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

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

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THE WINDMILL, BRADWELL, BUCKINGHAMSHIRE

by J. Kenneth Major

National Grid Reference: SP 831 409

The Windmill stands at the north end of Bradwell, at the top of the slope which leads down into the valley of the river Ouse, and is built of roughly coursed local stone. The mill appears to stand on a mound, but it is in fact sunk into it. This mound is too small in diameter to have supported a post mill.

The sails of the mill were originally 52'-0" in diameter, and the mound was added to ease the work of the miller in setting the sail cloths on the sails, and in starting the mill. The sails were reduced to their present length when they were renewed by the millwrights, Thompsons of Alford, in 1950. They are common sails fixed to the stocks which are in turn mounted in the cast iron cannister on the end of the cast iron windshaft. The windshaft is made in two halves which are bolted together; this is to make the windshaft easier to insert into the cap and into the hub box of the brake wheel. The windshaft is probably a replacement of an earlier wooden one which would have been used when the mill was first built.

The present cap of the mill is made of weather-boarding mounted on ribs which are fixed to the heavy timber curb which carries the whole of the cap and sails. The boat-shaped form of the cap was retained when the mill was repaired in the 1950's, and is the traditional form of cap in this area. The rear of the cap hangs out over the curb. It was in this space that the gear which rotated the mill was originally housed. When the method of rotating the mill was changed to the present form, the chain wheel was fixed outside the rear of the cap. The drive which rotated the cap is mounted just below the windshaft, and this was turned by a universally jointed rod from the chain wheel. The drive rotated the mill by engaging a spur gear and the ring gear on the top of the stone work of the tower. The curb moved over iron rollers so that it moved freely, but prior to this arrangement, it moved over wooden semi-circular pads which are still in place. The cap is kept in place by wooden wheels which bear on the vertical face of the curb plate.

The first gear wheel inside the mill on the windshaft is the brake wheel. This wheel is mounted by clasped arms about the large cast iron horns on the windshaft. The brake wheel is 8'-6" in diameter, and has 72 wooden teeth mounted in the rim and set at a slight bevel. The wooden brake extends around nearly the whole of the rim. The brake lever is made to engage the brake by being tightened by a rope working through a pulley block. When the brake wheel was not required, it was hooked up on to a beautifully shaped wrought iron hook. The tail of the windshaft is carried in a bearing mounted on the tail beam. The sprattle beam is at present missing from below the windshaft, so the gudgeon at the top of the upright shaft has no bearing to hold it. The wallower, which engaged with the brake wheel and took the power from the windshaft down the mill, is missing.

There is a new floor in position below the brake wheel which gives access to the cap and its gearing for lubrication purposes. Below the cap floor there is the bin floor which carries four bins for the storage of grain or meal before it was ground or dressed. These bins are formed by wooden partitions stretching from the wall to the centre.

The meal or grain descended through chutes to the floor below. The grain was ground between the millstones of which there were two pairs. These were Peak stones, and French stones for the finer flours. Although the stones have been removed to the ground floor, their sites are still visible as large holes in the floor. There are now no millstone fittings - casings, hoppers, etc. - in the mill. On the north side of the stone floor there is still a dressing machine which worked by using four rotating bristle brushes against iron wire gratings, so that meal was sorted according to grade. The drive for this dressing machine was taken from the upright shaft by means of the crown wheel which is mounted above the stone floor. The crown wheel also supplied power to the sack hoist windlass which is now lying on the bin floor between the bins. How the drive was taken to the dressing machines or to the sack hoist can only be guessed at, as

the lay shafts coming from the crown wheel are missing. One lever arm which carried a lay shaft is still in place, and this was wedged out of gear. The crown wheel is 5'-9" in diameter and it is clasp-armed to the upright shaft which is 22" in diameter at this point. The rim, which is made up of pieces cross-spliced together, carries 72 wooden teeth.

The stone floor is carried on two principal beams 14" x 12" in section. A parallel pair of beams of the same size are mounted below the stone floor beams so that there is about 4'-0" clear between them. This set of beams, in addition to carrying the stone floor, is also the hurst frame on which the two pairs of millstones were carried, and on which all the gearing was supported. The upright shaft is carried on a 12" x 22" centre beam mounted below the lower pair of beams which are 6'-9" apart. In line with the centres of the millstones there are vertical posts notched into the main beams. These carry the bridge beams which in turn carry the footstep bearing of the stone spindles. The bridge beams are pinned at their north ends and are connected to a beam running horizontally at the south end, which is carried by an upright post and by the suspending lever arm from the governor. These bridge beams are given a course adjustment by means of the screw and handle fixed below the main beam. The stones were supported between the floor beams by large notched wooden plates.

The wheel at the foot of the upright shaft is the great spur wheel from which the drive is taken to the millstones. The great spur wheel is made of wood and is clasp-armed from the upright shaft. The face of this wheel is 10" wide, and carries 88 6" x 3" wooden teeth. Below this ring of teeth is a cast iron ring of 176 teeth which drove a dressing machine which hung below the stone floor at the north side of the mill. The lay shaft which drove this missing machine was supported on a lever arm which engaged the wheel with the teeth on the great spur wheel. The shaft below the great spur wheel is formed into a pulley wheel which drove the governors to control the space between the millstones. The governors are an early form of rising ball governor which raised or lowered the end of a lever which raised one end of the beam carrying the main bridge beams. Because of the various lengths of the lever arms, the slightest movement of the governor raised the runner stone by an infinitesimal amount.

On the ground floor there are various items of equipment which have been removed from their places in the mill. The brake wheel propped between the doors does not belong to the present millwork. It may not have come from Bradwell Mill as it does not relate to the present windshaft, nor is it earlier than the present brake wheel. The two stone nuts are lying on their sides with their spindles still in place. The stone nuts are 22" in diameter and $9\frac{1}{2}$ " wide. There are 20 wooden teeth in each stone nut, three of which are removable so that the great spur wheel could slip past the stone nut when it was not required to engage the millstone. The spindles are $2\frac{1}{2}$ " square wrought iron. The French stones are 4'-6" in diameter and are made up from a larger number of pieces than is normally used. The Peak stones are 4'-0" in diameter. The cast iron boxes on the bedstones are still in place, and the letters cast on to these could be the millwright's name. There is also a lay shaft on this floor with the gear which engaged with the ring of cast iron teeth on the great spur wheel.

The floors and beams are still clearly in their original positions. The beautifully carved signatures on the north hurst frame beam may well be the name of the millwrights.

Bradwell Mill is an excellent example of the small stone tower mill which was built at the end of the eighteenth century. Although it is only a two pair mill, it was used as a trading mill buying grain and selling flour and meal, rather than for grinding a customer's own grain for a miller's due.

The millwork is typical of the period of change which occurred prior to the Industrial Revolution. The wooden gearing (except the windshaft) is typical of the eighteenth century. At Bradwell the gearing is quite unrefined and heavy, for it is only a step away from the cog and rung gearing which came before gearing was designed mathematically. The stone nuts and similar gears are really early. It is in the arrangement of the bridge beams and the tentering, and in the dead curb arrangement of the cap, that the mill is most marked. Later tentering is not so crude or

THE FIRST BASINGSTOKE CANAL PROPOSALS

by Lawrence Cameron

The author was familiar with the course of the Basingstoke canal and with its history recorded in "London's Lost Route to Basingstoke" by P.A.L. Vine¹ and in "Canals of The South and South East England" by Charles Hadfield. His interest was, however, once again aroused when one of the members of the staff of the Department of Geography at The University of Southampton drew his attention to a map, one of a number connected with the history of canals, retained by his department.

This map is dated 1769 and shows "A Plan of the River Loddon, and Intended Navigable Canal from Basingstoke, in the County of Southampton, to the River Thames, near Monkey Island"; Monkey Island being near Windsor. The survey was conducted by a Benjamin Davies, about whom the author knows very little and would welcome further information, and the plans were drawn by one John Ryland.

The dating of this map in 1769 is interesting since James Brindley had made a journey south in the previous year² in order that the promoters of a number of canal schemes might obtain his advice on methods to be adopted to further their aims. It is notable that the first survey for the Andover and Redbridge Canal was made at this time,³ actually by Robert Whitworth who was one of Brindley's pupils. Like the Basingstoke, construction of this canal had to wait until the period of the canal mania, when support for such schemes was easier to obtain.

The actual line of canal shown in this plan of 1769 shows a cut to shorten that part of the Thames navigation between Sonning and Monkey Island, near Windsor. From a junction just to the south of Waltham St. Lawrence the Basingstoke line was to run to a point due west of Winnersh, where it was planned that the cut would have crossed the course of the River Loddon and from there it was proposed that it would have followed the northern bank of the river to Old Basing and thence to Basingstoke. A branch is shown running from Merryhill Green to follow the eastern bank of the Emme Brook to terminate in a basin about a mile outside the town of Wokingham, called "Oakingham" on the plan. The length of the branch would have been about one and a half miles in all, and the total length of canal to be cut was quoted on the plan as just over thirty miles, against the thirty seven and a half miles of the canal constructed over a different course in 1796.

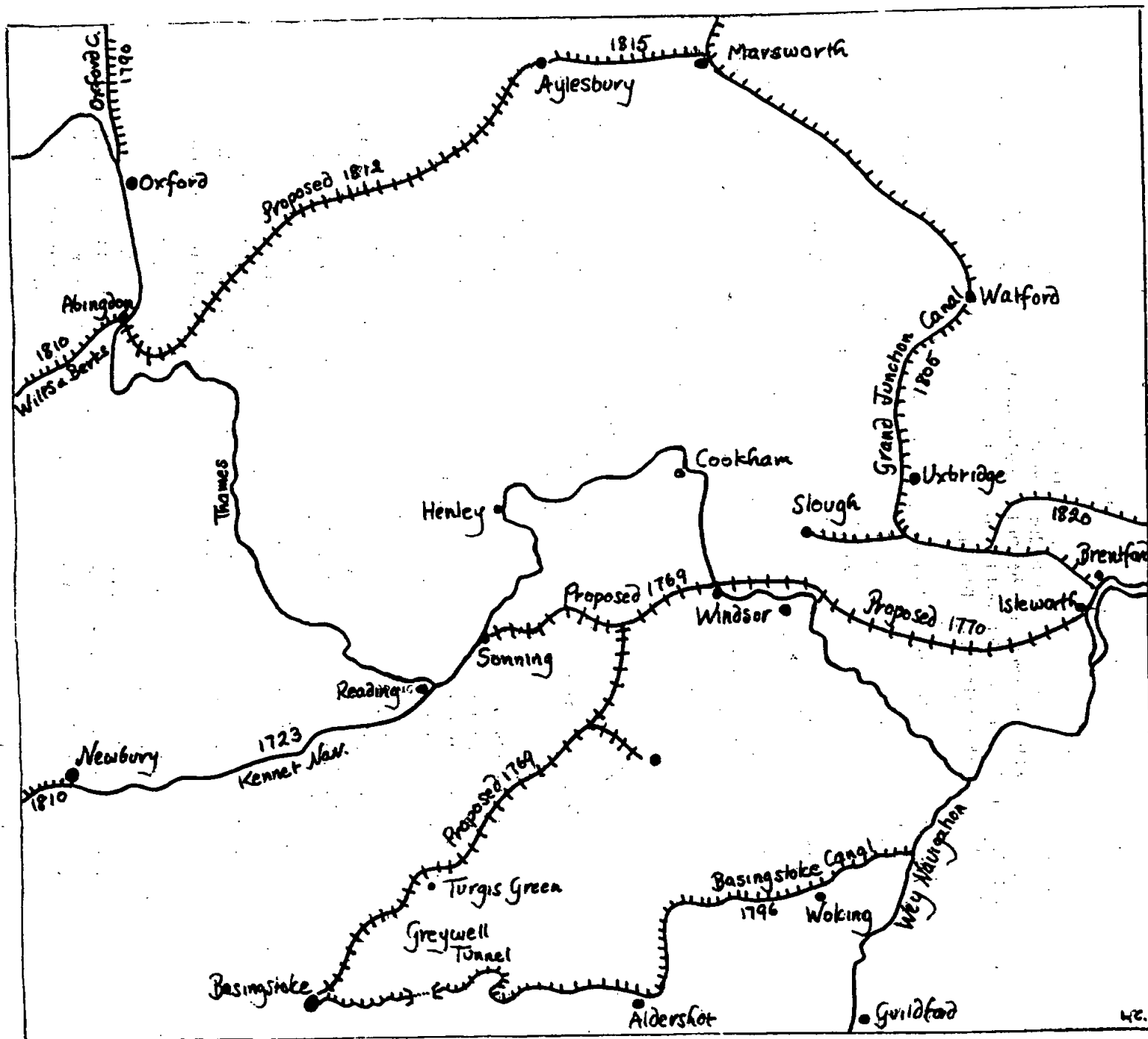
It is recorded in the Salisbury Journal⁴ that on the 11th October 1770 a public meeting in the Town Hall at Basingstoke resolved that, "The making of a navigable canal from Basingstoke to communicate with the River Thames at a place called Monkey Island near Windsor will be of great public utility".

It will be noted that this scheme was also closely associated with the proposal to bypass the then rather ill managed and somewhat unsatisfactory Lower Thames Navigation. This proposal involved the construction of a navigable canal route from Monkey Island to Isleworth on the tidal reaches of the Thames.⁵

In 1770 Brindley, commissioned by the Corporation of the City of London⁶ to examine the Lower Thames with a view to improving the navigation, suggested that it would be better to construct a wholly artificial waterway from Monkey Island to Isleworth, with branches to both Windsor and Staines. He also made alternative proposals for the improvement of the river should the canal scheme be unacceptable. The Sonning-Monkey Island cut off, originally suggested by the Corporation of Reading⁷ formed an integral part of the canal scheme. In fact both the London canal and the Monkey Island-Basingstoke schemes failed later that same year (1770) to gain parliamentary approval and were abandoned.⁸

The London canal scheme was to be revived in various forms in connection with the aspirations of other canals, notably those of the Kennet and Avon and Wilts. and Berks. companies, and was to be implemented, in part, and using a different alignment, by the completion of The Grand Junction Canal in 1805. This joined Braunston on the Oxford canal (completed in 1790) with Brentford, thus creating a rather roundabout canal route to London. The Grand Junction branch to Aylesbury (completed in 1815) is of interest, because, unlike the rest of the Grand Junction which is a barge canal having locks measuring 72' by 14'3" its locks measure 72' x 7'. This may have been because it was proposed that this branch would take ...

CHS July 1970



1723
 River Navigations + date
1810
 Completed Canals + date
1769
 Proposed Canals + date

1777¹⁰ a map, also in the custody of the University of Southampton, showed the canal substantially as it was built, but showing a considerable detour to the north of Greywell, avoiding the high ground later pierced by the Greywell tunnel, and using the valleys of the Whitewater and the Lyde. From this line a branch was shown running a further mile northwards to terminate on the turnpike road between Reading and Basingstoke, in the region of Turgis Green. This deviation was apparently abandoned and proposals for the tunnel made in 1787.¹¹

A Crutchley Railway Map of Hampshire, dated 1850, in the author's possession and presumably based on an earlier map, shows the Greywell tunnel as built but also shows a lengthy branch, running along the course of the River Whitewater and leading, as before to the road at Turgis Green. It seems likely that these later suggestions were an effort to satisfy the desires for cheap canal transport of those proprietors who were party to the original scheme of 1769 and who lived in the Turgis Green and Stratfield Saye areas.

In the event, neither the canal nor the railways were to adequately provide for the transport needs of the area covered by the proposals of 1769, and really efficient transport only really came with the exploitation of improved road transport in the second quarter of the twentieth century.

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3. C.R.O. Winchester. Deposited Plans for the Andover and Redbridge Canal dated 1770, with revisions in 1789.
4. C.R.O. Winchester. Salisbury Journal Dated 29th October 1770.
5. Teddington lock marks the limit of the tidal Thames.
6. C. Hadfield Canals of Southern England Ch.3.
7. C. Hadfield Canals of Southern England Ch.3.
8. K. Clew The Kennet and Avon Canal Ch.3.
9. Known as the Western Junction Canal
C. Hadfield Canals of Southern England Ch.6.
D. Banfield unpublished work on the History of The Wilts. and Berks. Canal.
10. A map on a reduced scale appeared in the Gentlemens Magazine in 1778.
11. C. Hadfield Canals of The South and South East England. Ch.7.

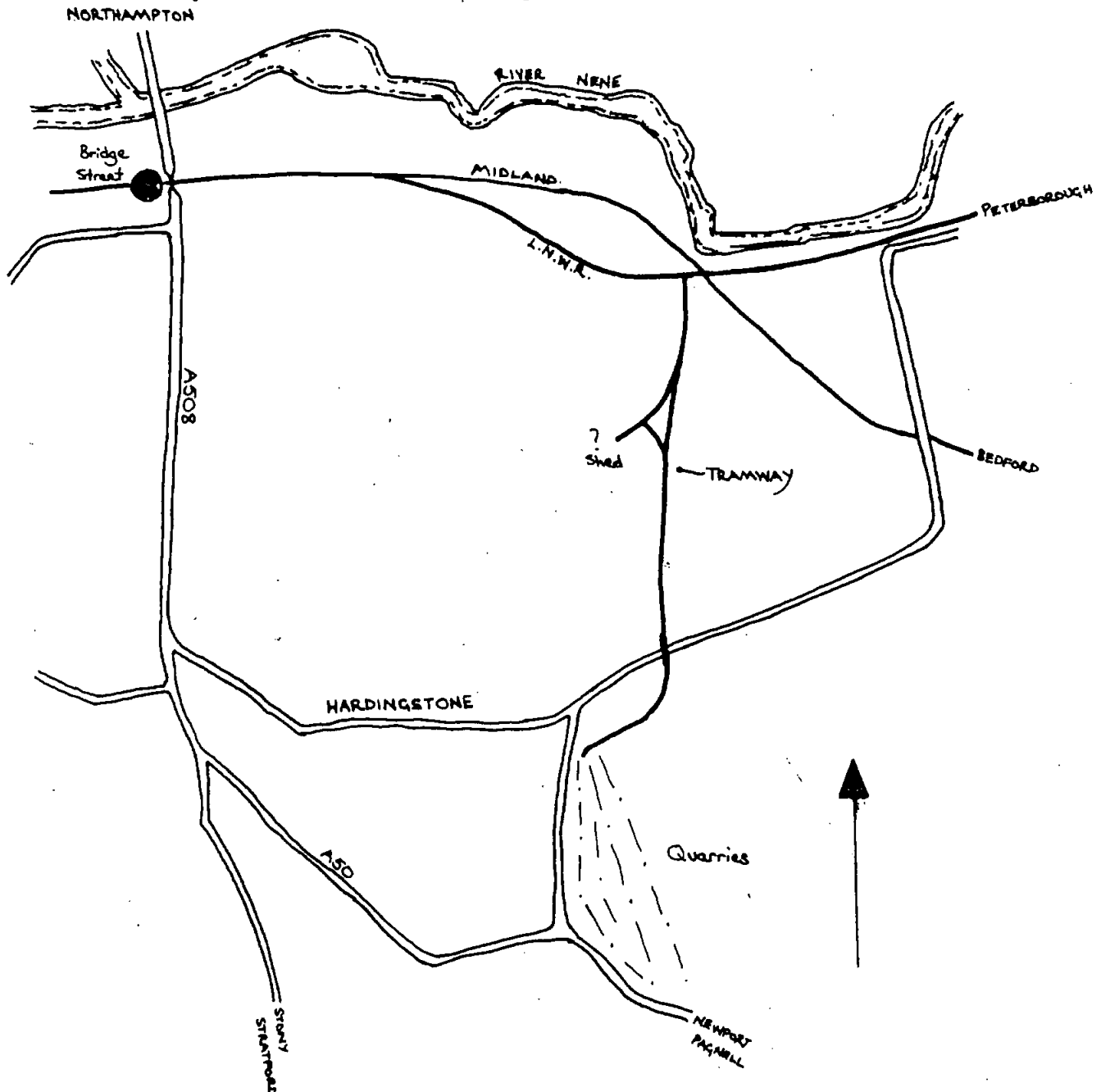
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HARDINGSTONE IRONSTONE QUARRIES

by Frank Dix

I should first explain that for some years past I have been interested in the history of the old ironstone workings in Northamptonshire. This interest has been much assisted by frequent reference to Eric Tonks' most excellent book, 'The Ironstone Railways and Tramways of the Midlands'. Nevertheless one can, on occasions, ferret out extra titbits that help to supplement something contained in that publication. The 'discovery' of the aforementioned quarries is the largest titbit so far.



The first notice I received of the Hardingstone Quarries was when I was given a copy of the 250th Anniversary Edition of The Northampton Mercury and Herald dated 30th April 1919. This edition contained a short article reporting an interview with Mr. W.T.C. Ansell, an octogenarian of Hardingstone. Mr. Ansell had been The Estates Manager of Delapre Estates continuously since 1916 and he gave his recollections of Pickering Phipps' scheme for the extension to The Hunsbury Ironworks Quarries. He also said how he had been to, when a lad, of ironstone quarries on land which is now part of Mr. Pittams' farm at Hardingstone. From the description given it did not seem that these last mentioned workings belonged to Hunsbury Ironworks and consequently I dropped a brief line to Mr. Tonks to see if he was aware of their existence. He was as much in the dark as I. After careful reflection I wrote to Mr. Ansell and asked him if he could kindly give me some more information about these quarries. I received a very nice letter in reply inviting me to his home and Mr. Ansell said that, not only would he give me all the information he possessed, but he would also show me the site of the old quarries.

Accordingly visited Mr. Ansell on the 10th June and found him to be a charming old gentleman of 82, still quite active and alert. He told me that one field only on 'The Farm', Hardingstone was quarried and this is bounded on the west side by The Warren and on the south by the Newport Pagnell road - A50. 'The Farm' is currently owned by Mr. Pittams, but in the last century the farm was latterly owned by Delapre Estates, the tenant farmer being a Francis Underwood. The quarries were never worked in Mr. Ansell's lifetime, but, as a boy, he had been told of their existence by Mrs. Pittams' grandfather, and he was also told that it was ironstone that had been excavated. Traces of the quarries still existed today, although the signs were not so distinct as they were when he was a boy. However, the traces of the tramway to the River Nene were still very much in evidence at this present time. I pressed Mr. Ansell on this point and he said that he imagined that the iron ore had been transported away from the tramway by barges along the river. He could give no reason for this other than he thought that the river lay between Hardingstone and the former LNW lines from Northampton and Peterborough - in the event this is not so, descending the valley from Hardingstone, the railway lines come first. He said that he could not then remember who owned the quarries, it was definitely not Hunsbury Ironworks, but a firm 'Outside Northampton'. From what he had been told, when a lad, he believed that the quarries were opened somewhere around 1870 'When The Midland came to Northampton'. He then produced some old Account Books and the earliest entries therein were for 1882 and these showed that the tenant farmer, Francis Underwood, paid an annual rent of £26.1.9. for the 'Quarry Fields'. No earlier records were available to show when Delapre Estates purchased this land, but Mr. Ansell seemed to think that this would have been when the quarries were closed 'Perhaps a few years before the first entry in the book'.

After this chat we left to visit the site of the former quarries. Access to this is by the main entrance to 'The Farm' opposite to The Warren. Immediately to the right of the entrance is a fairly large field stretching south to the A50 road. This field was at the time partly ploughed and partly under cultivation. Obviously there has been much land resettlement during the 90 years that have elapsed since the workings were abandoned, but there is still evidence of quarrying to the eye of faith. The irregular undulations although gentle these days, are clearly not the result of the old style drainage ploughing. I was then taken to the field immediately to the north and Mr. Ansell told me that the tramway ran across this field in a north easterly direction down the slopes of the valley towards the Nene. At this point we were joined by Mrs. Pittams who said that she could verify the site of the old workings and of the tramway from what she had been told by her father (now deceased). I had hoped that we would walk the length of the old line, but Mr. Ansell said he felt it a little beyond him, but he had another surprise in store at the 'Bottom road to Houghton'. Before leaving the farm I noticed that the northerly field level was somewhat below that of the quarried field and it seems likely that there may have been a tipping dock hereabouts, although all trace has been obliterated by the present day layout of the farm entrance. Neither Mr. Ansell or Mrs. Pittams knew anything of this.

Mr. Ansell and I then left 'The Farm' (by car) and proceeded to the 'Bottom Road' to a point about half a mile outside Hardingstone. Here Mr. Ansell said the tramway crossed the road on the level and continued across the fields in a northerly direction towards Northampton. In the next field north of the road the signs are unmistakable - a small raised embankment is still in situ. Obviously this was a construction of some capacity to have withstood the ravages of time for so long, the more so when one sees that it is not fenced off, it runs across pasture land and there was a large herd of cows in the field at that time. This embankment appeared to stretch to the old main line railway. Although I did not have a measure with me I would be inclined to guess that the tramway was approaching standard gauge. Whilst viewing this latest find, with some wonder, Mr. Ansell snapped into life, as it were, and said it had just come to him that he dimly remembered being told years ago that the quarries were owned by Thomas Butlin of Wellingborough and the ore went to the latter town. He said this was borne out by the fact that Butlin junior (W.T. Butlin) at one time lived in Northampton. I questioned him on this point, but he was quite adamant that Butlin's were the owners. He had no idea whether locomotives or horses had been used on the tramway, but still considered that the ore had been transported to Wellingborough by barge - again because he thought that the tramway reached the River Nene first. There was nothing further that I could gain from this charming old gentleman at the time and I returned home after a very interesting evening, albeit with my head in a whirl from my discovery.

Since this momentous visit I have carried out some more research, aided considerably by other people and this I now tabulate:-

- (1) Two days after my visit, I 'phoned Mrs. Pittams, but she could add very little to that she had already told me. She did not know who owned the quarries, but she said that in years gone by ploughing in the first field north of the workings had revealed traces of the old tramway. She seemed uncertain whether these tracings consisted of the rails or sleepers. She also told me that she had an old gardener working for her who had lived all his life in Hardingstone, but it was doubtful if he could tell me any more than Mr. Ansell as he was five years younger than the latter.
- (2) The David and Charles reprint of the first edition of the O.S. Map covering this area, sheet 53, alleges that the original was first printed in 1867. Although these old maps are not as satisfactory as the present day ones, there is apparently some trace of this line running from the pits to the LNW Northampton to Peterborough branch. This tracing, at first sight, could be mistaken for a stream, but no such stream has existed there. This brings me to the conclusion that it is the quarry line shown on the map.
- (3) I can find no trace or mention of these workings in various Directories of the time, but this is not so unusual a thing in relation to Butlin's concerns, which are often shrouded in mystery.
- (4) Butlin's East End Works were in operation from 1852 to 1876 and their Irthlingborough Works opened in 1867, ironstone quarries nearby the latter works were opened at the same time. Around this time and even earlier the associated Company responsible for quarrying, Butlin, Bevan & Co., opened a number of pits in Northamptonshire and operations at Hardingstone would fit into the general pattern. Butlin's Irthlingborough Works had access sidings to both the Midland main line and the LNW branch mentioned above.
- (5) The Midland line from Northampton to Bedford was not put in until 1872, but that Company was already in Northampton, having obtained running rights over the LNW lines from Wellingborough by 1862. Quite clearly the Northampton to Peterborough Railway lies between Hardingstone and the Nene and the railway link with Wellingborough is the most obvious choice as the method used to tranship the ore, as there is no direct link between the Nene and Irthlingborough Works. Added to this there would have been the necessity to bore a tunnel beneath the LNW line below Hardingstone for the tramway to have reached the river.
- (6) Very kindly Eric Tonks has searched through 'Mineral Statistics' and he tells me that this record lists 'Dean and Chapter' Quarries, Northampton as being worked by Butlin, Bevan & Co. from 1867 to 1876. I have found that, at that time, The Dean and Chapter of Peterborough were the principal landowners at Irthlingborough and I believe that Butlin's pits close to the Irthlingborough Works were on land owned by The Dean and Chapter. At first sight this tends to explode the findings of 'Mineral Statistics'. However I was aware that, in furtherance of Pickering Phipps' schemes for the extension of The Hunsbury Ironworks Quarries at Hardingstone, Delapre Estates had purchased some Glebe Land from The Church. (In the event Phipps' schemes came to nought, but that is another story). I then found out that at the time the living at Hardingstone Church was in the gift of The Bishop of Peterborough, and one assumes that, in earlier days, The Church here was the responsibility of The Monastery of Peterborough. I therefore contacted Mr. Ansell again and he was able to tell me that the field north of the Houghton road was purchased by Delapre Estates from The Church, when it had been former Glebe Land. Again, the lower parts of the tramway are within the Northampton boundary. Thus it seems likely that 'The Dean and Chapter Quarries, Northampton' are the ones at Hardingstone all those years ago.
- (7) When speaking to Mr. Ansell on this last occasion he informed me that he had spoken to Mrs. Pittams' gardener who had said that he too had been told of the existence of these pits by his parents, that he also understood that they were owned by Butlin's of Wellingborough, that his mother had, on occasions, taken him for walks along the old tramway and he had himself played in the abandoned workings.
- (8) One extra item Mr. Ansell did tell me was that he understood that the pits were known at the 'Warren Quarries'. I am rather of the opinion that this was probably a local name.
- (9) Very guardedly I would say that locomotive haulage between pits and the LNW was likely. The reasons for this are that the tramway would have been at least a mile in length, possibly more, and the fairly steep incline at the last to the pits would tend to preclude the use of horses. Rope haulage also would have been rather out of

Against all this, 'Ironstone Railways & Tramways of the Midlands' reveals that although Butlin's and Butlin, Bevan & Co. owned locomotives, their exact disposal is none too clear. Possibly haulage in the pits was by horse with a tipping dock as aforementioned - regrettably one can only guess at this.

So much for Hardingstone Quarries. The details so far obtained are very shadowy and a lot of what I have said is clearly hypothetical. Whether after this lapse of time anything more concrete will turn up is doubtful. However, I live in hopes. Should anyone know of anything more or be in a position to correct any mistakes I may have made I would always be glad to hear from them. My address is:-

32 Wordsworth Road, Kettering, Northants.

APPEALS - TOOLS FOR NORTHAMPTON MUSEUM

Miss June Swann, Assistant Curator at the Central Museum, Guildhall Road, Northampton NN1 1DP, would like to add the tools in the following list to the Museum's collection. The Museum is primarily interested in Northamptonshire tools, not wishing to poach on other museums' territory, and of course any known history is as important to the Museum as the object itself: where and when used or made, and, in the case of obsolete processes, how.

Shoemakers' equipment. The Museum's collections are quite extensive, but any unusual tools designed for special jobs.

Tools connected with the leather trade: barking tools and mill, tanning, currying, e.g. perching knife, felmongering and parchment making, bookbinding.

Whip-making tools, if any. The Museum has nothing known to have survived from this local trade.

Almost anything to do with the Northamptonshire textile trade, which was of prime importance in the County. Although the Museum has a few carding tools and lace and lace equipment, there is nothing otherwise from the wool, silk and cotton industries. Are there any looms surviving, or even any photographs of buildings where looms were used? Where are all the wood combs?

The Museum has nothing also from the wood turning industry of Kings Cliffe, neither tools nor manufactured items.

The Museum has only one or two saws from the stone industry. There must be other tools used in quarrying and dressing.

Also tools for the slate industry of Duston and Collyweston, etc.

Thatching tools.

Blacksmith's tools and equipment (all the Museum has at present are only on loan).

Wheelwrights' wheeling platform.

Baking equipment, and equipment connected with other trades - butchers, candlestick makers, etc.

Pin-making tools, and, of course, any agricultural equipment that can be moved into the Museum's limited accommodation.

THE INTERNATIONAL MOLINOLOGICAL SOCIETY

Kenneth Major attended a meeting at Odense in Denmark in September which put the suggested international mill lovers society on a formal basis. Kenneth Major represented Great Britain; representatives attended from Germany, Holland and Denmark. The founding of this Society is really the work of Anders Jespersen who has been seeking international co-operation between mill enthusiasts to exchange research material, to exchange and market publications and to meet periodically to study mills together.

BREWERIES IN NORTHAMPTONSHIRE

A Survey by Geoffrey H. Starmer

Brewing of fermented malt liquor (ale, beer and porter) has been carried out on three scales of production:-

- (a) Domestic brewers, brewing for their own consumption or by their 'community',
e.g. large estates, religious houses, colleges
- (b) Publican brewers or brewing victuallers, i.e. brewing for retail
- (c) Common brewers, brewing for selling to non-brewing publicans.

In earlier times, brewing was all on the domestic scale and the change to large-scale production in breweries began gradually but by the end of the 19th century, the breweries had most of the trade.

Towards the end of the 16th century, the 'great brewers' in Northampton were trying to obtain the trade of the smaller and publican brewers. The orders, to the Northampton Assembly, for June 16th 1570 (1) included:-

- 'Whereas the greate bruars within the towne of Northton of late have fallen in decaie by reason of the greate multitude of other bruars within the same called pettit bruars, typlinge howses, or alehowses, who neither regard assyze nor any other reasonable price nor good order kept maintained in their howses by reason of their stronge drinke, but rather maintain drunckards and Idle lycensious persons For Reformation thereof it is ordayned concluded that no person or persones keepinge ale howse or typlinge howse within the towne of Northton shall sell any bere or ale within their howsys to any person or persones of their owne bruing Provyded alwaies that it shall and may be lawful for the alehowse keper to brue ale or bere and to tunne oute and sell the same by the dozen or halfe dozen as the greate bruars dothe.....'

This order was discharged on February 23rd 1571 but in the spring of 1578 the great brewer petitioned for a constitution that the petty alehouses should not brew but obtain supplies from their bigger brethren. The assembly consented to the great brewers' request but seems to have been discharged shortly afterwards (2). It seems that the chief distinction between the inns and the alehouses of Northampton was, that the former were permitted to brew, whilst the latter were compelled to deal with the great brewers (3). The inns noted in the assembly order of 1585 were (4):-

Angel (Bridge Street)	Hart (or Hind) (Market Square)
Bell (Bridge Street)	Katharine Wheel (Gold Street)
Bull (next to The George)	Lion (Drapery)
Dolphin (Gold Street)	Sallet or Helmet (Cow Lane)
George (George's Row)	Swan (Drapery)
Green Dragon (Bearwood Street)	Talbot (Market Square)

An idea of the scale of production is obtained from an order of 1606 whereby it was ordained that every brewer brewing beer or ale to sell by the dozen or half dozen should sell the best ale for three shillings the dozen and the best beer for three shillings the dozen, the dozen to contain fourteen gallons at the vat side (5).

Because of their small size, references to the earlier brewing sites in Northamptonshire are rare. Bridges (6) mentions the remains of a chapel at Yardley Gobion which, at the time he was writing, c. 1720, were part of a public house and states "...in the south wall of the brew-house, which appears to have been the chancel, is still part of a receptacle for holy water". Remains of 17th century brewhouses have been found in the Canons Ashby area (7).

Throughout the 19th century, sales of farms and larger houses often included items associated with brewing, as at the sale of effects of the late Mr. W. Goodliffe at Church Stowe, near Weedon in 1871 which disposed of '10-bushel mash vat, working ditto, cooler and other brewing utensils' (8). Another indication of the continuing importance of domestic brewing is given by an editorial in 1873 (9) in favour of the repeal of the Malt Tax which suggested that "domestic brewing would improve the public morals".

During the 19th century, publican brewers were still in business throughout the county. The small scale of their operations is indicated by an account of an accident at the Crown Inn, West Haddon (10). William Wilson, ostler at the inn, was engaged in brewing and

'notwithstanding a frequent caution, was in the habit of using a stool instead of the fixed step to enable him to reach the vat. On (this) occasion he was throwing in the malt from a sack on his shoulder when his stool slipped up and he was precipitated into the vat. It appears that he fell upon the sack of malt and his head was but slightly scalded but in trying to get him out, his legs also got into the vat and the whole of the lower extremities were frightfully scalded and he died the next day'.

Again, advertisements show the equipment in use by publican brewers. The sale of effects at the Race Horse Inn, Northampton by Executors of the late Mr. W. Butcher included 'BREWING PLANT consisting of a capital 90-gallon copper, 20-bushel mash vat, two coolers, under back, working vat, ale barrels, etc.' (11). The sale notice of Fox and Hounds Inn, Great Brington included 'Beer and Liquor Engine. BREWING PLANT complete' (12) and that for the White Hart Inn, Paulerspury included '40-gallon brewing copper, 18-bushel mash vat, cooler, tubs, buckets, scives etc.' (13).

Approaching the end of the 19th century, there are indications that the publican brewers were in decline. In 1874, Mr. Samuel Gauge of the Coach and Horses Inn, Brixworth ordered the sale by auction of "a brewing plant, consisting of a mash vat, working tub, cooler, hop sieve, brewing tubs, etc." as he was retiring from the Public Business (14). The Black Lion, St. Giles Street, Northampton had a brewhouse in 1875 but was then in the occupation of Mr. Samuel Faulkner as sub-tenant to the Northampton Brewery Company (15) which was hardly likely to encourage publican brewing.

The rise of the common brewers during the 19th century, resulted in much larger individual productions and the building of special premises - the breweries. This paper is concerned primarily with the breweries in Northamptonshire and these are described in alphabetical order of their location. The places having one or more common brewers are shown on the map on page 17. An alphabetical list of brewers and companies is given on page 26 showing the sites on which they operated. It is appreciated that some of these may be brewing victuallers rather than common brewers and any further information, or corrections, to that given in this paper would be welcome.

AYNHO

The 1854 Kelly's Directory lists George Spiers as a brewer under Aynho although nothing more is known about brewing here until 1910, when Frederick W. Scott, Aynho, Banbury is listed under Brewers for the county.

BRACKLEY

There were two sizeable brewing businesses at Brackley:-

William Blencowe & Co. Ltd.

In the 1823/24 Pigot's Directory, William Blencowe was shown as a maltster but by 1841 he was shown as brewer and maltster and was trading from premises on the Market Square in 1850. In 1854 he was also trading as a coal merchant. By 1864 he had been joined by Claremont Blencowe and together they traded as W. & C. Blencowe, brewers and wine and spirit merchants. The partnership does not appear to have lasted long because the 1869 Kelly's Directory lists only William Blencowe, as brewer and hop merchant. After 1894 the firm is shown as William Blencowe & Co. Ltd. until 1924.

Latterly, the brewery (SP 584, 368) was on the west side of the Market Square, with an entrance through an archway opposite the Town Hall. The brewery stretched back, for about 400 ft. in a comparatively narrow strip of land.

Hopcraft & Norris Ltd.

In 1847, Kelly's Directory showed E. Taylor as the only brewer in Brackley but it is known that William Blencowe was already established as a brewer by this time. By 1850, Taylor is not mentioned but Alfred Hopcraft is shown as brewer and land agent in High Street, Brackley. From 1854 until 1864 he is shown under Halse (a hamlet some 2½ miles from Brackley) as brewer and farmer, with offices at Brackley. In 1866 he had added maltster to his activities although in 1869 a Mr. Beversham Farmer was listed as brewer to A. Hopcraft. From c. 1874-c.1885 the business was carried

on by his executors, and from c.1890-1894 traded as A. & E. Hopcraft. By 1903 the business was Hopcraft and Norris Ltd. and they later acquired the brewery at Long Buckby Wharf, which was used as a stores until during the First World War. Sometime in the 1940's, the business was acquired by the Chesham & Brackley Brewery Co. Ltd and brewing ceased c. 1950. The buildings were subsequently occupied by a soap firm. The firms later brewery (SP 585 367) was on the east side of the road leading south from the Market Square and was considerably larger than Blencowe's premises. Although the entrance from the main road is little more than an alleyway, the site widens considerably and it extends almost 550 ft. eastwards to the Grammar School's Football Ground and still retains red brick buildings with definite brewery characteristics.

BRIXWORTH

In 1854, Richard Hipwell was listed here as grocer and brewer, obviously on a very small scale and probably as a brewing victualler.

CHELVESTON (-cum-Caldecott)

W.D. Knight was a brewer here, in 1896.

CORBY

From 1885-1890, Isaac Gibson traded as a brewer.

COSGROVE

Daniel Warren is listed as a brewer in 1847 and as a coal merchant, maltster and beer retailer in 1854. In 1858 (16) he built a brewery (SP 792 424) leading down to the canal and by 1874 was described as maltster, brewer, corn and coal merchant and wharfinger. Early in 1875 the brewery was for sale and was described (17) as

'an excellently arranged Brewery in which are fixed a horizontal steam engine, with gearing to pumps and other machinery, ten-quarter mash vat, coppers, coolers, squares, refrigerator, etc....'

By 1885, Francis D. Bull was in business at this brewery.

Most of the buildings remain; a group of two and three storey adjoining red brick buildings with slate roofs, in a line at right angles to the canal.

CRANFORD ST. JOHN (SP 926 770)

William Battle was listed as a brewer and farmer in 1870 and four years later added spirit merchant to his occupations. By 1910 the business was in the hands of O. Battle and by 1920 was carried on under the name of Battle Brothers. The brewery ceased work about 1930 but the building stood until after the Second World War when it was demolished for extensions to a garage.

CRICK

Christopher Goddard was a brewer here in 1869 and in 1874 Henry Grove was carrying on the same trade (H. Grove is listed as brewer at Long Buckby from 1864-1869).

DAVENTRY

By 1885 Wood Brothers were in business at 'The Daventry Brewery' West Place, New Street and continued in business until the early 1920's.

DODFORD (see also WEEDON)

An advertisement for 1873 (18) from "The Brewery, Dodford, Weedon" wanted a maltster "who will make himself generally useful" and gave the manager as Wm. York. In 1874, Mrs. Elizabeth Smith is listed, under Weedon Bec, as brewer, maltster, wine and spirit merchant at Dodford Brewery.

EASTON-ON-THE-HILL

In 1854, there were two brewers here: William Edwards who was also listed as a beer retailer and Allen Woodward who was also listed as beer retailer and baker.

FOTHERINGHAY

J. Berridge was listed as brewer in 1864.

WILKINGBOROUGH

Optimus West, listed as a baker in 1854, had added brewing as another occupation by 1866 and by 1869 was solely brewer (James West being listed as baker). His entry in the 1870 Mercer & Crocker's Directory was in extra-black lettering, to stand out from all the other breweries in the county at that time.

KETTERING

In 1784, John Warner was a brewer at Kettering and in 1850 Charles Bell was a brewer (retail) at Freetone Row.

Crown Brewery (SP 866 788)

By 1847, Rose & Co. were brewing in Gold Street and from 1850 until 1870 the business was carried on under the name of Mrs. Anne Rose, ale and porter brewer, wine and spirit merchant. In 1874 William Elworthy was a brewer, wine and spirit merchant and maltster at 5 Gold Street and by 1885 the firm was trading as John Elworthy. In 1896 the business was referred to simply as Steam Brewery, 5 Gold Street, with Mr. E.D. Barker as manager. By 1903, the name was John Elworthy and in 1910 the premises were described as Crown Brewery. From 1914, the business was a limited liability company and traded until c.1930.

Marston, Thompson & Evershed Ltd. were in business in Gold Street in 1940.

There has been no brewing on the site for many years and most of the brewery has been demolished.

Hipwell & Co.

W. Hipwell & Co. were in business as brewers at 1 Horsemarket, Kettering in 1885 and 1890.

KING'S CLIFFE

In 1854, John Cunnington is shown at the "Maltsters Arms" and also carpenter, another John Cunnington was a cooper and a third John Cunnington was a maltster and brewer, at the Eagle Brewery. Another Cunnington, William, was also a maltster and brewer but in addition a miller. From 1866, William Cunnington was the sole brewer of the family although the name Eagle Brewery does not appear again. In 1885, William Cunnington was in business only as a maltster: at the same time, Northampton Brewery Company were shown as brewers and maltsters at West Street. Since they were brewers in Northampton, they could have been using the old brewery as a store. Another name to appear in 1885 was William Henry Fane, of the Cross Keys Commercial Hotel and posting house in West Street. By 1890 he was, in addition, family brewer and continued as the only brewer in King's Cliffe for some years. At this time, the Northampton Brewery Company had Elijah Dixon, agent, at West Street confirming that they had only a store here.

In 1898, the Ketton & King's Cliffe Brewery Co. Ltd. were in business in West Street but by 1903 this was in the hands of Godfrey Keppell Papillon and the premises were then known as The Malt and Hop Brewery. This name was continued by the next owner, Macleod C. Campbell, from sometime before 1910 until the First World War.

The brewery was in a lane off West Street and some of the buildings are reputed to form part of the present village hall.

There is reference to another brewer, J. Low of Park Street in 1864 but nothing is known about his business.

KING'S SUTTON

From c.1885 to c.1903, Colegrove & Sons were in business as brewers at this place.

LITCHBOROUGH

Thomas Jones was a brewer and maltster here in 1854.

LONG BUCKBY

In 1830, Thomas Grose was a maltster and brewer and by 1864 H. Grove was in the same occupations and continued at Long Buckby until c.1870. By 1874 he seems to have moved his business to Crick.

Whilst H. Grove was brewing at Long Buckby in 1864, a Francis Montgomery was listed as an artificial manure manufacturer. By 1869 he had linked up with William Harry Harris F.C.S., analytical chemist to form Montgomery, Harris & Co., brewers, with premises at Long Buckby Wharf (SP 607 655). Within six years, Harris had left the partnership and the business was carried on as Francis & William Montgomery but by 1885 Francis was on his own, the

had added maltster, spirit merchant and also brick and tile maker to the occupations he carried on from the Anchor Brewery.

By 1898, Walker & Soames had taken over the premises, trading as maltsters, brewers and spirit merchants. In 1903 this partnership also had premises in High Street, Towcester, where they were known to manufacture mineral waters (some clear glass mineral water bottles survive embellished with a primitive presentation of their Towcester factory) and also the Victoria Brewery, in Northampton and it seems that brewing ceased at Long Buckby about this time. Certainly by 1910, Hopcraft & Norris Ltd. of Brackley were using the brewery at Buckby Wharf as a stores but discontinued doing so during the First World War. The Brewery was subsequently demolished.

MILTON MALSOR

Hope Brewery (SP 733 556)

In 1806, Mr. J. Cockerill, who was a maltster and kept an ale-house in the village, started brewing and supplied "home-brewed" ale to farmers and others in the neighbourhood. He was succeeded by William Minards who carried on the business until 1835 when it was transferred to James Lilly. In 1866 he sold it to Mr. W.J. East who developed the trade to such an extent that it was necessary to enlarge the premises and increase the plant. He entirely rebuilt the old brewhouse in 1879. The following year, his eldest son, Mr. Herbert East, took charge of the brewery and in 1888 built a new brewery, adjoining the old one. Until about the turn of the century, the firm traded as William J. East & Son but on becoming a limited liability company c.1903, the title became W.J. East & Co. Ltd.

The Hope Brewery had numerous tied houses and retail customers, in addition to over 1300 private customers on their books.

There is a very good account of this brewery as it was at the end of the 19th century (19). The chief characteristic of the brewery was the purity of the water used. This was obtained from a well 35 feet deep, situated in a paddock on the west side of the brewery. The water was lifted by a 2-throw pump, to an iron tank, of 3000 gallon capacity, which weighed over 12 tons and stood in the roof of the brewhouse.

The malt was stored on the top two floors and, when required for use, was fed to a polishing machine (by Stanier & Co.) where it was cleaned before reaching the mill rollers. From there the crushed malt was taken by a long wooden pipe to a grist hopper placed, not over the mash tun as usual, but in an adjoining building from where a slanting tube delivered the malt to a mashing machine (by Steel). This fed either of two mash-tuns, each of 15 quarters capacity and fitted with draining plates and revolving spargers.

The wort from both mash-tuns could be delivered to an underback, underneath one of the tuns. The underback was fitted with a patent heater (by Worsamm) for bringing up the temperature, previous to running the wort into the coppers.

From the underback, the wort gravitated into 3 coppers, one of which was in the old brewery and the other two in the new copper house. All were heated by an external fire, the new coppers being domed and fitted with boiling fountains.

The boiled wort passed to a cast iron hop-back fitted with draining plates and then to an open type cooler (of which there was one for the old brewhouse and one for the new brewery) feeding a vertical refrigerator. This consisted of banks of horizontal tubes through which cooling water passed, the wort flowing down over the outsides of these in the copper pan in which the banks of tubes were placed.

After cooling, the wort passed to the fermenting rooms of which there were three. No. 1 fermenting room was 40 ft. long and held 4 fermenting squares, each holding 35 barrels fitted with copper attemperators, and a V-chute for conveying the overflow yeast into portable yeast backs made of white deal. No. 2 fermenting room had 10 similar fermenting squares and No. 3 fermenting room, situated in the adjoining old brewhouse, had 5 fermenting vessels of 50 barrels capacity and also fitted with attemperators.

After fermenting, the ale or beer was run into a vat in a sub-basement, which was equipped with several sets of Smith's patent racking appliances for filling the casks. The vat was fitted with a revolving cask elevator which lifted the casks to a room above, from where they were rolled direct onto drays or carts.

The empty barrel yard and cask-washing sheds were opposite the copper house. The old shed was 90 ft. long with a slate roof: the new shed 70 ft. long with a corrugated iron roof and contained the cooperage. There were 2 cask washing cradles driven by shafts from the steam engine, as was a cold-air fan for cooling them.

The power for the brewery was supplied by a 12 HP vertical steam engine, situated on the ground floor of the old brewhouse. The engine also drove chaff-cutting and corn-grinding machinery in the stable building. Steam was supplied by a Lancashire boiler.

The brewery was acquired by the Northampton Brewery Company, although there is some doubt as to whether this was before or after the turn of the century, and closed.

The buildings still remain, on the north side of 'The Greyhound' which stands some distance back, on the east of the A43 Northampton-Towcester road. Of red brick and slate roof, the main building is adjoined by a building with a distinctively shaped corrugated iron roof - the 'new cask-washing shed' referred to in the description above?

NORTHAMPTON

As already mentioned (page 11), there are references to 'great' or common brewers in Northampton during the 16th century but individual names of brewers are not known until the end of the 18th century, e.g.

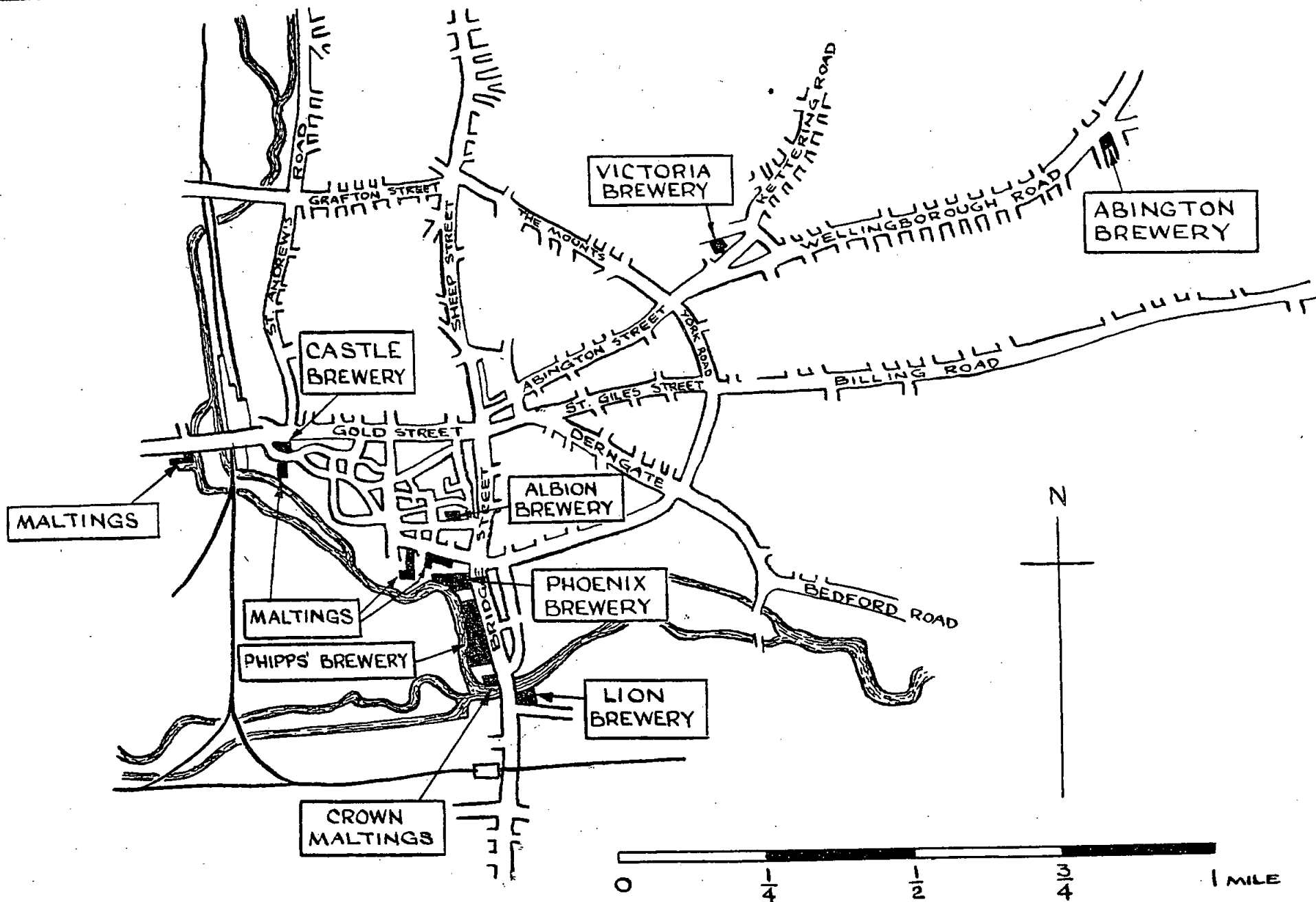
Elisabeth Wilson In an advertisement of 1790 (20) she referred to her late husband, John Wilson, Maltster and Common Brewer and stated that she was selling a quantity of Porter (London) "as she intends shortly to decline carrying on the Porter Business. She continues to carry on the Brewing and Malting Business in the same extensive manner her husband did has now large stock of exceeding fine and good Ale, Beer and Malt which she is determined to sell on as Low Terms, and for as Little Profit, as possible"

Elisabeth Wilson was the only Brewer listed for the town in 1791 and 1798.

During the 18th century, some of the better known Northampton brewing concerns began to emerge and these are described under the various brewery sites. There were many other smaller brewers, some of which are listed below:-

James Durham & Son	Mercer's Row, listed as brewer in 1823/24 and 1830 but only as a maltster in 1841.
George Neall	was a brewer in Newland in 1847 and, in addition, was described as agent for Truman's London Porter, Bass & Allsops Burton Ales. He seems to have been followed by:-
John Dickens Sibley	who was brewing at 84 Newland in 1864
William Muddeman	was brewing in 1864 at 132 Bridge Street (within the later Phipps-NBC complex?)
James Bennett	shop keeper, 52 Bath Street
J. Chance	"Knightley Arms" Commercial Street
Henry Cooper	4 Wood Hill
R. Freeman	beer retailer, Bradshaw Street
Eli James	Althorpe Street, Far Colton was listed as a brewer in 1878
John Parker	'Horse & Groom, 29, Cow Lane advertised as brewer and beer retailer in 1878. 'Noted for Home Brewed Ales and Phipp's Celebrated Stout'.
E. Tresham	2 Grafton Street was a brewer in 1885 and 1890.
Denbigh & Co.	16 Lorne Road were given as brewers in 1918 and 1922. The premises were taken over by Cutlers (?), a firm in the Shoe industry, during the 1920's.





BREWERYES IN NORTHAMPTON

GHS July 1970

The former brewery (SP 755 612), of two-storey red brick buildings with slate roofs, is reached through an archway under the second storey of 16 Lorne Road. This is situated in the middle, and forms part, of a terrace of two-storey houses on the north side of Lorne Road. From the front, No.16 is in keeping with the houses on either side, with the same embellishments on the keystones over the 'house-type' door and the windows. However it has extra width to accommodate the archway, through which runs a cobbled way and is closed off by large double wooden doors. There is an extra, although still of domestic style, window in the storey above the archway.

The situations of the following, larger Northampton breweries are shown on the map on page 18.

NORTHAMPTON - ABINGTON BREWERY (SP 771 612)

The brewery was built by Messrs. Dorman & Pope about 1900, on the south side of Wellingborough Road, between Lutterworth Road and Wycliffe Road. Note that a Mr. Thomas Phipps Dorman was a director of P. Phipps and Company Limited in 1899.

Of red brick, with a grey slate roof and a tall red brick chimney, the buildings exhausted the funds of Dorman & Pope, and the builder, J.J. Martin, completed the work in return for shares in the company of Dorman, Pope & Co. Ltd. In earlier days, the premises were known as Abington Park Brewery (with a central office at 8 The Drapery) but by 1914 the company's title was simply the Abington Brewery Co. and their central offices were at 16 Bridge Street.

About 1940, the company was acquired by Baron Hesketh. Before passing to Charles Wells Ltd., the Bedford brewers, in 1963, the Brewery ceased production c. 1958 and the Company was obtaining Beer from Bass. In fact, Charles Wells purchased the company to acquire a group of Public Houses in the Northampton area to expand their trade and the brewery was demolished soon afterwards.

NORTHAMPTON - ALBION BREWERY (SP 753 601)

Thomas Ratliffe was established as a brewer at 16 Commercial Street in 1864. Two years later his premises were known as the Albion Steam Brewery and shortly afterwards the partnership of Ratliffe & Jeffery was formed. By 1878, the site, extending from 16 to 22 Commercial Street, and back to Foundry Street was called simply the Albion Brewery. The Business became a limited liability company before being acquired by P. Phipps & Co. Ltd. (See Northampton - Phipps' Brewery) in 1899. Thomas Ratliffe and Richard Ratliffe (Directors of Ratliffe & Jeffery) joined the Phipps' Board of Directors (21). At least until 1910, the title of P. Phipps & Co. Ltd. was followed by "(with which is incorporated Ratliffe & Jeffery Limited)". Physical evidence of the relationship between the two companies is seen in the black and straw-coloured "mosaic" signs to be found at first floor level on several of the older public houses in the Northampton area. For example, "The Talbot", on the north corner of the junction of Union Street with Wellington Street, has the sign "Phipps' Noted Ales : Ratliffe's Celebrated Stout".

The building, now used by a clothing firm, is a long red brick building, with a blue slate roof, hipped at each end. There is a wide arched entrance from Commercial Street and ten very high windows, iron framed with semi-circular heads, unequally spaced along the upper storey. Between the top of these windows and the eaves is a band of stone which, until the end of April 1970 carried the words "Ratliffe & Jeffery. Albion Steam Brewery". It is believed that these words were removed due to the stonework forming the letters crumbling so that pieces fell into the street below.

NORTHAMPTON - CASTLE BREWERY (SP 748 603)

T. Manning & Co. were at the Castle Brewery by 1885 although the buildings look somewhat older than this. By 1896, the business had become a limited liability company and traded as T. Manning & Co. Ltd. at Castle Brewery, Block Lion Hill with registered offices at 9 Abington Street until 1933 when it was acquired by P. Phipps & Co. Ltd. The company's name survived for a few years, certainly until 1936, although the registered office was then the same as that of P. Phipps & Co. Ltd.

brewery buildings are now used by George Webb & Sons Ltd., footwear manufacturers, mainly for storage purposes. The front, north side, is of dressed brown stone with architectural features and is at a much lower level than the fairly recently reconstructed Black Lion Hill. At the rear, along Green Street, the brown stone is not dressed and discontinuities in the courses and roof line indicate erection at different times. The roofs are of blue/grey slate and from the centre rises one of truncated-pyramid form surmounted by a glass clerestory capped by a small slate roof, hipped at both ends. At the east end, at the junction of Black Lion Hill and St. Peters Way, is a separate building, used as offices, but which could have been the brewers house in earlier times.

NORTHAMPTON - LION BREWERY (SP 756 597)

Thomas Hagger was in business as a brewer at South Bridge in 1841 and in the following year there was reference to his "extensive brewery" (22). In 1849 his address was Cotton End and Bridge Street but by 1854, trading as brewer, maltster, wine and spirit merchant at Cotton End, he was also trading as a coal merchant at South Bridge.

By 1864, Jope & Jope were ale and porter brewers at the Lion Brewery, Cotton End, with an extensive trade at London, Leicester, Rugby, Wellingborough, Kettering, Market Harborough, Lutterworth, Towcester and Weedon and a large stores at 47 Grey Friars' Lane, Coventry. The prices of their products in 1865 were:-

x Ale	7/6	per 9 gallons
xx Ale	9/9	ditto
xxx Ale	12/9	ditto
xxxx Ale	13/9	ditto
Porter	9/9	ditto
Single Stout	12/-	ditto
Double Stout	13/-	ditto

(At the same time, they were advertising Best Foreign Pale Brandy at 30/- per gallon, Super Scotch Whisky at 21/- per gallon and Best Gin at 14/- per gallon).

In 1866 the premises seem to have been acquired by Coales, Allen & Cooper. By 1878, the partnership had been reduced to Coales & Allen. Shortly before 1885, Coales had been replaced by Burnett and the business was still Allen & Burnett when acquired by the Northampton Brewery Company Limited in 1890. Brewing appears to have continued at the Lion Brewery at least until 1896. The site was used for storage and at one time the buildings along the river were used by the NBC swimming club. The site is now occupied by Greenough & Co., builders' merchants, as a result of negotiations by the NBC to take over the original Greenough site, adjacent to the Phoenix Brewery, in the late 1940's.

Although some buildings have been demolished, as indicated by the marks left by the gable end of a former building on the side facing Bridge Street, a substantial three-storey brick building with hipped slate roof remains. It has a large central archway at ground level whilst two stone lions, now rather weather-worn, at roof level still give testimony to the name of the former brewery.

NORTHAMPTON - (PHIPPS') BREWERY (SP 754 598)

Despite the number, and importance, of other breweries in the town, this brewery does not appear to have been given a name other than that of its owners. On some large scale OS maps, whereas elsewhere in the town the sites are marked as 'Brewery' or 'Phoenix Brewery' the Phipps' site is labelled 'Northampton Brewery'.

The business was started by Pickering Phipps, in Towcester (see page 24) in 1801. His small brewery was unable to cope with the increase in trade and in 1817 he bought premises in Northampton, South Quarter, on the site of the present brewery. By 1823 he had taken his son Richard into the business and when he died, Thomas Phipps joined Richard. By 1849, the brewery was operated by T. Phipps & Co. but a year later, the grandson (also named Pickering) of the founder joined the family partnership which by then was trading as brewers, maltsters, wine and spirit merchants. In 1864 the business was given as Pickering and Richard Phipps, Northampton Brewery, 160 Bridge Street.

The original brewery was replaced in 1865 by the 'New Brewery', to the designs of Davison & Scamell of London. Power was provided by a twin-cylinder horizontal steam engine built by Thornewill and Warham, the Burton-on-Trent brewing engineers. This drove, through bevel gears, a vertical shaft which passed up through all five floors of the new building, with bevel gears taking the drive to machinery, pumps, etc. on

each floor. Between 1872 and 1877 further additions of large fermenting rooms and cellars were made and the brewing capacity was increased to about 600 barrels (21,600 gallons) per day. During this period, in 1874, the company erected a new brewery at Towcester.

In 1881, the brewing and malting (at that time Phipps' had 11 maltings, making almost the whole of the malt they used) business was formed into a limited liability company with registered offices at 8 Gold Street and a capital of £500,000 under the chairmanship of Pickering Phipps, (the second). He was twice Mayor of Northampton; also Member of Parliament for the district and chairman of a local bank which was taken over by Lloyds Bank Limited. His son, the third member of the family to be named Pickering, became chairman of the company in 1890 and is reputed to have ruled it aristocratically and with a rod of iron until he died in 1937.

By 1891 the public swimming baths in Northampton, situated between Cattlemarket Road and Bridge Street, were worked in connection with the brewery opposite (23). The heat that was generated during fermentation and abstracted by the attemperators in the fermenting vessels, was transferred to the water utilised in the baths.

During 1905, extensive alterations and additions were completed at the brewery under William Bradford & Sons of London, as Consulting Engineers. These comprised a new fermenting house, copper house, cask washing yards, coopers' shops, boiler house, smithy and dray sheds. The producing plant in the brewhouse was entirely reconstructed to give a considerably increased capacity. The bottling stores were also re-arranged and enlarged. Concrete floors and iron staircases were used throughout, to render the buildings fireproof (24).

The company acquired Ratcliffe & Jeffery (see page 19) in 1899, Hipwell & Company (of Olney, Buckinghamshire) in 1920, T. Manning and Company Ltd. (see page 19) in 1933 and Campbell Praed, Wellingborough (see page 26) in 1954. In 1957, the company merged with Northampton Brewery Co. Ltd. to form Phipps Northampton Brewery Ltd., thus bringing together two rivals who had been competing against each other for a great many years - with only an eighteen inch brick wall separating their premises. The merger brought under one management the 711 Phipps' and 420 NBC public houses, and the Phipps' board was reconstituted to include representatives from the boards of both companies. The amalgamation was an 11 acre brewing complex although the two breweries tended to operate independently as North Brewery (ex - NBC) and South Brewery (ex - Phipps'). Apart from the normal business of brewers, the new company ran a wine and spirit business under the name of Lankester & Wells and produced mineral waters under the name of R.C. Allen.

The intention was that the beers of each concern would continue to be available to the public generally.

In 1960, the company became part of Watney Mann Ltd. At this time, the Northampton company's assets were £8m. compared with the £38½m. of the Watney group. The name was shortened, in 1964, to Phipps Brewery Ltd. Early in 1968, having regard to the considerably enlarged trading area in which the company operated with consequent diminution in the significance of the local name, the company became Watney Mann (Midlands) Ltd.

Almost immediately, there was a change in brewing technique and on Monday, May 20, 1968 the company stopped brewing the old-style bitter beer which was "fined" by the traditional method of taking the beer to the public house and letting it settle or "drop bright" in a period of about 48 hours. Instead, all of the beer was treated, after fermentation, by chilling and filtering and racked into metal casks. This treatment was given to the products of both the 'North' and the 'South' breweries for which there is a common pipe distribution system after the fermentation stage.

It is hoped to make a full survey of Watney Mann's Northampton site in the near future but the main features of the southern part of the site are as follows:-

At the South Bridge, is the former Crown maltings built for Ratcliffe & Jeffery (see page 19) in 1877, later used by Lankester & Wells as wine and spirit store and subsequently by Brown and Pank for the same purpose. Four storeys high from the river level, it is of brick, blue for the first storey and red for the remainder, with a hipped slate-covered roof. From the riverside, it is symmetrical with a thin central stone protrusion for the hoist, beginning at first floor level and terminating in a thin turret rising above the roof, surmounted by a concave sided pyramid roof. When used as maltings, the kiln seems to have been at the west end but has since been demolished.

The 1905 boiler house has been removed, together with most of its chimney although the large square base remains. The Thornewill & Warham steam engine was scrapped in 1949 and for the last years it was in use, ran on only one cylinder, the crosshead for the other having been dismantled. Refrigeration was on the Lind system using Lightfoot horizontal ammonia compressor built c. 1907 and driven first by a drive from the steam engine, then by a separate oil engine and latterly by its own electric motor. This refrigeration system was replaced in 1961 by one using three compressors, each of six cylinders in three banks of two, by Halls of Dartford.

The copper house, with four closed-type coppers, now heated by internal steam coils, supported in circular brickwork is as in 1905 except that the two square brick chimneys have gone since external firing is no longer practised. The five-storied brick brewhouse has had an extension added at the north end of the east side subsequent to 1905, but still retains the slate covered mansard roof with dormer windows.

The original fermenting house has a truncated pyramid roof, capped with a small glass clerestory covered by a small partly hipped (lower portion) roof. Fermenting takes part in two stages, the initial period in fairly modern fermenting rounds and then being run into rectangular vessels, of Welsh Slate, for the final fermentation.

The buildings allocated to cask washing, stables etc. in 1905 have all been altered to stores, with considerable structural alterations to be able to accommodate fork lift trucks and pallets for loading. These buildings are now largely hidden from Bridge Street by the new office block, with an inset of curtain walling built after the Phipps-NBC amalgamation in 1957.

The former offices of P. Phipps' & Co. Ltd., built in 1881 by S.J. Newman still stand on the N. side of Gold Street (SP 754 604). The style has been described as a mixture of 17th century Dutch and French.

NORTHAMPTON - PHOENIX BREWERY (SP 754 598)

This brewery was built in 1856 at 114, 116 and 118 Bridge Street by three Phillips brothers, who by 1870 referred to it as The Steam Brewery. In 1873 they gave their address as Northampton and Burton-on-Trent and advertised Northampton Ales at 10d., 1s.0d., 1/4d., 1/5d. and 1/6d. per gallon, as well as Burton Ales (25). By 1874, the brewery was trading as 'The Northampton Brewery Company (late Phillips Brothers), Northampton and Burton-on-Trent' selling ales at 8d., 10d., and 1s. per gallon (26).

The business became the Northampton Brewery Company Limited in 1887 and Samuel Seckham, an Oxford architect, was a prominent member of the board. In 1890, the Lion Brewery (see page 20) of Allen and Burnett was acquired.

By 1891, the brewery consisted of a four-storied brick building, with a stone frontage (of only three storeys) to Bridge Street. Deliveries by road were assisted by a sack hoist mounted at one of the large 'window' openings on the third storey, overlooking Bridge Street. Immediately north of the brewery were the premises of R.E. Greenough, whose Steam Flour Mills were served by a wharf, north from the river. This was on the West side of the brewery so that the latter had to use water transport from its maltings a few hundred yards away at Weston Wharf. (The maltings which, until 1968, stood on the south side of Weston Street, now St. Peter's Way, belonged to Phipps' Brewery). It appears (27) that, from the river, a short canal was cut running along the south side of the brewery and terminating at Bridge Street.

The brewery's coopers, smiths, cart and dray builders and cask washing sheds were also at Weston Wharf so that the casks also had to make a short water-borne journey to the brewery. The waterway was also used to convey the beer and stout to various parts of the Midlands. The brewery produced about 2000 barrels per week but new plant was laid down in the early 1890's to increase output.

In 1896, Chouler & Co., Coventry were acquired and early in the 1900's W.J. East & Co. Ltd.'s Hope Brewery at Milton (see page 15). A serious fire gutted practically the whole of the brewing plant during the First World War. Generous assistance from other brewers enabled the Company to continue trading until a licence was available to rebuild in 1922. The stone frontage onto Bridge Street was retained but the rear was almost entirely rebuilt.

The company subsequently acquired Eady and Dulley, Market Harborough in 1929; Lankester & Halls, wine and spirit merchants Northampton in 1931 and Phillips, Stamford in 1952.

There have been several alterations to the original stone frontage of the brewery. The two centre doorways have been converted to windows and there is no longer a sack hoist from the third storey. Apart from a discontinuity in the height of the wall at roof level which replaced the earlier balustrades flanking a panel carrying the name of the brewery, the front is essentially symmetrical. At ground floor level, there are doors at each end with semi-circular fan-lights and arches. Between the doors are four tall windows with curved tops and the two windows replacing the earlier central doors. The second storey has six rectangular windows arranged three each side of a large bay window. The third storey has nine tall rectangular windows, seven surmounted by semi-circular arches and the outside two by triangular pediments.

Inside, the plant appears to be more modern than that of the South (Phipps') Brewery. The enclosed coppers are of stainless steel but there is a mash tun with wooden lagging, built by Briggs of Burton-on-Trent about 1919 and still driven by overhead gearing fitted with apple-wood cogs. In 1874 a Pontiflex and Wood single cylinder (10" x 14") horizontal steam engine was installed. This went out of use in 1932 when 420v d.c. supply was obtained from the Northampton Electric Light & Power Company, and the engine was scrapped soon afterwards.

NORTHAMPTON - VICTORIA BREWERY (SP 761 609)

Youil Brothers & Company were brewing here in 1870 and continued until shortly after 1890. By 1894, Major-Lucas & Co. were in business at Victoria Brewery, 29 Kettering Road, as brewers, maltsters and hop factors. In 1903 Walker & Soames were given as brewers at Victoria Brewery, Northampton as well as at Towcester and 'The Brewery', Buckby Wharf (they were at the latter places by 1896 and 1898 respectively). There are references to Walker & Soames at the Victoria Brewery until 1933-34.

The main brewery premises are now occupied by the British American Last Works with entrance from St. Michaels Road. The original entrance from 29 Kettering Road is now a car showroom. The tallest building is almost square in plan, four storeys high of brick with a hipped slate roof which formerly carried some embellishment above the ridge. On the west side, are signs of a porch for an external hoist and bricked-up doorways at several floor levels. On the east side, the 'tower' building is joined by a smaller brick building, of two storeys, whose slate roof, with the outside (east) end gabled, is surmounted with a louvred wooden ventilator, also with gable-ended slate roof.

OLD (SP 788 734)

Joseph Tomblin was listed as a brewer and maltster here in 1854. Just before 1894, the business was in the hands of Tomblin Brothers whose bill-heads showed them as brewers, maltsters and hop merchants. By 1903 Charles Stafford Tomblin was carrying on the business but in 1906 the premises were up for sale (28). They were described as 'Five Quarter Brewery.....having an excellent supply of specially suitable water A well-known and old established brewing trade has been carried on for many years'. The sale was also to include "The Chequers" at Old, "The Fox Inn" at Scaldwell and "The Fir Tree Inn", Spratton.

The brewery house, a fine brown stone building stands between the roads to Faxton and Broughton as they meet in the village. The brick brewery buildings extend back from the house along the Faxton road and at right angles to this.

OLD STRATFORD

George Edward Thorne was a brewer and maltster here in 1854.

OUNDLIE

There seems to have been at least four brewing sites here:-

Thomas Barnes was a baker, brewer and maltster in New Street between 1864 and 1874.

The Union Brewing Company (ale and porter) were in West Street. Richard Gibbon was the manager in 1841 as was George Cranely in 1850.

Anchor Brewery (TL 038 879)

The cluster of buildings, with red pantile roofs, is on the east of the road after crossing the South Bridge into Oundle and before the turn into South Back Way.

North Street Brewery (TL 042 883)

John Smith & Co. were brewing at North Street in 1823. By 1847 he had been joined by Tibbits and together they traded as ale and porter brewers until sometime after 1854. By 1866 it was simply Smith & Co. and continued, with a change of title to Smith & Co. (Oundle) Ltd. until after the Second World War.

Many of the buildings have been demolished but a few remain in the area between Black Pot Lane and North Street. Some of the firm's maltings are now in use as stores by Whitworths (Holdings) Ltd.

PITSFORD

John Underwood, listed only as a baker in 1849 was also a brewer by 1854 and continued as such until shortly after 1866.

RAUNDS

William Blow was a brewer during a period covering 1864-1866, at the "Golden Fleece".

ROTHWELL

Thomas Henry Gotch was brewing in High Street about 1847-1850.

SLIPTON

Amos Bland was a brewer and beer retailer in 1854.

SUDBOROUGH

In 1847, John Chew Tebbutt was listed as a brewer and continued as such, with the additional occupations of maltster and farmer until shortly before 1874 when his executors carried on the business. By 1885, F. & J. Tebbutt were trading as brewers. In 1889 the address was given as 'The Brewery, Sudborough' when Mr. Frederick Tebbutt was the sole proprietor and continued until about 1898.

SYRESHAM (SP 629 416)

Mrs. Sarah Linnell was listed as maltster and beer retailer in 1854 but by 1874 was brewer retailer. The business was carried on by William Linnell from c. 1885. About the turn of the century, the business became King's Royal Crown Brewery Company. By 1924 the title had been shortened to King's Brewery and remained so until sometime after 1940 when the brewery closed. The buildings have been demolished and new houses erected on the site.

THORNBY

In 1854 Mrs. Elizabeth Emerton was brewer here until c. 1866 by which time her son, John, was listed as maltster. From about 1870 to at least 1894, John Emerton was in business as brewer and maltster.

TITCHMARSH

Thomas Rippin was a baker and brewer in 1870 and by 1874 was brewer and maltster.

TOWCESTER

There seems to have been three brewery sites at Towcester.

Pickering Phipps, a wine, brandy and hop merchant at Towcester, informed his customers in 1801 that he had entered business as a common brewer there. His brewery on the west side of High Street (SP 693 486) was very small and relied entirely on manual labour. It was unable to cope with the increase in trade and so in 1817 Phipps obtained premises in Northampton (see page 20 for the later history of the business). The business continued trading at Towcester as brewers, wine and spirit merchants, maltsters and hop factors: William E. Vernon was the manager at the High Street premises in 1870.

In 1874, Pickering & Richard Phipps built a new brewery at Towcester, on the east side of the High Street (SP 695 484) the original brewery presumably becoming a stores. The new brewery employed about 70 men (29) and could produce about 150 barrels per day. Sometime before 1890, a large malting room was added in which 120 quarters of barley could be worked in one steep. Brewing ceased shortly before 1905 when extensions were completed at the Northampton brewery (including the transfer of the rectangular slate fermenting vessels from the Towcester brewery) and production was concentrated on the one site. P. Phipps & Co. Ltd. sold their sites in Towcester in 1921 and in 1938 the Towcester Mill and Trading Company took over the remaining buildings of the 'new brewer'. These have been extensively altered but the small red brick brewery office survives on the left of the entrance and the maltings now house stores and grain preparation plant.

In 1854, King and Sheppard were trading in High Street as ale and porter brewers, wine and spirit merchants, maltsters and hop factors. In 1870, John Charley Harvey of High Street was described as a brewer (although he may have been the brewer for William Vernon managing Phipps' Brewery). The address of Walker & Soames was given as 'The Brewery, Towcester' in 1896. A building on the west side of High Street, next to the 'Peacock' public house (SP 694 484) has a datestone of 1896 bearing the initials 'W & S'. The firm of Walker & Soames has been associated with mineral water manufacture but they were also at The Anchor Brewery, Long Buckby (see page 15) and Victoria Brewery, Northampton (see page 23) and were listed under Brewers in Directories from 1903 until 1933.

WEEDON

Bull and Short were brewers at Weedon in 1847. Five years later John Short of Bull Inn Weedon Beck, was bankrupt and the sale notice (30) disposing of his property included: 10 quarter malthouse, complete Brewery with plant, steam engine and every necessary apparatus for carrying on the Brewing Trade. By 1854, John Smith was at the Bull Inn as brewer and farmer. In 1864 the only brewer listed for Weedon Beck was W. Smith at "Queen's Head" inn.

Alfred Bull was a brewer at Upper Weedon in 1896.

WELDON

In 1841 Daniel Webster was agent to Lord Winchelsea and a brewer but by 1847 he was listed only as a brewer. In 1854 he was no longer brewing but shown as farmer and grazier. The same year, Thomas Wade was just a carpenter but for 1866, under Little Weldon, he was also a brewer. By 1870 he was brewer and wheelwright.

WELLINGBOROUGH

William Crafts was a brewer in Wellingborough in 1784 and in 1790, Andrew Wilson Advertised (31):-

'Having it now in my Power with great Truth to inform my Friends and the Public that my Porter is become of proper Age and excellent in Quality, and that I have a considerable Quantity at this Time in my Store-Rooms fit for immediate Drinking; I take the liberty of requesting the Favours of the Unprejudiced and shall be happy in as many opportunities of those who may be too much prejudiced in Favour of London-brewed Porter will give me, at my Brewhouse here, to convince them, that it is a kind of Malt Liquor that may be brewed with equal Propriety in the Country as in London; and that I have already had the Sanction of so many professed Porter-Drinkers respecting the Matter, as to enable me to speak thus far with the fullest confidence. Any quantity, not less than four Barrels, will be delivered within ten Miles of this Place, carriage free after the Rate of One Shilling per Gallon.



Very excellent mild ALE and BEER, and at moderate Prices, either Publicans or private Families may always depend on meeting with at the above Brewhouse'.

Charles Charter was a brewer, beer retailer and corn merchant, at 33 Market Street, for a period including 1864-1874 but there were two main brewing sites in Wellingborough.

Dulley's Brewery (SP 894 677)

A David Dollay was listed as a brewer in Sheep Street in 1823. It is possible that his surname was mis-spelt as in 1840 William Dulley was establishing his brewery, below the Woolston brewery and behind the "Golden Lion" in Sheep Street (32). He was also a spirit merchant by 1854. In 1864 Wm. Dulley, senior and Wm. Dulley, junior, were listed separately as brewers, both in Sheep Street but there was only one Wm. Dulley by 1866. William Dulley & Sons were carrying on the business in 1874 when James Dulley, 17 Sheep Street, was described as a brewer's assistant. For the period 1885-1890 the address was given as London Road (the continuation of Sheep Street) but by 1894 this had reverted to Sheep Street. By 1903 the firm had become W. Dulley & Sons Ltd. and traded as such until 1920 when it was acquired by Praeds, the other Wellingborough brewers.

Brewing ceased immediately and the chimney, a familiar landmark in the town, was felled straightway (32). The other buildings were taken over for other purposes, including a wholesale tobacconist. Many of these were damaged during the Second World War and have been subsequently demolished.

Situated back from Sheep Street, near where this is joined by Castle Lane, there is a single storey red brick building, with hipped slate roof which was formerly offices. The key stones of the flat arches over doorways and windows are surmounted by bricks moulded to show the different ingredients for brewing, such as barley and flowers of hops. Towards the north west corner of the building is the remains of a tower, still supporting a clock, below which are decorative cornices and a large decorative plaque of a swan, in moulded brickwork. The base of the chimney, demolished in the 1920's after closure, is still to be seen behind the "Golden Lion". About 100 yards east along Castle Lane, is a small two storey shop factory converted from what was formerly Dulley's swimming pool and the former owner's name can still be discerned by faded paintwork on the brickwork.

Woolston/Praed's Brewery (SP 893 678)

Another brewer in Sheep Street in 1823 was George Margetts. Walker's Map of 1827, showing Wellingborough, marks Brewery which could be that of John Woolston. His brewery in Sheep Street had already been established some time when Dulley was setting up his brewery in 1840.

In 1847 Woolston was also shown at Market Street but thereafter at Sheep Street (and Midland Road in 1864). In 1874 he was also a corn and seed merchant.

A new brewery was built on the site in 1878 and by 1885 was owned by Campbell Praed & Co. Ltd. Despite attempts by Phipps to acquire the business in the 1920's, Praeds continued until 1954 when, by mutual consent, they were eventually taken over by Phipps. Brewing continued for about another year and after closure the site was acquired by Wellingborough U.D.C., who quickly demolished the buildings to make a car park.

Alphabetical list of Northamptonshire Brewers and their Locations

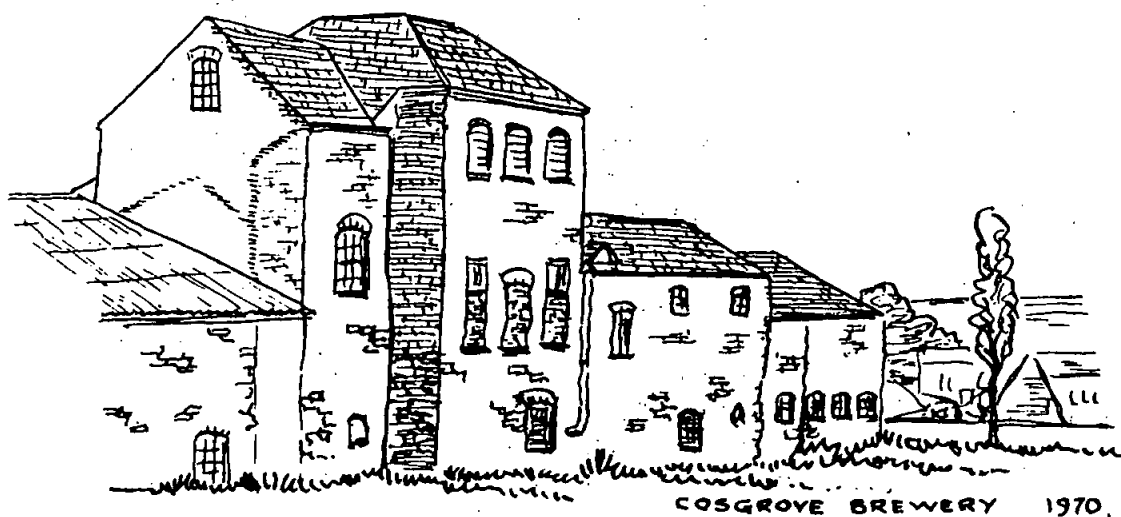
Abington Brewery Co. Ltd.	Northampton-Abington	Coales, Allen & Cooper	Northampton-Lion
Allen & Burnett	Northampton-Lion	Coales & Allen	ditto
Battle, William & Bros.	Cranford St. John	Cockerill, J.	Milton Malsor
Barnes, Thomas	Oundle-New Street	Colegrove & Sons	King's Sutton
Beardsley, Arthur Bent	Oundle-Anchor	Cooper, Henry	Northampton
Bell, Charles	Kettering	Crafts, William	Wellingborough
Bennett, James	Northampton	Cunnington, John & William	King's Cliffe
Berridge, J.	Fotheringhay	Denbigh & Co.	Northampton-Lorne Rd.
Bland, Amos	Slipton	Dorman, Pope & Co. Ltd.	Northampton-Abington
Blencowe, William	Brackley	Dollay, David	Wellingborough
Blow, William	Raunds	Dulley, W. & Sons Ltd.	Wellingborough
Bull, Alfred	Weedon, Upper	Durham, James & Son	Northampton
Bull, Francis D.	Cosgrove	Durrans, Paul	Oundle-Anchor
Bull & Short	Weedon	East, W.J. & Co. Ltd.	Milton Malsor
Campbell, Macleod C.	King's Cliffe	Edwards, William	Easton-on-the-Hill
Chance, J.	Northampton	Elsworthy, John	Kettering-Crown
Charter, Charles	Wellingborough	Emerton, Mrs. E & John	Thornby
Chesham & Brackley Brewery Co. Ltd	Brackley		

Fane, William Henry	King's Cliffe	Phipps, Pickering, Richard)	Northampton-Phipps
Freeman, R.	Northampton	Thomas, P. & Co.Ltd.)	and Towcester
Gibson, Isaac	Corby	Praed, Campbell & Co.Ltd.	Wellingborough
Goddard, Christopher	Crick	Ratliffe, Thomas)	Northampton-Albion
Gotch, Thomas Henry	Rothwell	Ratliffe & Jeffery)	
Grose, Thomas	Long Buckby	Ripplin, Thomas	Titchmarsh
Grove, H.	Crick & Long Buckby	Rose, Mrs. Anne	Kettering
Hagger, Thomas	Northampton-Lion	Short, John	Weedon-Bull Inn
Harvey, John Charles	Towcester	Sibley, John Dickens	Northampton
Hipwell, R.	Brixworth	Smith, Mrs. Elizabeth	Dodford
Hipwell, W.	Kettering	Smith, John	Weedon-Bull Inn
Hopcraft, A.	Brackley	Smith, W.	Weedon-'Queens Head'
Hopcraft & Norris	Brackley & Long Buckby	Smith, John & Co.Ltd.	Oundle-North Street
Jones, Thomas	Litchborough	Smith & Tibbits	ditto
Jope & Jope	Northampton-Lion	Taylor, E.	Brackley
Ketton & King's Cliffe		Tebbutt, Frederick & John	Sudborough
Brewery Co.Ltd.	King's Cliffe	Thorne, George Edward	Old Stratford
King's Royal Crown	Syresham	Tomblin, Charles, Joseph,	
King & Shepherd	Towcester	Bros.	Old
Knight, W.D.	Chelveston	Underwood, John	Pitsford
Lilley, James	Milton Malsor	Union Brewing Co.	Oundle-West Street
Linnell, Mrs. Sarah &		Wade, Thomas	Weldon
William	Syresham	Walker & Soames	(Long Buckby,
Low, J.	King's Cliffe		(Northampton-Victoria
Major-Lucas & Co.	Northampton-Victoria		(and Towcester
Manning, T. & Co. Ltd.	Northampton-Castle	Warner, John	Kettering
Margetts, George	Wellingborough	Warren, Daniel	Cosgrove
Marston, Thompson &		Webster, Daniel	Weldon
Evershed Ltd.	Kettering	Wells, Charles (Bedford)	(Northampton-
McKee, Charles Frederick	Oundle-Anchor	& Co.Ltd.	(Abington
Minards, William	Milton Malsor	West, Septimus	Irthlingborough
Montgomery & Co.	Long Buckby	Wilson, Andrew	Wellingborough
Muddeman, William	Northampton	Wilson, Mrs. Elizabeth	
Neall, George	Northampton	& John	Northampton
Northampton Brewery		Wood Bros.	Daventry
Co. Ltd.	Northampton-Phoenix	Woodward, Allen	Easton-on-the-Hill
Phillips Brothers	Northampton-Phoenix	Woolston, John	Wellingborough
		Youil Brothers & Co.	Northampton-Victoria

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REPORTS OF INDUSTRIAL ARCHAEOLOGY IN THE INDIVIDUAL COUNTIES

BERKSHIRE

Courses

The third year of the course on Industrial Archaeology is under way at Mansbridge House, Reading. This year the group has gone beyond the realms of industrial archaeological techniques. Some of the lecturers have been examining the economic conditions behind the various elements of transport at the commencement of the Industrial Revolution.

Fred Roberts gave a very good lecture on the industrial growth of Newbury with its associated villages and their trades.

John Gray gave a lecture on Buscot Park, the industrialised agricultural estate near Faringdon. It is time that this material was published for it contains a real contribution to agricultural conditions and economics in the late 19th century - a contribution which has only come to light by using archaeological techniques.

J.K.M.

BUCKINGHAMSHIRE

Preservation

The Quainton Railway Society Limited administers a Railway Preservation Centre at Quainton Road Station (SP 738 189), near Aylesbury. The Centre was formerly the old "down sidings" at the station, which is six miles north of Aylesbury on the ex Great Central-Metropolitan joint main-line. By road, the station is north from the A41 at Waddesden, north west of Aylesbury.

It is hoped that the main station building block on the "Up" side of the line will also be saved by the Society for preservation. In general, the "down sidings" and platform at Quainton formed the "cut off" from the main line by the old Brill Tramway and in fact there is still some visible evidence of this old branch line at Quainton today.

There are a fair number of locomotives to be found at Quainton. Some are owned by the London Railway Preservation Society and some by individual members.

The locomotives either already at Quainton or likely to be there in the near future include:-

BR 30585	2-4-OWT	Built by Bayer Peacock in 1874 and originally on the London and South Western Railway
L.44	0-4-4T	Built by the Metropolitan Railway at Neasden in 1896.
L.99	0-6-OPT	Built by Kerr, Stuart in 1930 for the Great Western Railway and transferred to London Transport in 1963. Ex-London Transport Executive in 1970.
TRYM	0-4-OST	Built by Hunslet Engine Co. Leeds in 1883 and used by Howard Farrow & Co.Ltd., Contractors, Hendon.
SWANSCOMBE	0-4-OST	Built by Andrew Barclay in 1891 and used at Thurrock Chalk & Shiting Co. Ltd., Essex until 1966.
SYDENHAM	4 w. WT	This is a geared locomotive, something like a traction engine to pull on railway lines built in 1895 by Aveling & Porter. Used by British Oil & Cake Mills Ltd., Erith, Kent.
PUNCH HULL	0-4-OST	Built by Andrew Barclay in 1896. Donated by Associated Portland Cement Manufacturers Ltd., Dunstable Works, Bedfordshire in 1967.
No.14	0-4-OST	Built by Manning Wardle in 1912 and used at Irchester Ironstone Quarries Northants. until c. 1969.
No.1 SIR THOMAS	0-6-OT	Built in 1919 by Hudswell, Clarke and used by the Oxfordshire Ironstone Co. Ltd. near Banbury.
-	0-4-OST	Built by Andrew Barclay in 1926 and came from North Thames Gas Board, Southall in 1966.
CUNARDER	0-6-OST	Built by Hunslet Engine Co. in 1931 and used at APCM Ltd., Harbury, Warwickshire.
V.75	0-4-OST	Built by Bagnall in 1932 and obtained from General Electric Co. Ltd., Erith, Kent in 1966.
TOM PARRY	0-4-OST	Built by Andrew Barclay in 1935 and given by APCM, Dunstable works in 1967.

-	0-6-OST	Built by Yorkshire Engine Co. in 1951 and used by National Coal Board at Chidet Colliery, Kent.
JUNO	0-6-OST	Built by Hunslet Engine Co. in 1958 and came from Stewarts & Lloyds Minerals Ltd., Buckminster Ironstone Quarries, Lincolnshire in 1969.
-	4 w	A diesel mechanical loco built by Kerr, Stuart in 1930 and presented by Redland Flettons Ltd., Kempston Hardwick, Bedfordshire in 1969.

The Society also possesses several items of rolling stock including ex-Midland Railway open wagon, covered wagon and brake wagon. There are also coaches and a Manchester canal-type wooden side tipping wagon from Irchester Ironstone Quarries, Northants.

Visitors are welcome any week-end throughout the year. Special Open Steam Week-ends will be held at Easter, Spring Bank Holiday, Mid-July and August Bank Holiday. On these occasions, several locomotives will be in steam and visitors will be able to have rides. Only on these special occasions will admission be charged, approximately two shillings.

The Quainton Railway Society Limited would be pleased to hear from prospective members who may obtain details of membership from G.S. Mimms, Publicity Officer, 64 Elmwood Crescent, Luton.

NORTHAMPTONSHIRE

Studies

Orton Brickworks, near Rothwell (SP 808 800). The Corby, Kettering & District Industrial Preservation Society and other members of the Northamptonshire Industrial Archaeology Group combined for a day's work at these brickworks. (See Bulletin No.13, July 1970, page 23 for brief history and description). The trees growing through the Barrows & Stewart portable engine were cleared away and a survey made of the transmission in the brickworks to see if the crankshaft and other parts of the engine's "motion" were still serviceable. (These parts were removed when a tractor was used instead of a steam engine to power the brickmaking machinery and it was necessary to reduce the speed of the drive).

Also in the undergrowth were found parts of two sets of horse-gear utilised to drive the machinery before the introduction of the steam engines.

The extrusion machine was cleaned-up together with a pipe-making die. A wire cutting machine was refurbished and positioned at the extruder to complete a reconstruction of the pipe-making process for recording by the photographers present.

Mediaeval Pottery Kiln, Potterspury. A 14th century potters' kiln was excavated during June and July in the front garden of the home of Mr. Douglas Cuthbertson of the High Street, Potterspury. Mr. Dennis Mynard, Northampton Development Corporation's archaeological officer, who is also secretary of the Wolverton & District Archaeological Society which made the excavation described it as "one of the finest examples of the mediaeval period to have been excavated in this country and is the only one with a stone lined stoke-hole". The pottery is a pink buff colour with a rich green glaze and the main products were jugs, cooking pots and bowls. Potterspury was a centre of the local mediaeval pottery industry from before the 14th century and supplied an area within a 20 mile radius. The industry developed throughout the mediaeval period and right up to the 18th century when the Staffordshire pottery industry took over.

Mediaeval pottery kiln, Newland, Northampton. There are references to "Poters" field situated at the top of Newlands which was built over in the last century. Mr. Mynard (see above) believes the kiln was making pottery similar, but slightly inferior, to that made in Potterspury and hopes to locate and excavate the kiln when the Newland area is redeveloped.

Insurance Marks. Mrs. Joyce Palmer of 5 Saxon Rise, Earls Barton is making a survey of insurance marks in the county and would welcome information on locations of these, particularly as to where they have been before removal for safe keeping.

