

CAKE AND COCKHORSE



Banbury Historical Society

Summer 1969

2s.6d.

BANBURY HISTORICAL SOCIETY

President:

Chairman:

G.J. Fothergill, M.A. 102 Bath Road, Banbury

Hon. Secretary:

J.S.W. Gibson, F.S.A.,
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, F. Willey, B.A.

* * * * *

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", and the second part of the Banbury Baptism and Burial Register, 1653-1723, will shortly be published. "Banbury Wills and Inventories, 1591-1650", "Bodicote Churchwardens' Accounts, 1700-1822", "Wigginton Constables' Accounts, 1691-1804", 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 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 Four

Number Four

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Our first Industrial Archaeology issue which appeared a year ago has proved one of the most popular numbers we have published. Since it came out there has been a constant stream of orders from all over Great Britain, and although a larger edition than usual was printed, only a small quantity now remain for sale. The popularity of Industrial Archaeology continues to grow. The range of publications on general aspects of the subjects is always increasing, and a number of excellent regional studies have appeared in recent years. This growing popularity should be particularly welcomed by local historical societies, for it enables members who do not consider themselves primarily as historians to make valuable contributions from their own knowledge and experience to local studies.

A useful stimulus to Industrial Archaeology in Oxfordshire will be the first publication of the Oxford City and County Museum, a survey of crafts and industries in the county by Christine Sibbit entitled "...bells, blankets, baskets and boats..." (Oxford City and County Museum, 1968. 70 pp. 2/6.) This booklet comprises a brief survey, based on secondary sources, of the various industries and trades which have flourished in the county, and a bibliography listing known references to the various trades. This is in general a most useful publication, and everyone interested in local history in the county will be grateful to the Museum authorities for its production. It is unfortunate however that more time was not devoted to the planning of the book, although the urgent need for such a work, mentioned in the foreword, must be conceded. The pagination is confusing, there is no proper title page, and some of the information in the survey seems to have been inadequately checked. On p. 10, for example, it is stated that "Sir Bernhard Samuelson... bought James Gardner's business in 1846". In fact it was not until 1849 that Samuelson took over the works; he did not buy it but took it on a seven year lease; and he was not created a baronet until 1884.

In a concluding note to "...bells, blankets, baskets and boats...", the Director of the Museum, Miss Jean Cook, poses a number of questions: what physical remains are there of industries now defunct? are there any surviving tools? is there anyone alive who has first hand knowledge of process and methods? She appeals for identification of sites, and for plans, descriptions and photographs. Anyone who can help is asked to contact the Museum's Information Officer. Complaints that old buildings, records and tools are being destroyed and that "they" are doing nothing about it are all too frequent, and certainly in many areas they are justified. We are fortunate that in Oxfordshire there is such an active museum, and that anyone knowing of the imminent destruction of the remains of old industries does have someone to turn to who can give help and advice.

Work on Industrial Archaeology in the Banbury area continues to make progress. In our last issue we announced the welcome news that Mr. Hugh Compton is writing a history of the Oxford Canal. We have since learned that a study of the Banbury and Cheltenham Direct Railway is in progress. An account of the electricity supply industry in Banbury is already in our "stockpile" of articles awaiting publication. Anyone wanting to pursue work of this kind will find plenty to challenge him in "...bells, blankets, baskets and boats...". Brewing, stone quarrying, blacksmithing, ropemaking and waggon building are only a few of the trades in the Banbury area which await thorough investigation. It is pleasing to see in Miss Sibbit's bibliography that this journal and the Historical Society's Records Series have already added considerably to the literature of some of the trades of the county. We hope this issue contributes more than its value, and that in future we shall include articles on some of the many trades as yet unchronicled. Our Cover: The Great Western and London and North Western Railway Stations at Banbury, from an engraving published by G. Walford, bookseller, about 1860.

SOCIETY NEWS AND ACTIVITIESSummer Programme

Saturday, 7th June. A. G. M. , at Sibford School, Sibford Ferris, by kind invitation of the Headmaster, Mr. J. Fielding. There will be a short talk on some aspects of the history of Sibford. 5.15 for 5.30 - 7.00 p. m.

Saturday, 28th June, Hook Norton 'Walk' assisted by Mr. J. Collard, concluding with a visit to the brewery, by kind permission of Mr. W. A. Clarke. Depart Banbury 2.40 p. m. , assemble Hook Norton 3.00 p. m. , outside the church.

Saturday, 12th July. Shakenoak and North Leigh Roman villa excavations (near Witney). Depart Banbury 2.00 p. m. (instructions for journey at Cromwell Lodge).

For the Hook Norton and Shakenoak excursions members requiring transport should meet outside Cromwell Lodge Hotel, North Bar, and it would be appreciated if those with room in cars would call there to offer lifts.

In place of the Church Architecture Study Group, visits have been arranged to Edgecote House (25 June), Prescote Manor (18 July) and Marston House (29 July). Numbers are limited to 25, and more details will be found on the application form at the foot of the enclosed notice of the A. G. M

Banbury Museum

We are very pleased indeed to welcome Mr. Andrew Woodcock, who has been appointed Banbury's first full-time qualified Museum Curator, and who took up his duties on 14th April.

Mr. Woodcock is a B. Sc. in chemistry, physics and archaeology from the University of Leicester, and while he was on a post-graduate course in Museum Studies there worked with five other students on the Banbury collection last year. He has since been Assistant Curator at Hertford Museum. He has been on numerous archaeological digs, both here and overseas, and has directed several.

Mr. Woodcock's office is adjacent to the Museum and Globe Room on the top floor of the Library building in Marlborough Road. We are sure he will like to meet any Historical Society members who introduce themselves to him.

'Bygones' at Long Compton

Our member the Rev. E. J. Rainsberry informs us that an exhibition of Bygones will be staged in Long Compton from Whit Monday, 26th May (2.00 p. m.) for the ensuing week - in the Vicarage Room, the Lych Gate and the Church. This will co-incide with the publication of his history of the parish, entitled 'Through the Lychgate', published by the Roundwood Press, Kineton, at 37/6d.

Recent and Forthcoming Publications

"Drink and Sobriety in an Early Victorian Country Town: Banbury, 1830-1860", by Brian Harrison and Barrie Trinder, will be published later this summer as Supplement 4 to the English Historical Review by Longmans, Green & Co. Its probable price will be 25/- and it can be ordered through local booksellers.

This is a study in depth of changes in habits and entertainments during the earlier part of Victoria's reign, in which Banbury has been chosen as a typical small country town. The influence of the local Temperance Society on the decline in drunkenness is critically examined, and the wider political, commercial and social implications of the movement are considered. The book will be of obvious local interest, whilst its publication as a Supplement to the E. H. R. recognizes the importance of the study in the national context.

In the November 1968 issue of the Bulletin of the Institute of Historical Research (XLI, 104) there is a short article by A. Tomlinson on 'The Carucage of 1220 in an Oxfordshire Hundred'. The Hundred is that of Wooton, which includes parishes such as Deddington, South Newington, the Astons, Barford St Michael and the Wortons.

A leaflet is enclosed on 'Historic Towns', Vol. 1 of which is to be published shortly. We are extraordinarily fortunate that Banbury is the very first town to be covered. Dr Paul Harvey, the author of 'Where Were Banbury's Crosses?' and of the Banbury section of the V. C. H. , has written the account of Banbury. A Book of this sort is unique, and will be particularly useful for Banbury, of which no early maps survive.

GAS-MAKING IN BANBURY

The first proposals to use gas in Banbury were made in June 1825 when the Paving and Lighting Commissioners considered the setting up of a Gas-Light and Coke Company, primarily for the purpose of lighting the town with Gas. A public meeting was held in December 1825 at which half of the number of shares in the proposed company were subscribed for, but no further progress seems to have been made at this time. It was not until August 1833 that proposals to make gas in the town bore fruit. At a meeting of subscribers for promoting the establishing of a Joint Stock Company for lighting the town of Banbury with gas held on September 11th 1833 it was resolved that a company should be formed and that it should be called "The Banbury Gas Light and Coke Company". It seems possible that some mains may have been laid in 1825, and that some gas may actually have been supplied then, for the records of the 1833 company show that some gas was being consumed as early as October 1833.

The new company's official supply did not commence until March 1834 when the letters "W.R." in large characters were illuminated in front of the town hall in the Market Place, and a star was displayed at the cross roads in the Horsefair. Shops were illuminated the following week, and a Mr. Sharpe of Northampton roasted with gas a leg of mutton in the open and a leg of pork on a table in the theatre. He also demonstrated a mode of heating rooms with a small quantity of gas on a construction of his own invention.

The first public lamp was lighted on August 29th 1834. It would seem that Jeremy Fox, the industrious lamp lighter described by George Herbert in "Shoemaker's Window" who had been employed to light the oil lamps in the town, continued as lighter of the new gas lamps. Herbert recalls that Fox was deaf, and on January 27th 1846 the directors of the gas company agreed that the chairman should be requested to enquire into the expense of an ear-trumpet for the lamplighter.

In October 1841 the lighting of the parish church was completed at a cost of over a hundred pounds. The directors expressed their gratitude on this occasion to Mr. John Barford, Jun. "for the diligence, assiduity and correctness he has displayed on the occasion, and trust that a successful commercial course will attend him". John P. Barford was the son of John Barford, who had an extensive ironmonger's business at 37, Market Place, and who offered gas fitting among the many services supplied by his firm.

From November 1834 beer was supplied to the men loading coke at the rate of one shillings worth for the loading of twenty quarters and sixpence for ten quarters. In 1851 the employees of the company were granted ten shillings each to enable them to visit the Great Exhibition. In 1847 the minutes record the sale of 20,000 cu. ft. of gas to a balloonist. Balloon ascents were a fairly common feature of holidays and great occasions at Banbury in this period. George Herbert recalls one such ascent which was particularly memorable because a Banburian went up in the basket along with the balloonist.

The Original Works

The first Banbury gas works was at the side of the Oxford Canal at the rear of the premises which used to be occupied by the Station Garage, and which are now used by the Borough Council as workshops, etc. In those days coal was carbonised in iron retorts, and delivered by canal barge. In 1850 a gas holder with a capacity of 12,000 cu. ft. was installed in a brick tank, replacing a zinc topped wooden holder. One reason for the new holder was the increased demand anticipated from the railway stations opened in that year. A tender by the company to supply the Banbury station of the Buckinghamshire Railway (later Merton Street Station) provided for the servicing of seventy lights. In 1852 new purifiers were erected, and the retort house and gas holder enlarged. Two years later it was found that a larger site would be essential if the company was to continue to supply the expanding needs of the town, and subsequently one and a half acres of land at Grimsbury, situated between the two railways, was acquired from a man named Tomlin of London. There is no record of any of the plant from the old works being removed to the new one, but the old works were sold for £800 to a Mr. Jones.

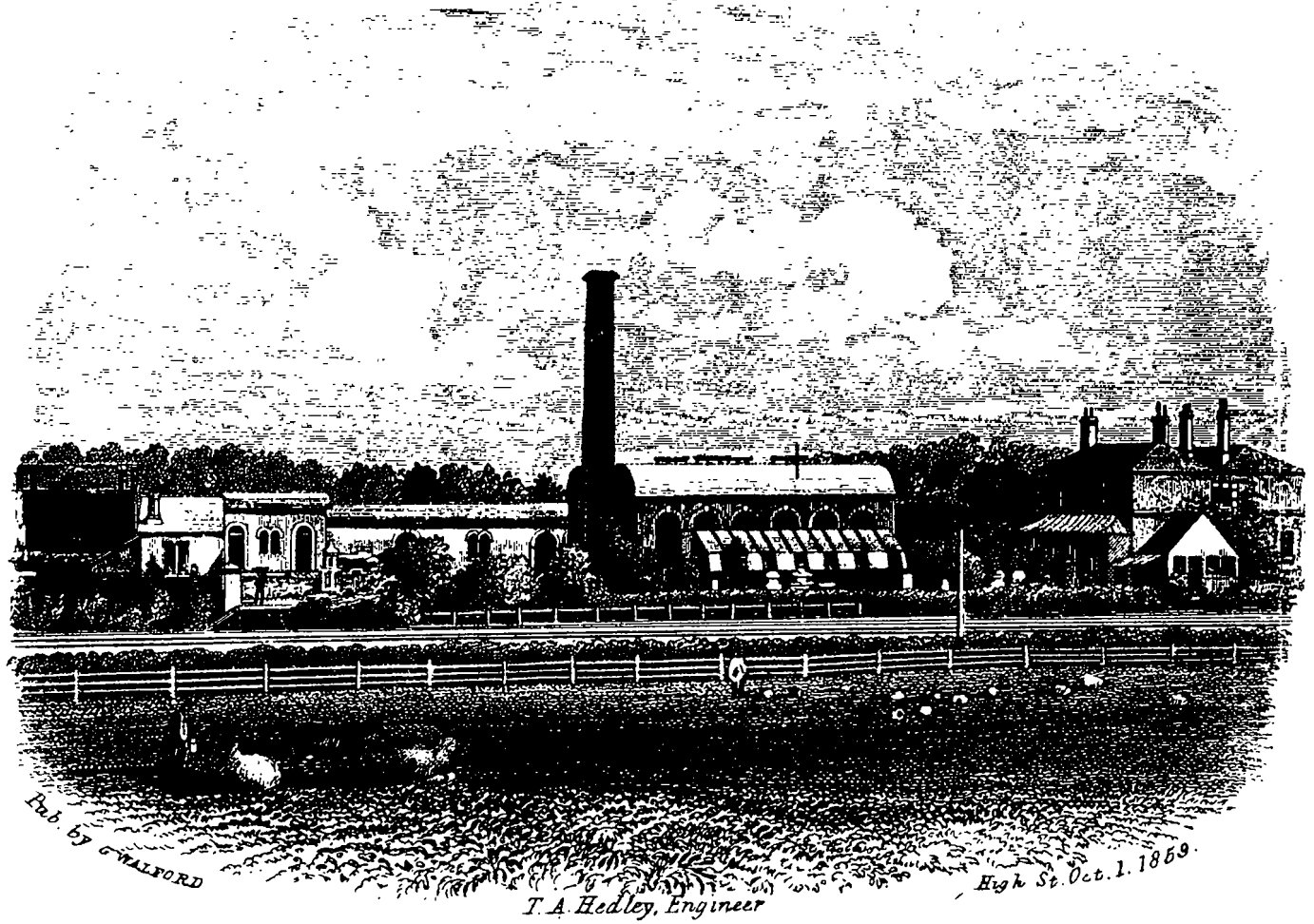


Fig. 1. The Gas Works in 1859

The New Works

The works on the site at Grimsbury consisted originally of a retort house, containing thirty clay retorts 14 in. by 8 ft. 6 in., with a coal store running parallel with the retort beds, a condenser, a scrubber, three large dry-lime purifiers, two gas-holders, a station meter and a station governor.

Figure 1 gives some idea of the appearance of the works circa 1859. The arches in the wall of the retort house and the position of the chimney should be particularly noted. Comparison with the existing buildings suggests that the retort house was originally rather higher and extended northwards (i. e., to the left of the original chimney in Fig. 1). The arches still appear in the present building making it reasonably certain that this part of the retort house is original.

In 1892 a new 100,000 cu. ft. gas holder was erected at the south end of the works, and in 1909 four new purifiers were installed with the necessary connecting mains. Four new beds of eight retorts and a sulphate of ammonia plant were erected and extensive alterations were made to the town's mains. In 1910 a single lift holder was demolished and replaced by a three lift holder in the existing brick tank, and two years later a further extension in the retort house was made with the erection of twenty-four new retorts arranged in three beds of eight. With the opening of the shell filling factory in the Causeway in 1916 it was found necessary to erect a carburetted water gas plant to boost the output of the works, which was stretched to its full capacity to meet the demands of the factory. In the inter-war period supplies were maintained, although with some difficulty, during the coal strike of 1921, the General Strike of 1926, and the severe flood of 1932.

Demand was further increased in 1932 by the opening of the Banbury factory of the Northern Aluminium Company. To relieve congestion, the engine room was enlarged, the stoking machine replaced, a new gas holder erected, the C.W.G. plant re-modelled and certain of the town's mains enlarged. The new gas holder was erected by Messrs. C. and W. Walker of Donnington, Wellington, Shropshire, and was inaugurated on the opening day of the company's centenary celebrations, Monday September 11th 1933.

A General Description of the Works 1933-1958

The situation of the works between the two railway lines was ideal since coal could be brought direct to the retort house via a siding which ran right through the works connecting with both the G.W.R. and L.M.S.R. lines. The coal waggons were hauled in and out of the retort house by a steam "crab" and wire rope. The coal was unloaded direct into an underground hopper and passed thence into a coal breaker, and then via a steam driven elevator to the overhead hopper on the stoking machine. The coal breaker was removed when pre-graded coal was introduced, but the method of unloading and supplying the machine was retained at the works until its closure.

The seven beds of retorts of 1909 and 1912 were used. The retorts were of the 'D' type, 22 in. by 16 in. and were 20 ft. long, being charged and discharged by a Fiddes-Aldridge machine which was installed in 1933 to replace that of 1912 already mentioned. The machine was driven by electricity generated in the works engine room. The machinery and power supply comprised the following:- one 40,000 cu. ft. per hour three blade Brian Donkin exhauster automatically lubricated, and driven by a 9 in. bore by 9 in. stroke Donkin horizontal steam engine at 70 lb. pressure; one 30,000 cu. ft. per hour three blade Brian Donkin exhauster, also driven by a steam engine; one 25,000 cu. ft. per hour steam driven compressor for supplying gas to the aluminium works; one 8,000 cu. ft. per hour steam driven compressor for supplying gas to the Adderbury works of the United District Gas Company and King's Sutton; and two electrical sets, one driven by a National gas engine, and one stand-by set driven by a vertical steam engine. The washing plant consisted of two Livesey washers, one Holmes rotary brush washer and one tower scrubber, and four column set annular condensers. The purifiers were six in number and measured 20 ft. by 15 ft. by 5 ft. deep. They were emptied at the bottom and all connections were accessible below the purifiers.

The Carburetted Water Gas Plant consisted of two Humphreys and Glasgow sets, one of 1916,

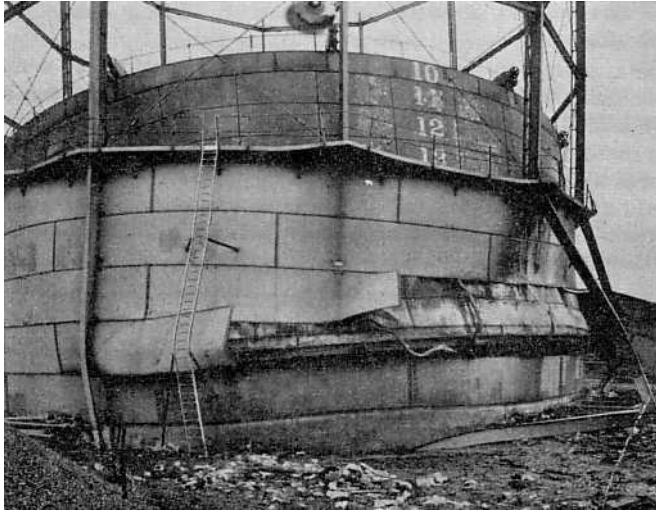


Fig. 2. The 400,000 cu. ft. holder after it had received a direct hit from a bomb which exploded inside the tank. The lower lift of the holder can be seen protruding from the side of the tank. (photo. Blinkhorns).

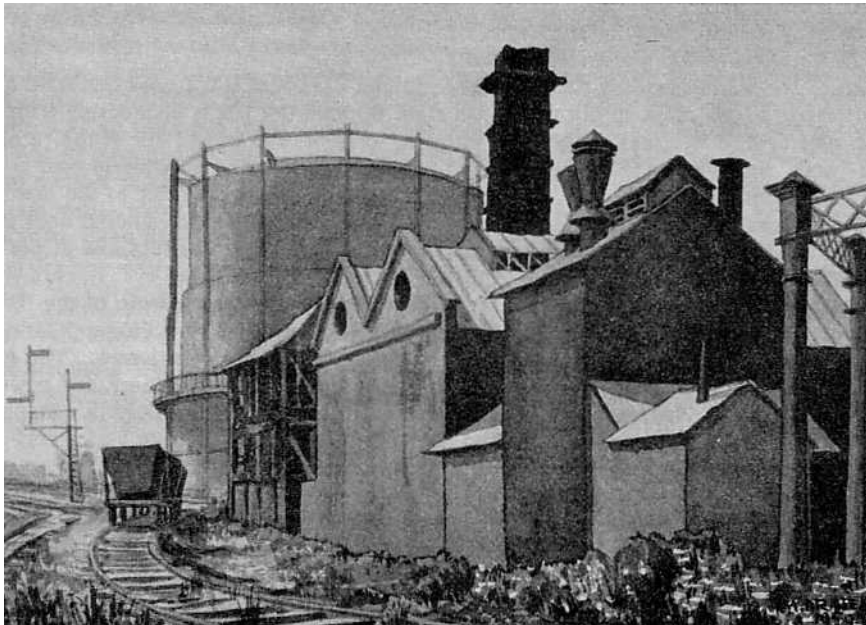


Fig. 3. The Gas Works in 1958 at the time of its closure (from a watercolour by Maurice Draper now in the Museum).

the other of 1932. This plant had its own washer and condenser, and was supplied with air-blast by a 70 lb. pressure steam turbine. Gas-oil was stored in a tank away from the plant near the three lift holder at the northern end of the works. The oil was gravity fed to the plant and was force fed to the carburetter by steam. The plant also had its own holder.

The steam plant in 1933 consisted of two 20 ft. by 6 ft. Cornish Boilers with a working pressure of 80 lb. per square inch, and fitted with Wilton's patent furnaces with force draught. A third boiler was similar to the other two but with a pressure of 120 lb. per square inch. The station meter was of the rotary type and capable of passing 40,000 cu. ft. of gas per hour. By 1940 there were two separate meters, one for coal gas and one for C.W.G. The station governor was by Braddocks and one of the counter balance type.

There was always good demand for coke, a portion of which was broken and graded to meet domestic requirements. Coke was also used for the production of water gas and to feed the boilers and retort house furnaces. The tar, except such as was required for local sale, was disposed of to the Midland Tar Distillers' Banbury works. The ammoniacal liquor was converted into sulphate of ammonia, but this plant barely justified its existence since the demand for the product was very low.

By 1932 the works was producing 131,618,000 cu. ft. of gas per annum and 10,430 gallons of gas oil, compared with a total of only 37,038,000 cu. ft. of gas in 1883. 9,970 tons of coal were carbonised in 1932 as against 3,714 in 1883.

The Second World War

I joined the Banbury Gaslight and Coke Company in March 1940 as a "slot boy" and later worked as a general labourer, a relief stoker, a C.W.G. plant operator and finally as a leader stoker (or shift charge hand) a position which I held until the closing of the works in 1958. A "slot boy's" job consisted of looking after the two wheeled truck in which the collectors deposited the coppers emptied from the meters on his rounds. While the collectors were working on quarterly meters the slot boys were given odd jobs at the works. On October 3rd 1940 I should have been painting the single lift holder, together with Mr. George Weller, but because Mr. E. Rogers, one of the collectors, had completed the reading of his quarterly meters, I was detailed to accompany him on his rounds of coin meters at King's Sutton. Mr. Weller was also given another job on this particular day.

At 2.30 p.m. on October 3rd I was accordingly with Mr. Rogers at King's Sutton. It was very dull, and as the drizzle increased I had moved under the trees near the church, when I heard a plane approaching. I moved out of the trees to have a look and saw a Dornier 215 bomber appear over the church and change direction to follow the Astrop Road in the direction of Banbury. A few minutes later I heard a thud of bombs. Many tales were told by people returning from Banbury by 'bus. I heard that bombs had been dropped on the railway, and my immediate concern was for my father who I knew to be working on the track in the vicinity of the station. On returning to Banbury I was relieved to see him standing near the South Signal Box. If he had not delayed his lunch to finish a job near the station he would almost certainly have been killed. Not so lucky were six men trapped in the railway goods yard. Five were killed instantly and a sixth died in hospital during the night.

The scene at the gasworks was of complete chaos. The large holder, so proudly inaugurated seven years before, was now a smoking mass of twisted steel frame work and buckled plates. The single lift holder alongside had been blown out of its brick tank. Had we not been moved, Mr. Weller and I would have been painting this holder when the attack took place. Another bomb had exploded in the end of the coal gas purifiers. The remainder had all fallen in the road alongside the manager's house and on the railway line. There were no casualties in the gas works. The only damage suffered by the old three lift holder was caused by flying fragments of metal, the holes were quickly plugged and most of the gas in the holder was saved. A supply of gas was eventually restored to the town. The large holder was rebuilt, as was the single lift holder, the frames and columns of which were still quite sound.

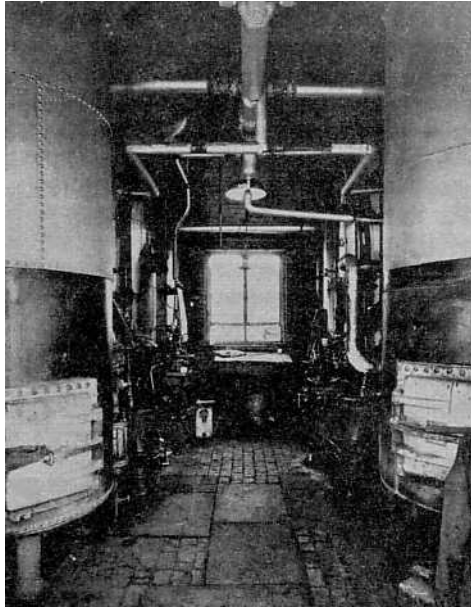


Fig. 4. Interior of the C.W.G. plant, 1st October 1958 (photo. Blinkhorns).

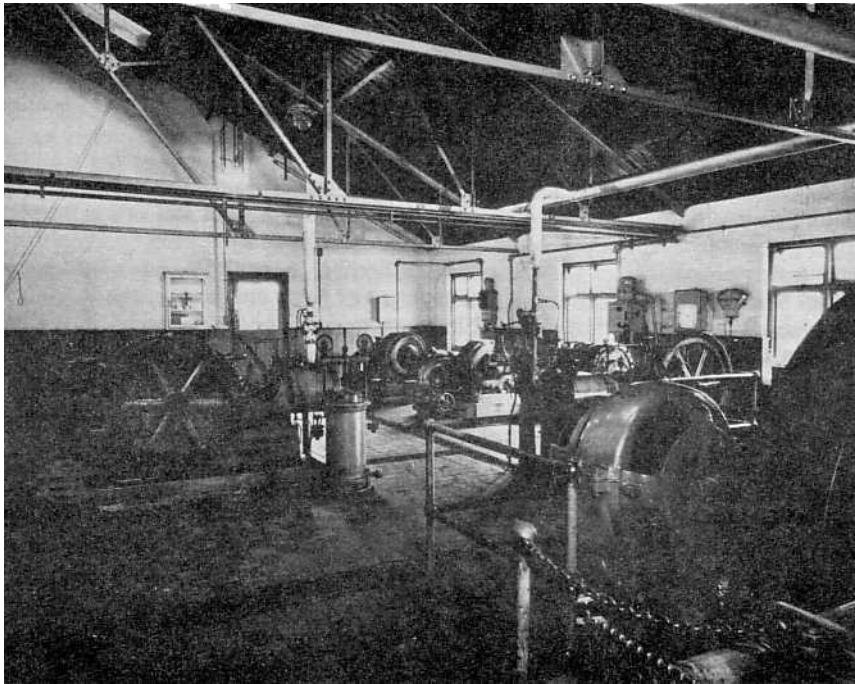


Fig. 5. Interior of the engine room, 1st October 1958 (photo. Blinkhorns).

The Post-War Period

The most important of the alterations immediately after the war was the replacement of the stoking machine, the old one being retained as a spare. In 1952 the whole of the machinery in the engine room was again re-organised. The steam driven compressors were removed and two electrically driven turbo-blowers installed. In 1948 the works were supplied with electricity by a line brought under the railway from a transformer near to the present one

A 415/250v step-down transformer was installed in the engine room with a mercury arc rectifier. The rectifier was required to change the a. c. supply to d. c. for the stoking machine. The steam driven d. c. generator was scrapped but the gas engine driven one was retained as a stand-by in case of power cuts. The elevator for lifting the coal to the stoking machine was now electrically powered instead of by the original Lampitts' steam engine.

By 1956 the Banbury works was supplying Adderbury, Brackley and Woodford Halse, the small gas works at those places having been closed, and integration mains laid from the Banbury works. In 1955-56 the price of gas in Banbury was the subject of complaints from consumers, and the Southern Gas Board, which was now responsible for the works, justified high prices on the grounds of high costs of transport and the smallness and old fashioned nature of the plant. By 1958 a main was laid from Kidlington to Banbury, and an additional main completed from Reading to Oxford which enabled the gas for Banbury to be drawn Oxford. The Banbury works closed on October 1st 1958.

The large 400,000 cu. ft. capacity holder, the 100,000 cu. ft. single lift holder alongside, and a small brick building housing an automatic booster and governor were retained by the Southern Gas Board, but the rest of the works was bought by Messrs. Friswell who use the site for their scrap metal business. The buildings at the northern end of the works are used by the S.G.B. as garages and service centre.

Conventional gas making is dying out and the town now receives natural gas from the North Sea. The only buildings left of the original works consist of the retort house, denuded of its retorts; the engine room, C.W.G. plant building, boiler house and weighbridge office (still used by Messrs. Friswell). The length of railway line from the B.R. sidings to the north end of the old retort house is still used by Friswells when disposing of scrap by rail.

In January 1969 the water was pumped from the now redundant single lift holder which is to be demolished. The fate of the large holder is not yet certain. This type of holder is not yet suitable for natural gas and it may be some time yet before a more suitable one can be installed. The new gas is delivered to the holder at a pressure of 500 lbs. per square inch, and because the existing inlet to the holder is much smaller than the delivery main it has been found that the increased pressure causes the gas to 'freeze'. It has therefore been found necessary to install a heating plant alongside the holder.

G. C. J. Hartland.

Bibliographical Note.

There is, unfortunately, no copy of the centenary history of the Gas Company in Banbury Public Library. It is to be hoped that Mr. Hartland's article will stimulate someone to donate a copy. The Library does possess a number of the Company's annual reports from the mid-19th century, and a collection of drawings of equipment and tools by Mr. Hartland will shortly be deposited there.

Ed.

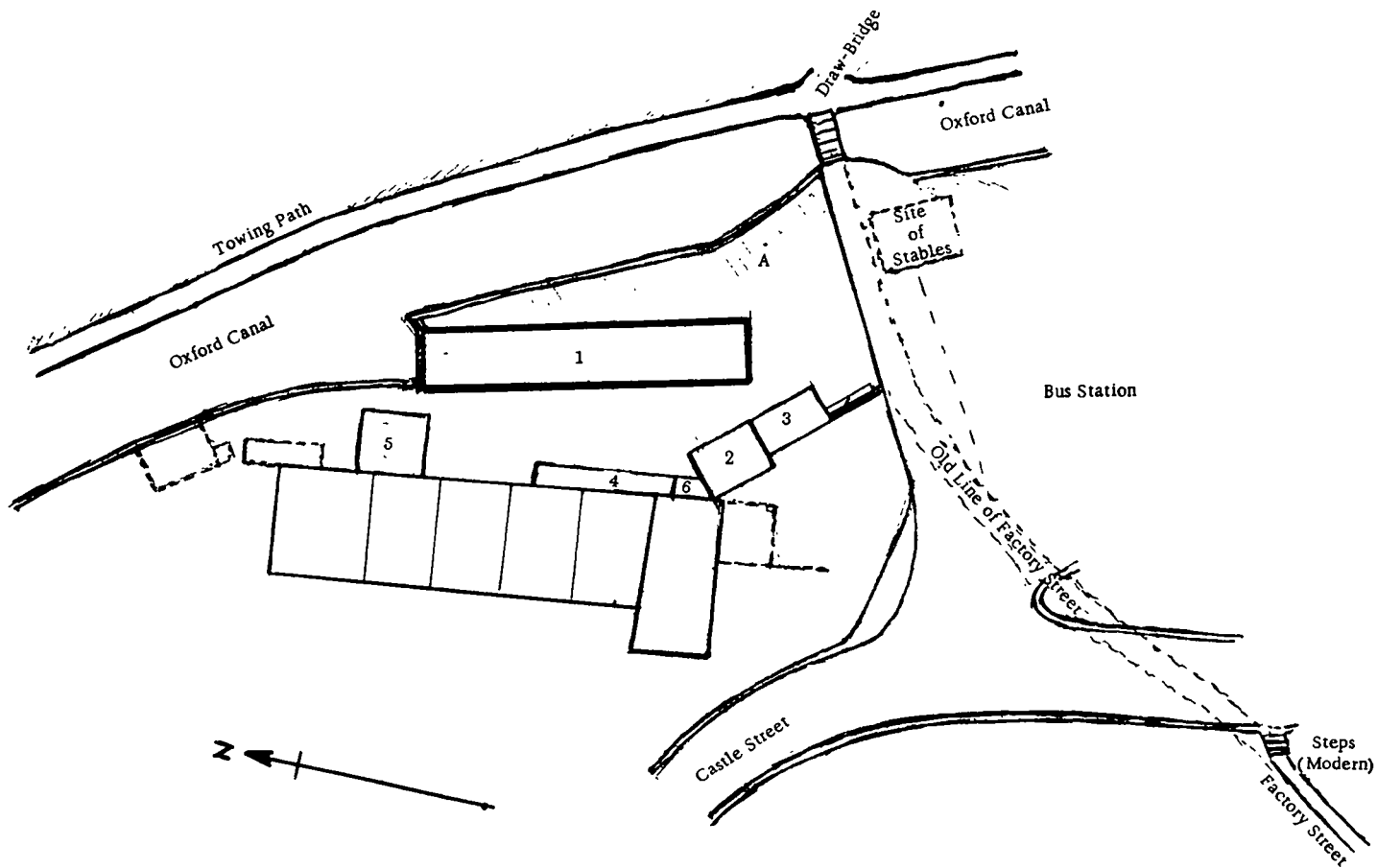


Fig. 6. The Boat Building Yard at Banbury - general layout of buildings (ref. O.S. maps, 25 in., 1882, and 1 in. 1964).

1. Boat Dock. 2. Smithy. 3, 4, 5 and 6. Modern workshops and store sheds. A. Boats were built and launched broad side into the canal from this point.

Note. The long buildings facing west up Castle Street are now used as garages. Areas enclosed by dotted lines indicate sites of buildings no longer standing but which appear on the O.S. 25 in. map of 1882.

THE BOAT BUILDING YARD AT BANBURY

The Oxford Canal was opened as far south as Banbury on March 30th 1778, and the stretch from Banbury to Oxford on January 1st 1790. There have been at least three boat building yards in Banbury at different periods, but the only one to have prospered for any considerable time seems to have been that at the eastern end of Factory Street (formerly known as Back Lane). This is believed to have been opened sometime in 1790 by a man called Evans. From 1837 to 1864 Rusher's Directory shows the owner as Benjamin Roberts. Later it was taken over by the Neale family, and was subsequently purchased by Mr. W.J.A. Chard who ran it until 1900 when it was bought by Mr. George Tooley. The business is continued by his youngest son, Herbert.

The boat yard is situated on the west bank of the canal near the swing-bridge at the northern corner of the 'bus station, and at the original termination of Factory Street. Immediately opposite the buildings of the 'bus station, a flight of steps from the footpath to the remaining buildings in Factory Street indicates the level of the street before the area was cleared. At the end of Factory Street and opposite the gates of the boat yard stood the stables used to accommodate towing horses. With the exception of a slack period at the turn of the century, boats were built in this yard from 1790 until the time when the canal ceased to be used for regular commercial traffic. The yard is now used for the repair and maintenance of boats.

The boat dock is 90ft. long, 16ft. 6in. wide, and from 4ft to 4ft. 6in. deep. Access is by stone and brick steps, one set at each end and a set in the middle of the west side. The four brick pillars at the north end of the dock (two at either side) were erected by Mr George Tooley about 1900 to support a shelter to protect workmen during inclement weather. Until that time the dock was uncovered. The shelter has been extended since, and is still added to and maintained by the present owner. The brick pillars are 5ft. 3in. high and 18in. square. The whole of the shelter is of timber and corrugated iron, and has windows along the north end and the east side.

Boats enter the dock at the north end. The four timber baulks are dropped into place and the wooden sluice door in the south-east corner is raised, gradually lowering the water level to enable the boat to settle gently on to the dock bed, to be propped and made secure before the remainder of the water is drained off. A gully which runs the length of the dock, along both sides and along the ends, enables the small amount of water that escapes the dam to run into the drain, thus ensuring a dry footing on the bed of the dock.

The water from the dock is carried to a 6ft deep well in the area between the dock and the canal, via a stone drain, and under the canal to another well in the towing-path and thence into the mill stream. The water is carried under the canal through the elm wood culvert measuring 9in by 9in. internally, which was almost certainly laid before the canal was extended to Oxford. Mr. Tooley made these discoveries when cleaning out the well on his side of the canal some years ago.

The smithy also date from 1790, and is constructed of brick and timber with a red tiled roof. The tiles are 10 in. by 5 in. and $\frac{1}{2}$ in. thick. The type of brickwork is "Old English" bond, and has oversailing courses supporting the warplate. The roof has "Queen Post" trusses which are of deal and pine. The principal beam runs centrally across the building and measures 5 in. by 5 in. Extra support is given to the roof by two "strengtheners" - $\frac{3}{4}$ in. steel rods secured to the apex beam and the underside of the main beam by saddle plates and nuts.

The forge is situated at the north end of the smithing and has undergone little structural alteration since it was built about 1790. It was originally supplied with draught from hand operated bellows, but an electric blower was installed about 1948, just after the mains were laid in that part of Banbury. The smithy was used by Mr. Plester for many years, and is still used from time to time by Mr. Tooley. The anvil is fairly modern (though the wooden block on which it stands is of uncertain age) and it stands approximately in the centre of the smithy.

There is a pitch boiler of cast iron and brick, resembling an old fashioned kitchen copper, which is not thought to date back to further than about 1900. The foundations of some early buildings can be traced in the yard between the dock and the present workshops used by Mr. Tooley.

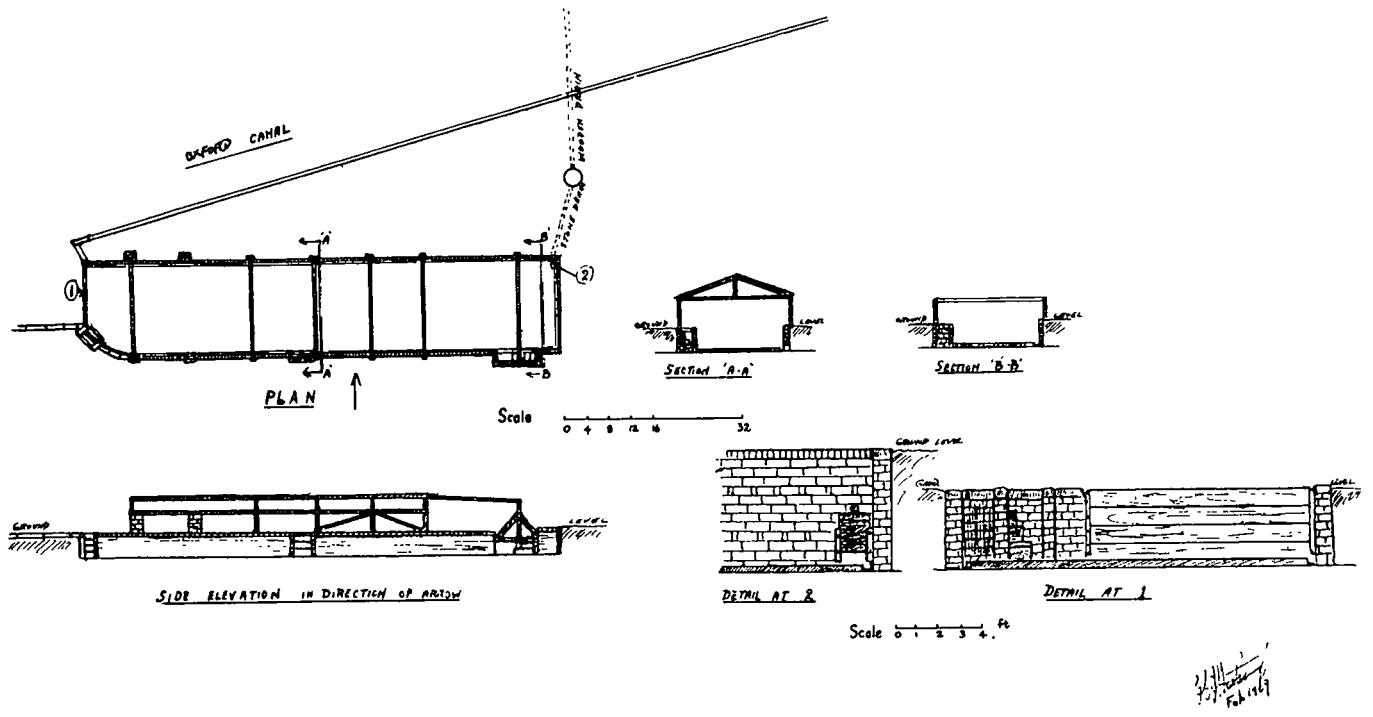


Fig. 7. The Boat Building Yard at Banbury - the boat dock..

Surface water from these workshops is taken through the original drains of the older buildings, and discharges into the dock.

It is understood that it was possible to build boats in the limited confines of the dock, but this seldom or never happened. The dock was used, as it is now, for repairing and overhauling boats, and new vessels were built and launched on that part of the canal bank between the south end of the dock and the lifting bridge. Timber for the construction of boats was "pit-sawed" with the south end of the dock used as the pit, and dressed just inside the yard gates. The raw timber, tree trunks sometimes over 30 ft. long, would be laid across the end of the dock, measured, and the required lengths cut off. The saw was operated by two men one standing on the top of the log, the other in the dock below.

G. C. J. Hartland.

Acknowledgements

My sincere thanks are due to Mr. Herbert Tooley for allowing me access to his property, and for supplying me with information on the history and technicalities of the yard. I am also grateful to Mr. P. Chard, grandson of Mr. W. J. A. Chard, for information about his family's connection with the yard.

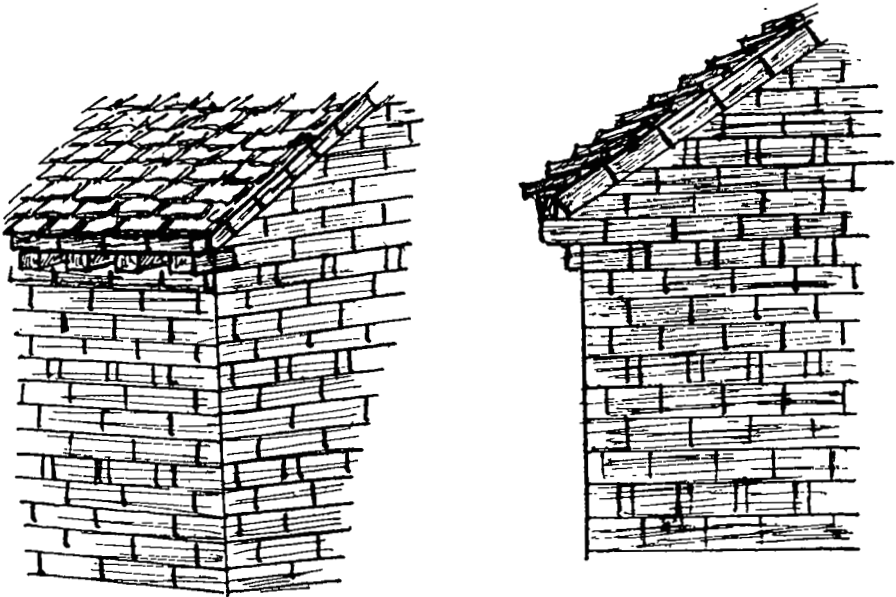


Fig. 8. Old English Bond and Oversailing Courses.

DANIEL PIDGEON AND THE BRITANNIA WORKS

The Banbury firm of Samuelson and Co was founded by Bernhard Samuelson in 1849, and it did not become a limited liability company until 1888 (1). These facts are well known. Less attention has been paid to the nine year period in the firm's history, from April 1865 to July 1874, during which Samuelson and Co. was run as a partnership between Bernhard Samuelson and Daniel Pidgeon; and while much has been written on Bernhard Samuelson and the Britannia Works, Daniel Pidgeon has escaped the close attention of local historians. He is not mentioned in William Potts's "History of Banbury", while George Herbert in his "perambulation of Banbury" briefly recalls that "Mr. Pidgeon, a foreman or in partnership with Mr. Samuelson at the foundry" resided in the Horse Fair (2).

Daniel Pidgeon was born at Weymouth in 1833, was educated at Crewkerne Grammar School, and served an apprenticeship with the firm of Barrett, Exall and Andrewes of Reading. After the completion of his apprenticeship he worked as a draughtsman in the drawing office of Thomas Hawksley the eminent civil engineer, then engaged upon the building of waterworks, and was subsequently employed by Cochrane and Co. of Dudley, where he worked on the plans for the Westminster and Charing Cross Bridges (3).

Pidgeon came to work at the Britannia Works in 1862, taking up residence in West Street (4). What events brought him to Banbury it is not possible to say with any certainty. But two years earlier Pidgeon had patented a machine for preparing the food of animals (5), and it is likely that this had brought him into touch with Bernhard Samuelson who had offered him a post at his Banbury works. At the time of Pidgeon's arrival the firm was engaged in introducing its first successful self-raking reaping machine, and Pidgeon soon revealed a talent for organisation in the efforts needed to expand the production of the new machines. Indeed the technical management of the Britannia Works was in his hands from 1862 to 1874, and during this period Pidgeon patented eight new reaping and mowing machines (6). For Samuelson was essentially an entrepreneur: an organiser of the factors of production, land, labour and capital, and a very successful one. However, his technical knowledge was limited and he himself admitted that his lack of technical training had proved a handicap to him in his career (7). But among his talents was an ability to find competent assistants, "men capable of carrying out his ideas" (8). In the early years of the Britannia Works, from 1848 to 1854, Samuelson enjoyed the help of his brother, Alexander, and from 1862 to 1874 he relied heavily upon the technical expertise of Daniel Pidgeon.

For his first three years at the Britannia Works Pidgeon was an employee of the firm, probably a manager or foreman, then in April 1865 Samuelson made him a junior partner. The articles of partnership show that his legal position was much inferior to that held by Samuelson, who retained a dominant position in the firm (9). The original terms of the partnership were to last from 18 April 1865 to 30 September 1873 and the partners were to trade under the name of "Samuelson and Co." The firm's profits and losses were to be divided between the two men on the basis of 75 per cent to Samuelson and 25 per cent to Pidgeon. The firm's capital was estimated at £31,022-13-5d., £29,112-5-9d. of which belonged to Samuelson and the remaining £1,910-7-8d. to Pidgeon. Interest was to be paid on the capital at the rate of 6 per cent before the division of profits. Samuelson could increase or diminish his original capital by £10,000 without Pidgeon's consent, but Pidgeon could not reduce his original capital. Inventions of one or both partners were to be patented at the firm's expense and were to become the firm's property, but were held in Samuelson's name as trustee. On the expiration of the partnership the firm's goodwill and assets were to become the property of Samuelson, and Pidgeon undertook not to manufacture turnip-cutting or reaping machines within a hundred miles of Banbury. It was laid down that "Mr. Samuelson to take only such share in the management as he shall think fit, Mr. Pidgeon to devote his whole time to the business"

The Samuelson-Pidgeon partnership was subjected to strain in April 1872 when Samuelson criticised some items of capital expenditure incurred by Pidgeon at the Britannia Works; and when, at the same meeting, Pidgeon raised the question of an extension of the partnership he

was ignored by Samuelson (10). That Samuelson should be concerned about expenditure at this time is not surprising, for during the preceding three years he had invested heavily in his Middlesbrough ironworks and a large part of his investment was financed by the profits of the Britannia Works. In 1869 Samuelson had lost between £25,000 to £30,000 in an unsuccessful attempt to make steel from Cleveland ore (11), and in 1870 spent £53,331-4-4d. on the building of two new furnaces at his Newport Works (12); in July of the same year he commenced work on the construction of yet another ironworks at a new Middlesbrough site, the assets of which were valued at £200,000 when the works were converted into a limited liability company in 1873 (13). Investment on this scale must have stretched Samuelson's financial resources to the limit and made him very economy-conscious, hence his irritation with Pidgeon. As Samuelson confided to his solicitor, however, he was not anxious to end his partnership with Pidgeon at that particular time, and he patched up his differences with his junior partner by sending Pidgeon a conciliatory letter expressing his full confidence in Pidgeon's judgement (14). The terms of the partnership were then extended to September 1875 (15), but the partnership did not run its full course and was dissolved in July 1874 "by mutual consent on the retirement of Mr. Pidgeon from the business" (16). In April 1875 Pidgeon received the sum of £6,547-10-0d as his share of the firm's assets which were paid into his account at a London branch of Glyn Mills Bank. (17). The reasons for the dissolution of the partnership were not given in the legal documents, but the break-up probably stemmed from the disagreement of 1872.

This ended Pidgeon's association with the Britannia Works, and he left Banbury and the house he had occupied in the Horse Fair since 1867 (18). Although he was only forty-two Pidgeon retired from business and devoted the rest of his years to foreign travel and writing, for he was a man of wide interests and was a Fellow of the Geological Society as well as an Associate of the Institute of Civil Engineers. He completed a world tour in 1883 which provided the subject for his book An Engineer's Holiday. He published several other books, including two describing his impression of the U.S.A., a country he admired. Pidgeon also contributed papers on agricultural engineering topics to the Journal of the Royal Agricultural Society, served on the Society's Council and Implements Committee, and acted as a judge of agricultural machinery at the Society's annual shows. In the early years of his retirement he lived in London, but in the 1890's he moved to Leatherhead. He died of a heart disease on 13 March 1900 while on a visit to Assuan, Egypt

In Daniel Pidgeon the Britannia Works was served by an extremely able engineer whose contributions to agricultural engineering have merited mention in G.E. Fussell's "The Farmer's Tools 1500-1900" (19). Pidgeon also assisted in the growth of technical education in Banbury, for in addition to his work at the Britannia Works he taught machine construction and mechanical drawing at the evening classes, held under the auspices of the Science and Art Department, at the British Schools, Crouch Street (20)

A. Potts.

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9. Samuelson Papers, substance of articles of partnership between Samuelson and Pidgeon under deeds of 18 May 1865 and 28 February 1867 et. seq.
10. Ibid. Correspondence, three letters 1872 reference Pidgeon and Samuelson et. seq.
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12. Ibid. p.221
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AN EARLY DESCRIPTION OF THE BRITANNIA WORKS

In August 1849 Bernhard Samuelson, an engineer then living at Southampton, leased from A. B. Rye and Benjamin Gardner "all that ironfoundry and machine Manufactory, with workshops, forges, furnaces, stoves, foundations for plant, warehouses, offices, buildings and other permanent erections, timber yard and appurtenances" which had belonged to the late James Gardner of Banbury. In spite of the impressive description of the facilities at the works, it had but thirty-two employees. It had been started by James Gardner, who was already a well-established local engineer, on land leased from Lyne Spurrett and Edward Cobb in 1839. Many accounts show how Samuelson converted this series of small workshops into a factory of major importance in the local economy and in the agricultural engineering industry nationally. Very little has been published about the organisation of the works however, and we are therefore re-printing the following account from W.P. Johnson's "The Stranger's Guide through Banbury" published about 1859, which gives a clear picture of the thorough organisation both of machinery and of labour which characterised the works at this period. Another account of the works, which in some ways supplements this one, appeared in "Bell's Weekly Examiner" in 1859, and was re-printed in the "Banbury Guardian" on October 6th 1859. The latter account emphasises the benefits which arose from the proximity of the works to the Oxford Canal and to the two railways, and estimated that the annual wage bill was between £18,000 and £20,000. It described the chief products of the works as Gardner's patent turnip cutter, hay-makers, lawn mowing machines, reapers and chaff cutters. The legal documents relating to the works are in the Stockton, Sons and Fortescue Collection in the Oxfordshire Record Office.

B. S. T

The Britannia Works form the next object possessing a claim to the notice of a stranger and have contributed of late years to render Banbury as deservedly celebrated for the manufacture of Implements of Agriculture as it was wont to be for its cakes and ale.

Great credit is due to the enterprising energy of the proprietor who has, in ten years, raised the Works from the limited extent of a few small shops, employing two or three dozen men, up to its present eminent position of one of the most extensive and justly celebrated manufactories in England, employing nearly 300 work people, many of whom it must be remembered are attending steam-working machinery which does the work of many times their number. The ceaseless activity of all concerned reminds one of a hive of bees. There is apparently an incessant transferring from one department to another, of the different component parts of machines with the same regularity that bricklayers' labourers unload and stack their bricks; everything is orderly and systematic, from the moment the workman enters the premises on Monday morning and sees his "number" entered by the doorkeeper, up to mid-day on Saturday, when the paymaster, by an excellent plan, pays the wages to all employed in less than five minutes.

The buildings are on two separate plots of ground of more than four acres, the ironfoundry in one division, and the other shops occupying the second. The engine is centrally situated, transmitting its wonderful power to the range of the machine tool shops which form one side. In this department will be seen numerous self-acting and other lathes, planing and shaping machines - slipping through and cutting plates of iron with the same apparent ease that a lady pierces and slips the fabric with her needle and scissors, screwing and tapping machines giving "threads" to bolts and nuts; and the everlasting "shir-r-r" at fearful velocity, of immense grindstones, imparting sharpness and brightness to the wonderful quantities of machine knives made here. Power is given from the same source to the lofty wood-working shop, 200 ft. long where the hissing circular saws are cutting their rapid way through the hardest masses of timber; from whence after being seasoned, it is handed to the morticing and tenoning machines which shape and cut it about as easily as Hodge's boy can cut his cheese. The same power hurls a blast of air such as Boreas himself might crack his cheeks in vain to produce, through subterranean channels, to some two score blacksmiths' roaring forges, in the smiths' shops forming the third side, where the wrought iron is formed by the followers of Vulcan into rough shapes ready for machinery to finish. The fourth side of the quadrangle consists of offices, painter's shops and goods-despatching warehouses. Hundreds of tons of bar and pig iron and what appears to be whole fields of felled timber, are piled in disorderly order, waiting to be sacrificed at the shrine of art to purposes more useful, after transformation, though perhaps an invention well calculated to lighten the harvest labours of the husbandman, the supply of which notwithstanding all the means and appliances at command, can barely at present keep pace with the requisitions; turnip cutters turned out at the rate of nearly six thousand a year, and of which above 80,000 have been despatched from these works to all quarters of the globe: root-pulpers, food-preparers, chaff-cutters, and cake-breakers, in abundant profusion and almost endless variety: lawn-mowing machines which crop the grass and roll the sward to such perfect perfection as no workman can ever hope to attain; hay-making machines for the purpose of drawing it together; clod-crushers, rollers, horse-hoes and harrows, for pulverising the soil and fertilising the teaming earth. Throughout every ramification of these extensive works there is abundant evidence of the presence of a master mind; and when it is remembered that nearly 18,000 of these implements are annually sent out to aid the scientific agriculturist in his labours - each bearing conspicuously the name of "Banbury" - that fact will furnish a "material guarantee" for the continued prosperity of the borough, to which its inhabitants may point with becoming pride.

Banbury Historical Society - Eleventh Annual Report - 1968

The Committee have pleasure in submitting the Eleventh Annual Report and Statement of Accounts, for the year 1968.

Membership: The increase in subscription has resulted in gratifyingly few resignations, and membership has only decreased by 21, to 357. We record with the very greatest regret the death of our first President, Lord Saye and Sele, and of his widow, Lady Saye and Sele, a few days later. On the departure from the neighbourhood of Mr. T. Loveday, Mr. F. Willey, of Bloxham School, was elected to the Committee. Mr. G. Fothergill has continued as Chairman. In March the Society was accorded a signal honour by the election of the Secretary, Mr. J.S.W. Gibson, as a Fellow of the Society of Antiquaries.

The Original Cake Shop: At the Public Inquiry in May this Society supported with historical evidence the efforts of the C.P.R.E. to prevent the demolition of the Original Cake Shop in Parsons Street. As already reported the Inspector did not uphold the Building Preservation Order and the Shop has since been completely demolished.

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

January	: The Bawdy Courts of Banbury - E. R. C. Brinkworth
February	: The Village of Eydon - D. M. Kench
March	: Deserted Villages - Trevor Rowley
June (A. G. M.)	: Wroxton Abbey
September	: Heraldry and Heraldry, 1968 - J. Brooke-Little, Richmond Herald
October	: Oxfordshire Ironstone Mining over 50 Years - J. Scott Young
November	: Excavation at Shakenoak - Anthony Hands

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

In addition to the A. G. M. at Wroxton Abbey, to which we were kindly invited by the Dean of Wroxton College, visits were paid to the British Waterways Museum at Stoke Bruern and the excavations at Sulgrave Castle; and Mr. B. S. Trinder organised a 'perambulation' of Neithrop. Dr. G. E. Gardam and Mr. G. Forsyth Lawson once again arranged Church Architecture Study Group visits.

In the autumn Dr. Brinkworth gave a course of six lectures on 'The Victorian Church and After' sponsored by Oxford University Extra-Mural Delegacy.

A most successful innovation this year was a dinner held by the Society at the Crown Hotel on 29th November. Sixty-six members and guests attended. The toast of the Society was proposed by Cllr. Mrs. P. Colegrave and replied to by Dr. Brinkworth; and the film "Twenty-Four Square Miles" was shown.

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

Archaeology: Mr. Brian Davison returned to Sulgrave to continue his excavation of the castle site there, with work concentrated on the pre-Conquest timber hall and "Burhgear" or stone tower, for which walls survived to a height of 7 ft. An interim report appears in "Current Archaeology". Further work is planned for 1970.

Museum: After a closure of several years, Banbury Museum was reopened in July, freshly displayed in a much larger room. This has been made possible by the work of students from Department of Museum Studies at the University of Leicester, under their Director, Mr. Raymond Singleton. A full-time qualified curator has now been appointed.

"Cake & Cockhorse": Contributors to this year's four issues have included (in addition to the Editor and other committee members) Mr. R. D. J. Fearon, Mr. G. C. J. Hartland, Mrs. P. R. L. Horn, Alderman P. S. Spokes and Captain M. Taylor.

Printing costs have again been kept to last year's level, but this year there have been no offprints. Sales are lower, but there has been demand for the Industrial Archaeology issue. The Recreational and Amenities Committee of Banbury Borough Council have renewed their grant of £30, but it has not been possible for the Arts Council of Banbury to continue their help (in face of the refusal of the Education Committee of Oxfordshire County Council to assist publication projects).

Records Volumes: Again in 1968 no volume has been issued, but both "A Victorian M. P. and his Constituents: The Correspondence of H. W. Tancred, 1841-1859", edited by B. S. Trinder (for 1967), and "Banbury Baptism and Burial Register, Part 2, 1653-1723", transcribed by Mrs. J. Pain and edited by J. S. W. Gibson, (for 1968) are now at an advanced stage of production and should be with subscribers by mid-1969. A grant of £20 has been received towards the latter from the Recreational and Amenities Committee of the Borough Council. "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, is the next volume scheduled, and a grant of £50 towards this has been received from the British Academy. Other volumes in preparation are the 18th century Bodicote churchwardens' and Wigginton constables' accounts, and Banbury Politics, 1830-1886.

Accounts: The effect of the increase in the subscription is reflected in the more healthy state of the accounts, and a surplus on the revenue account. The likely publication of two records volumes in 1969 should improve the income from sales of books. However it cannot be disguised that the average cost of volumes is now about £500, whilst subscriptions and grants rarely account for more than about half of this. Whilst there is no intention of giving up such publications, it seems probable that these cannot be produced on an annual basis in future.

Revenue Account for the Year ended 31st December 1968

<u>1967</u>		<u>Expenditure</u>	<u>1967</u>		<u>Income</u>	
275		"Cake & Cockhorse"	274	304	Subscriptions	455
	60	Less: Grants			Less: Proportion attributable	
	<u>61</u>	Sales	<u>23</u>	<u>118</u>	to Records	<u>170</u>
121			53	186		285
154			221			
		Cost of:			Sales:	
	40	Postcards	-		169 Christmas cards	44
	107	Pamphlets	-		137 Less: Printing	
	173	"Old Banbury"	33		costs	<u>17</u>
	<u>100</u>	Less: Increase in stock	-			27
	<u>73</u>		<u>33</u>	32		57
220			33	73	Postcards	34
4		Photographs and Research expenses	25	23	Pamphlets	
8		Subscriptions	5		83 "Old Banbury"	59
30		Lecture expenses	20		Less: Reduction	
		Printing, stationery, postages,		<u>83</u>	in stock	<u>26</u>
		telephone & sundries	83	211		<u>33</u>
75		Annual dinner	103	4	Donations	151
		Less: Receipts	<u>97</u>	6	Deposit Account Interest	2
-				6	(less charges)	20
		Banbury Cake Shop Inquiry		84	Excess of expenditure over income (1967)	-
		Contribution towards costs	9			
		Less: Collection at A.G.M.	<u>4</u>			
-			5			
-		Excess of Income over Expenditure	<u>60</u>	<u>491</u>		<u>458</u>
<u>491</u>			<u>458</u>	<u>491</u>		<u>458</u>

Publications Account for the Year ended 31st December 1968

		Production costs, etc., of records volumes:-		271	Publications Reserve and Provisions balance at 1 January 1968	354
-		"A Victorian M.P. and his Constituents" (1967) part cost	95	119	Subscriptions - proportion attributable to records	170
-		Banbury Parish Register, II, (1968), part cost	58	13	Sales of back volumes	10
99		Wills & Inventories 1591-1650 (1969)	-	100	Grants	
				80	British Academy	50
				<u>20</u>	Banbury Borough Council	<u>20</u>
50		Transfer to Capital Account (1967)	-			70
354		Publications Reserve and Provisions, balance at 31 December 1968	<u>451</u>	<u>604</u>		<u>604</u>
<u>503</u>			<u>604</u>	<u>503</u>		<u>604</u>

Note. The balance of £451 on this account at 31 December 1968 is earmarked for the two records volumes to be issued in respect of 1967 and 1968 but the costs will exceed this amount.

Balance Sheet as at 31st December 1968

<u>1967</u>		<u>Liabilities</u>	<u>1967</u>		<u>Assets</u>	
58		Subscriptions in advance	27	161	Cash in hand and at bank	322
2		Sundry creditors	12	30	Grants Receivable	50
		Unexpended grant for archaeological expenses	25	35	Sundry Debtors	24
25					Subscriptions overdue	25
354		Publications Reserve and provisions Capital Account	451	190	Stocks on hand: "Old Banbury"	164
		as at 1st January 1968	10		Note: Stocks on hand of Christmas cards, postcards and publications (other than "Old Banbury") have not been brought into account	
		Add: Excess of Income over Expenditure for the year ended				
	(84)	31st December 1968	60			
		Add: Transfer from Publications Account	-			
	<u>50</u>					
10			70			
<u>449</u>			<u>585</u>	<u>449</u>		<u>585</u>

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 1968.

3 May 1969

Bloxham, Banbury.

A.H. Cheney
Chartered Accountant



Fig. 9. A load of ironstone from the Oxfordshire Ironstone Company's quarries at Wroxton to South Wales by way of Fenny Compton, Stratford-upon-Avon and Honeybourne, is seen here on its way up Cropredy bank on July 31st 1961. The locomotive is an ex-G. W. R. 2-8-0 No.2849 of Newport (Mon.) shed, and the waggons are vacuum brake fitted tippers. Already this is an historic picture. The ironstone quarries are now closed, and steam engines are no longer to be seen in north Oxfordshire.

Photo: Barrie Trinder.

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 Art Society (Hon. Sec., 24 Bloxham Road, Banbury). 20/-.
- Banbury Geographical Association (B.E.Little, 2 Burlington Gardens, Banbury). 10/6d.
- 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, (Miss A. Hanson, Wood Green Cottage, Witney, Oxon.). Minimum 10/-.
- Dugdale Society (publishes 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. 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, 15/-.

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for the Banbury Historical Society

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