard Crossman, M.P., was eventually issued to members in June, and has been received with praise and interest nationally as well as locally. This is reflected in sales to non-members, netting the Society £114 to the end of 1969, and which still continue steadily in 1970. Since the end of the year the "Baptism and Burial Register of Banbury, Part 2, 1653-1723" transcribed by Mrs J. Pain and edited by J. S. W. Gibson, has been issued to members. Grants of £50 from the British Academy and £35 from the Recreational and Amenities Committee of the Borough Council towards the cost of this are gratefully acknowledged, as well as a munificent donation of \$200 from our transatlantic member Mr H. M. Winter, whose ancestors the West and Hawtyn families lived in 16th and 17th century Banbury. In addition to "Banbury Wills and Inventories, 1591-1650", edited by E. R. C. Brinkworth and J. S. W. Gibson, with an Introduction by Miss G. H. Dannatt, "Wigginton Constables' Accounts, 1691-1836", edited by F. D. Price, is now in production; and it is hoped to issue a new edition of "Shoemaker's Window", George Herbert's recollections of 19th century Banbury, to members later in the year at the same time as putting it on sale to the public. Other volumes in preparation include the 19th century Bodicote Churchwardens' Accounts, Banbury Politics, 1830-1886, and a revised edition of "My Life" by Sarah Beesley.

Accounts: The Society's accounts are still benefitting from the increase in subscription in 1968, though soaring printing and postage costs have already overtaken this source of income, and are only balanced by sales of booklets, cards and pamphlets. The opportunity of a reasonable overall surplus on the year has been taken to write down the value of stock of "Old Banbury", as it has always been the Society's policy to write-off stock as soon as feasible. The effect of printing two volumes, although slightly offset by the sales of Tancred, can be seen in the greatly reduced publications reserve, and it must be hoped that lack of cash will not too severely limit the Society's future publication programme.

BANBURY HISTORICAL SOCIETY

Revenue Account for the Year ended 31st December 1969

1968		Expenditure		1968		Income	
274		Cake & Cockhorse	378	455	Subscriptions		496
	30	Less Grants	40		Less: Proportion attributable to Records		168
	23	Sales	56	170			
53			96	285	Sales:		328
221			282	44	Christmas cards	22	
33		Cost of postcards, pamphlets, and "Old Banbury" - written down	73	17	Less. Printing costs	-	
25		Purchase of Walford Papers	-	27		22	
5		Subscriptions	6	57	Postcards	69	
20		Lecture expenses	24	34	Pamphlets	11	
83		Printing, stationery, postages, telephone and sundries	87	59	"Old Banbury"	41	
103		Annual dinner	128	26	Less: Reduction in stock	41	
97		Less: Receipts	120	33		-	
6			8	151			102
5		Cakeshop Inquiry	-	-	Sale of Walford Papers		25
60		Excess of Income over Expenditure	18	-	Sale of view of Banbury by Shepherd	52	
				2	Less cost	52	
				20	Donations		12
					Deposit Account Interest (less charges)		31
458			498	458			498

Publications Account for the Year ended 31st December 1969

-		Production costs of records volumes:-		354	Publications Reserve and Provisions balance at 1 January 1969	451
95		"A Victorian M.P. and his Constituents" (1967) (final cost)	388	170	Subscriptions - proportion attributable to records	168
58		Banbury Parish Register II (1968)(final)	471		Sales:	
-		Wills & Inventories 1591-1650	-		"A Victorian M.P."	114
153			859		Other back volumes	15
-		Postage & packing	7	10		129
451		Publications Reserve and Provisions, balance at 31 December 1969	106	70	Grants:	
				-	50 British Academy	50
				604	20 Banbury Borough Council	35
					Donations	85
604			972			139
				604		972

Balance Sheet as at 31st December 1969

1968		Liabilities		1968		Assets	
27		Subscriptions & payments in advance	46	322	Cash in hand and at bank	150	
12		Sundry creditors	6	50	Grants receivable	-	
25		Balance of unexpended grant for archaeological expenses	18	24	Sundry debtors	29	
451		Publications Reserve and provisions Capital Account	106	25	Subscriptions overdue	35	
	10	As at 1st January 1969	70	164	Stocks on hand "Old Banbury"	50	
		Add Excess of Income over Expenditure for the year ended 31st December 1969	18		Note: Stocks on hand of Christmas cards, postcards and publications (other than "Old Banbury") have not been brought into account		
70	60		88				
585			264	585		264	

I have examined the foregoing accounts of the Banbury Historical Society and in my opinion they give a true and fair view of the state of the Society's affairs at 31 December 1969

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

- Arts Council of Banbury (Miss Rosemary Hall, Flat 33, 20 Calthorpe Road, Banbury).
Minimum 21/-.
- Banbury Art Society (Hon. Sec., R. Edgson, Print's Cottage, Bloxham, Banbury) 20/-.
- Banbury Geographical Association (B.E. Little, 2 Burlington Gardens, Banbury) 10/6d.
- Bicester Local History Circle (Hon. Sec., Miss G.H. Dannatt, Lammis Cottage, Launton Road, Bicester, Oxon.) 10/-.
- Buckinghamshire Record Society (Hon. Sec., E.J. Davis, County Record Office, New Council Offices, Walton Street, Aylesbury, Bucks.) 42/-.
- Council for the Preservation of Rural England, Oxfordshire Branch (Mrs. E. Turner, Woodside, Woodgreen, Witney, Oxon.). Minimum 10/-.
- Dugdale Society (publishes Warwickshire records) (Shakespeare's Birthplace, Stratford-upon-Avon). 42/-.
- 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). 42/-.
- 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). 40/-.
- 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/-d.
- Woodford Halse Historical Society (J.W. Anscomb, 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 21/-

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for the Banbury Historical Society

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