

# CAKE AND COCKHORSE



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# BANBURY HISTORICAL SOCIETY

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## **President**

The Lord Saye and Sele

## **Chairman**

Dr Helen Forde, Lovells, The Square, Kings Sutton, Banbury OX17 3RE  
(tel. 01295 811247; email: <[helen.forde@lovells-online.co.uk](mailto:helen.forde@lovells-online.co.uk)>)

## ***Cake and Cockhorse Editorial Committee***

**Editor:** Jeremy Gibson, Harts Cottage, Church Hanborough, Witney, Oxon. OX29 8AB  
(tel. 01993 882982; email: <[jeremy.gibson@efhbroadband.net](mailto:jeremy.gibson@efhbroadband.net)>)

**Assistant editors:** Deborah Hayter (commissioning), Beryl Hudson (proofs)

## **Hon. Secretary:**

Simon Townsend,  
Banbury Museum,  
Spiceball Park Road,  
Banbury OX16 2PQ  
(tel. 01295 753781; email:  
<[simon.townsend@cherwell-dc.gov.uk](mailto:simon.townsend@cherwell-dc.gov.uk)>)

## **Hon. Treasurer:**

G.F. Griffiths,  
39 Waller Drive,  
Banbury,  
Oxon. OX16 9NS;  
(tel. 01295 263944; email:  
<[gs@gfgriffiths.plus.com](mailto:gs@gfgriffiths.plus.com)>).

## **Publicity:**

Deborah Hayter,  
Walnut House,  
Charlton,  
Banbury OX17 3DR  
(tel. 01295 811176; email:  
<[deborahhayter@hotmail.com](mailto:deborahhayter@hotmail.com)>)

## **Hon. Research Adviser:**

Brian Little,  
12 Longfellow Road,  
Banbury,  
Oxon. OX16 9LB;  
(tel. 01295 264972).

## **Committee Members**

Dennis Basten, Colin Cohen, Chris Day,  
Deborah Hayter, Beryl Hudson, Fiona Thompson.

## **Membership Secretary**

Mrs Margaret Little,  
c/o Banbury Museum,  
Spiceball Park Road,  
Banbury, Oxon. OX16 2PQ  
(email: <[bemelittle@btinternet.com](mailto:bemelittle@btinternet.com)>).

**Details of the Society's activities and  
publications will be found on the back cover.**

# *Cake and Cockhorse*

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**The magazine of the Banbury Historical Society, issued three times a year.**

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Barrie Trinder's article on the Bicester Cut-off will please the railway-buffs and contributes to the *minutiae* of local (this time railway) history, the sort I applauded from Robert Caldicott on the Wroxton Guide Post. I now know why an early 1900s holiday postcard from my mother to my grandfather Henry Stone came from Barmouth (see page 106). I wonder how many other pre-1914 Banburians holidayed on the Welsh coast because of the through line.

The libraries of Oxfordshire Studies and the Record Office are being merged at Cowley with little left at the Central Library. It is hard to imagine how this is being managed in the already confined space: we wish the hard-pressed and reduced staff well. At least we hope the Record Office policy of restricting shelfspace to "specifically Oxfordshire" books will disappear.

In Banbury we are very aware of the proximity of other counties and dioceses and their influence. As shown in the article on the house in Horsefair, its owners passed easily from county to county. These boundaries were no "Berlin Wall". Fortunately our own excellent Centre for Banburyshire Studies welcomes publications relating to neighbouring counties as well as Oxfordshire.

"No man is an island", and that too is certainly the case with midland counties.

**J.G.**

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*Cover:* A house "on the east side of a certain street in Banbury called the horse faire."

## ***A REMINDER:***

### **THE SOCIETY'S 2011 PRIZE FOR LOCAL HISTORY**

Last year Banbury Historical Society offered a prize for the best piece of local historical research submitted by an individual or a village society. We were very pleased with the response, and received many excellent entries, several of which have already been published in *Cake & Cockhorse*, whilst others have been passed on to the Oxfordshire Family History Society for publication. After much deliberation, the prize was awarded jointly to the Steeple Aston Village Archive Group and the Aynho History Society.

Given the degree of interest, and the fact that many societies did not put in entries last time as their research was not far enough advanced, we are proposing to offer this prize again in 2011. This will be for the best piece of local historical research submitted by 30 April 2011. Again, there is the possibility where appropriate of publishing results in a future issue of *Cake and Cockhorse*. The competition is open to all and the result will be announced at the annual general meeting of the Society in July 2011. We hope to receive entries from local history societies in the area, and also from individual historians.

As before, such work could be the transcription of probate documents, research into old houses, the recording of gravestones and memorials in and around a parish church, the history of a village school, the creation of a photographic archive, or any other of the many topics which local historians, in societies, groups and singly, are investigating. Some of this work may not be suitable for full publication in such a journal as *Cake & Cockhorse*, but could be written up as a report and recorded as such. If on a large scale, it could be published in full as a records volume in the BHS series.

Entrants are requested to submit two copies of the details of their current or completed research to the Honorary Secretary of the Banbury Historical Society, c/o Banbury Museum, Spiceball Park Road, Banbury OX16 2PQ by 30 April 2011. Completed work should be submitted in its entirety and if it takes the form of an article the text should conform to the guidelines for authors recommended by the editor of *Cake and Cockhorse*. If it is in the form of current research a sample of the text should be submitted, together with the likely date of completion and the anticipated final format of the work – e.g. as an article, as a submission to a degree awarding body or as a book. The panel of judges, formed from the committee of the Banbury Historical Society, reserves the right to decide the final format for publication.

For further information, or to discuss possibilities, please contact:

Helen Forde <[helen.forde@lovells-online.co.uk](mailto:helen.forde@lovells-online.co.uk)>

or Deborah Hayter <[deborahhayter@hotmail.com](mailto:deborahhayter@hotmail.com)>

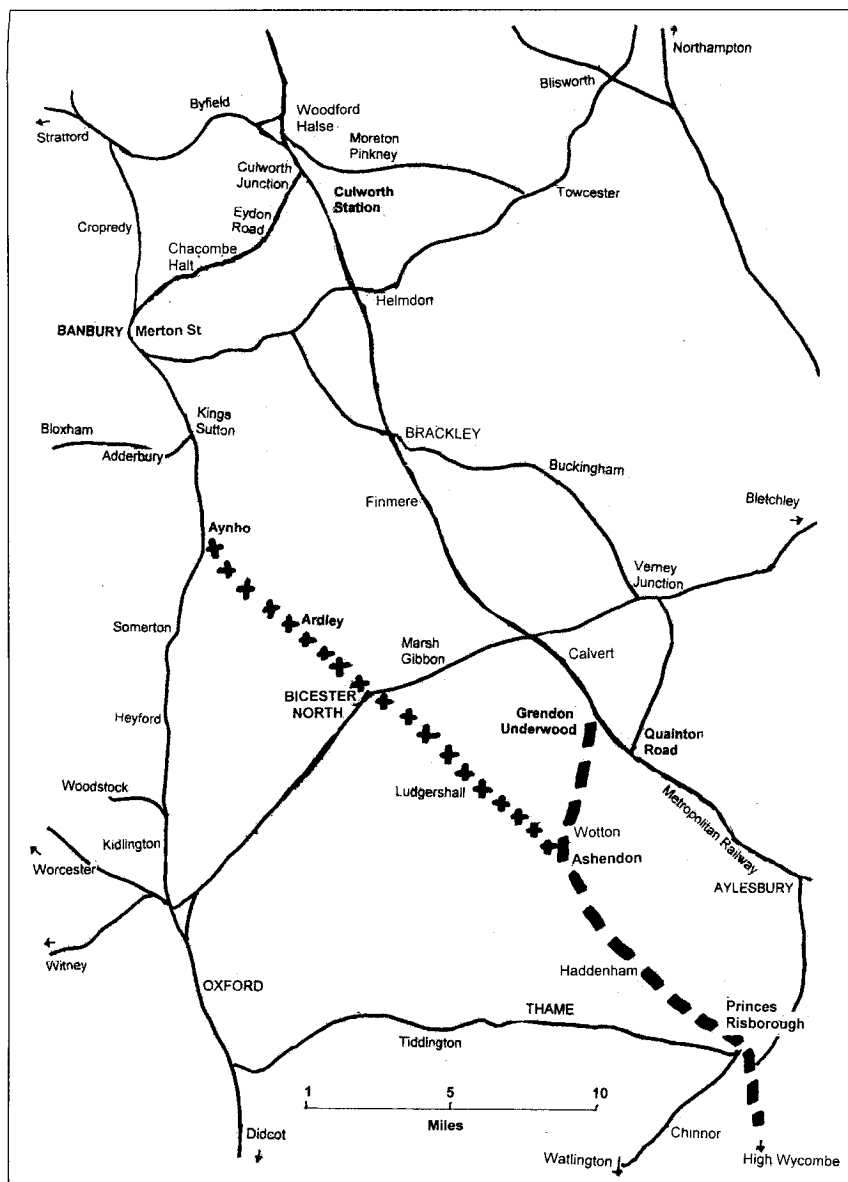
## CENTENARY REFLECTIONS ON THE BICESTER CUT-OFF

*Barrie Trinder*

The centenary of the railway between Aynho and Ashendon Junction, sometimes called the 'Bicester cut-off', was celebrated in July this year. In some respects this has been an unusual commemoration since most main lines are rather older, and only 20 years remain before the *bicentenary* of the opening of the Liverpool & Manchester Railway, which is acknowledged as the first main line railway.

The line opened in 1910 was the final portion of the complex route of the Great Western Railway (G.W.R.) from Paddington to Banbury (and on to Birmingham and ultimately Chester and Birkenhead) that ran through High Wycombe, Princes Risborough and Bicester North. The distance to Banbury was only 67½ miles compared with the 86¼ mile original (1850) route of the Great Western Railway through Reading, Didcot and Oxford, the 77½ mile route of the onetime London & North Western Railway by way of Verney Junction and Bletchley, or the 80¼ mile route of the Great Central Railway which involved reversing at Woodford before travelling through Aylesbury to Marylebone.

The first stretch of rails of the new route out of Paddington formed part of the Great Western main line to Bristol; it opened as far as Maidenhead in 1838. The next section was part of a series of lines authorised in 1897 and built under the direction of a joint committee of the Great Western and Great Central Railways established in 1899. From a junction at Old Oak Common (some three miles west of Paddington) the route was owned purely by the Great Western as far as Northolt Junction, where it was joined by a Great Central link from Neasden on its line into Marylebone. Beyond Northolt jointly-owned rails continued to High Wycombe. There they made a junction with a branch of the Great Western opened in August 1862. This left the main line to Bristol at Maidenhead, ran through Bourne End, High Wycombe and Princes Risborough to Thame; it was extended to Oxford in 1864. From Princes Risborough the Joint Committee built a line through Haddenham which joined the Great Central Railway's London Extension of 1899, at Grendon Underwood. It provided an alternative route into London from that through Quainton Road and Aylesbury which was shared somewhat acrimoniously with the



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The 1910 line from Ashendon to Aynho.  
Associated lines through Prince's Risborough and  
Ashendon to Grendon Underwood.  
Other railways.

Metropolitan Railway. The Princes Risborough–Grendon Underwood section was opened for freight traffic in 1905 and for passenger trains on 2 April 1906. The Great Western made a junction at Ashendon from which its new line extended through Ardley tunnel and Bicester and over the viaducts at Souldern to Aynho. There it joined the Company's original route to the north, opened from Oxford to Banbury in 1850 and to Birmingham in 1852. The new line, built by Scott, Middleton & Co, opened to freight traffic on 4 April 1910 and for passenger trains on 1 July of that year.

The original GWR line through Banbury was built to I K Brunel's broad gauge of 7 ft 0¼ inches. However, junctions with standard (4 ft 8½ inches) gauge lines, particularly the Shrewsbury & Birmingham at Wolverhampton and the Oxford, Worcester & Wolverhampton at Wolvercote, made for operating difficulties. As early as September 1858 mixed gauge track enabled excursionists from Banbury to travel in standard gauge carriages through Oxford, Reading and Basingstoke and on over the lines of the London & South Western Railway to Portsmouth. Third rails from 1861 enabled standard gauge trains to run into Paddington. The *Banbury Guardian* that year reported on great alterations that were being made to services through Banbury. By 1868 all but one of the passenger trains between Oxford and Birmingham ran on the standard gauge, and the following year the GWR began to take up the broad gauge rails north of Oxford. The longitudinal baulks on which broad gauge rails ran were replaced by conventional sleepers (or cross ties) between Oxford and Leamington in a large scale operation in the winter of 1876-77.

In 1865 five trains from Paddington to Birmingham and beyond stopped at Banbury, the fastest taking 1 hour 55 minutes for the journey, the slowest 3 hours 20 minutes. Two down expresses, the 15.40 and 18.15 slipped coaches at Banbury, and another slip coach arrived at 20.22 off the 19.25 from Snow Hill. In 1902 there were seven daily through-services from Paddington to Banbury, and two non-stop expresses dropped slip coaches. One of the four trains from Merton Street to Bletchley carried through coaches for Euston, reached in 3 hours 5 minutes. There was an equivalent down service, the 11.00 from Euston which covered the distance in 2½ hours. Into the 1930s one train a day in each direction carried through carriages between Merton Street and Euston. Even in the years after the Second World War there remained long gaps in the service between Banbury and Paddington along the new line, making it advantageous to use other routes.

It was widely acknowledged that the Great Western's 'northern line' to Birmingham and Merseyside was, from the 1860s, a neglected part of the company's system. However, substantial improvements began in 1889 and continued during the following decade. The railway historian T R Perkins remarked in 1902 that, while 'until a comparatively recent date none but the older classes of locomotives were ever seen on the northern section of the GW system', this policy had been decisively abandoned. Speeds were increased, the first set of vestibuled corridor coaches in Britain began to run on 7 March 1892 between Paddington and Birkenhead. From 1895 GWR trains began to carry through-coaches from London to Aberystwyth and Barmouth. In 1902 through coaches began to be worked from Birkenhead to Bournemouth, through Oxford, Reading West and Basingstoke, and to destinations on the Kent Coast, worked forward from Reading by the South East & Chatham Railway.

Services on the Great Western's new line proved popular. Four down expresses reached Birmingham in two hours from Paddington, and before the end of 1910 the company had to add extra vehicles to the trains to accommodate growing demand. Most of the expresses travelled beyond Birmingham to Shrewsbury, Chester and Birkenhead, and in 1923 the 10.20 departure from Paddington stopped only at Birmingham between London and Chester. Through coaches were carried, usually on two services a day before the Second World War, to Aberystwyth, Barmouth and Pwllheli. From 1927 the name 'Cambrian Coast Express' was given to a complete train that ran to the Welsh resorts on Fridays and Saturdays during the summer months. The Great Western made much in the 1930s of connections made by its trains on Merseyside with ferry boats to the Isle of Man, while the 16.05 from Paddington was called the 'Belfast Boat Express'. From the beginning of the summer service in 1924 the departure times of most trains on the northern line were standardized at ten minutes past the hour from Paddington and at the hour from Birmingham.

From the beginning the GWR used some of its most powerful locomotives to haul trains using the Bicester cut-off, including 'Saint' class 4-6-0s from 1910, and 'Stars' and 'Castles' from the early 1920s. 'King' class 4-6-0s worked the most important trains from the time of their introduction in 1927 until they were replaced by diesels in 1962. Some of the British Railways standard 'Britannia' class pacifics were used on the 09.10 from Paddington in 1951-52. The same train was hauled by LMSR pacific locomotives, on trial in the spring of 1955, and as temporary replacements for the 'Kings' which were out of traffic in the early months of 1956.





1. The regal way to London. 'King' class no 6010 *King Charles I* heads the 14.35 from Wolverhampton out of Banbury early in 1962.

Slip coaches, detached from trains moving at speed, were introduced on the Great Western Railway in 1858 and one of the first arrived at Banbury station in December of that year. Banbury was subsequently served by several daily slip coaches which after 1910 were carried on trains using the Bicester cut-off. In 1914 three were scheduled to arrive in Banbury from Paddington, dropped from the 09.10, 14.35 and 18.05 departures. The latter conveyed four slip coaches, the others detached at Leamington, Lapworth and Wellington. In the 1920s and '30s the down service from Paddington to Banbury was primarily by slip coaches. In 1922 these were dropped at 10.24 from the 09.10 express from Paddington, at 15.34 from the 14.10 and 19.21 from the 18.10. The service in 1938 was almost identical. Bicester was served by carriages slipped at 17.10 from the 16.05 departure and at 19.12 from the 18.10. Slip coaches fell into disfavour in the 1930s. In December 1935 there was an accident causing some minor injuries when the slip coach for Woodford detached from the 18.20 Marylebone–Bradford crashed into the rear of the parent train almost under the Eydon Road bridge south of the station. Slip coaches on

the Great Central section of the LNER were almost immediately abandoned, although they continued on the Great Eastern section until 1939. Only on the Great Western (and subsequently on the Western Region of British Railways) were slip coaches revived after the Second World War. They no longer served Banbury but a coach was slipped at Bicester from the 17.10 express from Paddington. This was collected by the late afternoon stopping train from Paddington which worked it forward to Banbury. In 1954 the stopping train left Paddington at 16.25 and arrived at Bicester at 17.59, where it waited for the slip to be dropped from the 17.10 express at 18.17. It was picked up from the through road by the train's locomotive, added to the train in the platform road where passengers could alight, and worked forward to Banbury where it arrived at 18.51. The timings in 1959 were similar but by that time this was the only slip coach working in Britain. It ceased with the introduction of the winter timetable in 1960 and the last coach was slipped at Bicester on Friday 9 September 1960.

Services over the 'Bicester cut-off' after the Second World War were not radically altered except that more down expresses stopped instead of slipping coaches at Banbury. A through train to the Welsh coast on Saturdays began running immediately after the war but it only carried the name 'Cambrian Coast Express' from 1951. From the beginning of the winter service in 1950 a relief to the 09.10 express from Paddington departing at 09.00 and returning at 16.35 was called the 'Inter City': a name which subsequently became a powerful brand. Each service had its own characteristics. The first up service from Banbury, the 08.26 departure in 1954, was the 06.45 from Wolverhampton, and progressed slowly with stops at Bicester, Princes Risborough and High Wycombe, reaching Paddington at 10.05. The traveller interested in railways would see the locomotive from the pick-up freight for Brill shunting at Bicester North, a variety of ex-LNER locomotives between Ashendon and Northolt Junctions, and possibly a Southern Region 2-6-4T from Hither Green at Old Oak Common. As the train entered Paddington the 'King' class waiting to take out the 10.30 'Cornish Riviera Limited' was usually visible on the far side of the station. The 06.45 from Wolverhampton did not include a restaurant car and the coaches returned on a very curious working, the 15.33 from Paddington which took 3 hours 9 minutes to travel the 86¼ miles to Banbury via Reading. The next up service, the 07.25 from Wolverhampton roared non-stop through Banbury just before nine o'clock. It was a long heavy train lavishly provided with restaurant

cars and first class accommodation, stopping at Knowle & Dorridge to collect businessmen from Birmingham's outer suburbs. It was followed at Banbury just before ten o'clock by another non-stop train, the 07.35 from Shrewsbury. The 10.56 up from Banbury was the first service of the day from Birkenhead (departure at 06.30), and was convenient for half-day trips from Banbury to the capital, since cheap tickets were offered. The 12.56 up service was another very heavy train, the 08.55 from Birkenhead, to which restaurant cars serving lunch were added at Wolverhampton. There was then a gap in the service until 15.56 when the 11.45 from Birkenhead called with through coaches from the Welsh coast. The up 'Inter City' passed non-stop at about 17.50, followed at 19.03 by the 14.40 from Birkenhead, which conveyed a through coach from Stratford-upon-Avon, and at 08.56 by the 16.30 from Birkenhead. During the Festival of Britain in 1951 a new 10.10 departure from Paddington, made up of new Mark I coaches, which detached three coaches for Stratford-upon-Avon at Leamington, was named the 'William Shakespeare', but the title did not survive cuts in services that began with the following winter timetable. Stratford was subsequently served by a single coach carried on the 09.10 departure from Paddington. From 1956 the 'Cambrian Coast Express' became a daily service, leaving Paddington at 10.10 and running non-stop to Banbury and then non-stop to Birmingham. Banbury's new station, opened late in 1958, had a public address system, and one of the events of the day was to hear an inspector fluent in the Welsh language, announcing that the 11.24 departure would, after some hours of travelling, be calling at Machynlleth, Llwyngwril, Duffryn-Ardudwy and Penrhyndeudraeth.

The somewhat infrequent service reflected the slow rhythms of the market town society portrayed by Margaret Stacey in *Tradition and Change*. Banbury was a town where by repute everyone knew everyone else and took an interest in their affairs. In the 1950s the portly presence of this Society's joint founder and first Honorary Research Adviser, the late Ted Brinkworth, could be seen on some summer evenings in his stately Austin 12 (DBW 464) parked in the station approach. There he observed Banburians who had been to London that day as they came off the Bicester slip coach which arrived just before 7 o'clock and the 18.10 from Paddington which came in about half an hour later. The following day he would pass on his observations to his friend Edmund Kingerlee, shopkeeper in Parson's Street, when they met in E W Brown's Banbury Cake Shop, or to the late Alan Pain at his desk in the borough library.

The frequency of trains between Paddington, Birmingham (Snow Hill) and Wolverhampton (Low Level) using the Bicester cut-off was substantially increased from September 1960 in line with reductions in services between Euston, New Street and High Level to allow engineering work for electrification. At Banbury some trains now detached portions for the south coast, travelling via Reading. For handling this traffic, three 'Castle' class locomotives, including 7011 *Banbury Castle*, were allocated to Banbury shed. There were 15 departures daily from Paddington to Wolverhampton and beyond by way of Bicester. A 'Blue Pullman' multiple unit operated up morning and down evening business services to and from Wolverhampton and made a return trip to Snow Hill in the middle of the day. The film *Let's Go to Birmingham*, made by British Transport Films in 1962, is a record of a journey from Paddington to Snow Hill in a Blue Pullman unit, completing the journey in five-and-a-half minutes. Directed by Jack West, it was modelled on the famous BBC production, *London to Brighton in Four Minutes*, made a decade earlier. Most of the other trains on the line were then steam hauled and the experience of watching 'King' class locomotives hauling a succession of heavy trains through Haddenham one June evening in 1962 remains memorable.



2. A brand new 'Western Class' diesel, no D1005 Western Venturer, completed at Swindon on 18 June 1962, passes Banbury in the following month heading a rake of vintage Pullman cars substituting for one of the Blue Pullman units on the services between Paddington and Birmingham.



3. The up Inter City passing Haddenham behind no 6021 *King Richard II* on 27 June 1962.

In August 1962 the Kings began to be replaced by 'Western' class diesel hydraulic locomotives built that summer at Swindon. By the time the winter service commenced in September there were enough of them to operate the whole service, although steam locomotives covered for failures. No 6027 *King Richard I* broke down near Banbury shortly before the diesel takeover and remained at Banbury shed in an increasingly derelict condition for many months. From Monday 23 December 1964 the 'Westerns' were replaced by Brush Type 4 (later class 47) diesel electric locomotives, but they too were subject to breakdowns, and on 26 November 1965 the 'Cambrian Coast Express' was hauled over the Bicester cut-off to Paddington behind two 'Black Five' steam locomotives.

More profound changes came in the spring of 1967 with the completion of the electrification of the lines out of Euston. British Railways attempted to concentrate traffic between London and the Midlands on those routes. Two 'Castle' class locomotives, 4079 *Pendennis Castle* and 7029 *Clun Castle* memorably worked special trains to Birkenhead on 4 March 1967, marking the end of the main line from Paddington to Merseyside. The last timetabled steam-hauled train from Paddington was the 16.15 stopping train to Bicester and Banbury on 11 June 1965, also headed by *Clun Castle*. Snow Hill station was closed to main line trains, and by the summer of 1968 the remaining steam locomotives in the Banbury area had been replaced by diesels.

The Bicester cut-off was reduced to a single line in 1968 and services were drastically reduced. In 1971 the route was used by six trains to Birmingham and three that terminated at Banbury. In 1973-74 most through services from Birmingham were diverted to run via Reading to Paddington and intermediate stations were served by diesel multiple units running between Banbury and Marylebone.

### **Stopping Trains.**

A photograph of a GWR class 517 locomotive waiting to leave Banbury for Bicester, supposedly on 1 July 1910, has been reproduced in many publications, most recently in Hugh Jones's new book, *The Chiltern Railways Story* (p.29). However, for a short time after the opening of the new line, two 7 ft 8 in 4-2-2 locomotives based at Banbury worked stopping trains to and from London. One of these, No 3007 *Dragon*, was said to play with a load of only three coaches. New stations or halts were opened when the line opened, at Aynho Park, Ardley, Bicester North, Blackthorn and Brill & Ludgershall. A halt at Dorton was added in 1937, and trains also served Haddenham and Ilmer on the joint line. Some local trains terminated at Princes Risborough, and participated in workings to and from Aylesbury, and one or two continued to High Wycombe.

By 1919 autocars, or push-and-pull trains, worked almost all the local services. An autocar is a carriage with a compartment at one end from which the locomotive coupled to the other end can be driven, by rodding on the Great Western but by other means on other railways. One preserved example regularly provides rides for visitors to the Great Western Society centre at Didcot. The autocars stationed at Banbury also participated until 1951 in workings to and from Kingham through Chipping Norton. It was proposed in 1936 to operate the services to both Kingham and Princes Risborough with two of the GWR's streamlined diesel railcars, but the project never materialised. During the 1950s the local services, five in each direction, were worked by three autocars. One of these was replaced in April 1961 by a British Railways 'bubble car' of the kind retained by Chiltern Railways for use between Aylesbury and Princes Risborough. When the summer timetable was introduced in June 1962 a reduced service was worked entirely by the 'bubble car', but it continued only until the first week of 1963 when the locals were withdrawn and the stations at Aynho Park, Ardley, Brill & Ludgershall, Haddenham and Ilmer closed, Blackthorn having been closed ten years earlier.



4. The long-established late afternoon stopping train from Paddington to Banbury approaches the end of its journey on a summer evening in 1961 behind 'Grange' class 4-6-0 no 6825 *Llanvair Grange*.

The one stopping train that was not an autocar was a departure from Paddington around 16.30 (the precise time varied from year to year). This stopped at Denham, Gerrard's Cross, Beaconsfield, High Wycombe, Princes Risborough, Haddenham, Brill and Bicester, which before the Second World War took about two hours to reach Banbury. In the post-war years it was the return working for one of Banbury shed's best 'Hall' class locomotives and a set of five or six coaches. They left Banbury just after 08.30 and travelled to London via Oxford and Reading. As mentioned above [and readers will *of course* recall. *Ed.*], it picked up the slip coach detached by the 17.10 from Paddington at Bicester.

### **Special Workings.**

A few trains that took the route through Bicester and High Wycombe, turned right at North Acton Junction, circuited Wormwood Scrubs, and gained access at Viaduct Junction to the West London Line, enabling them to join Southern Region tracks which took them to the Thanet resorts, or the Brighton main line.

This was the route taken on Saturdays in the summer of 1959 by the 07.28 from Wolverhampton to Brighton, Eastbourne and Hastings. This had no booked stops between Birmingham (Snow Hill) and Brighton. The same was the case with the 10.10 from Birmingham Moor Street, which called at Banbury at 11.10 and officially stopped next at Ramsgate. Both trains changed engines at Kensington (Olympia). In the opposite direction the 08.48 from Hastings ran along the coast to Brighton departing at 10.10 to make its next booked stop at Leamington Spa at 14.03. Most trains between the West Midlands and the south-east coast went via Reading and Redhill, but these services ran for the last time in the summer of 1964. From 1951 until 1960 a Friday night train from Manchester, Sheffield, Nottingham and Leicester travelled via Woodford, Banbury and the Bicester cut-off en route to the West London Line and Eastbourne.



5. Another special working, 4300 class 2-6-0 and a 2251 class 0-6-0 leave Banbury before taking servicemen home on leave from Bicester North.

The ordnance depot at Bicester, begun in the month after the Dunkirk evacuation and described as 'the most ambitious single project every attempted for military purposes in the United Kingdom', was connected



to the railway network by sidings from the Bletchley-Oxford line, but many soldiers used the station at Bicester North. On some Saturday mornings in the 1950s a rake of non-corridor coaches would leave Banbury to take soldiers going on leave from Bicester North to Paddington. On Sunday evenings in the late 1950s the 18.00 restaurant car service from Paddington to Shrewsbury was followed by a relief train at 18.10 which terminated at Gobowen, station for the army camps around Oswestry, while the 20.10 service to Wolverhampton connected with a local train which deposited RAF personnel just before midnight outside their base at Cosford.

From the time the railways opened in the early 1850s Banburians found excursion trains attractive, whether over short distances, as to Oxford for St Giles's Fair in September, or to London, where a Good Friday trip in 1860 enabled them 'to eat their Hot Cross Buns in Cockneydom', to the seaside or even to Paris. In August 1871 an 18-coach excursion train from Paddington to Birkenhead collided near King's Sutton with a train collecting ironstone wagons from sidings served by a tramway from pits at Adderbury, injuring 20 people. My own earliest recollection of travelling over the Bicester cut-off is of a trip to London on Easter Monday 1950, on a long excursion train from Wolverhampton hauled in both directions by 'Star' class 4039 *Queen Matilda* from Landore shed at Swansea. Some excursions diverted from the main line at High Wycombe to connect with sailings of Salter's steamers on the river Thames. On 20 July 1953 members of Banbury Grammar School enjoyed a Diamond Jubilee commemoration trip, travelling on a set of excursion coaches normally stabled at Craven Arms behind 'Modified Hall' no 7912 *Little Linford Hall* to Bourne End on the High Wycombe – Maidenhead branch. There they boarded a steamer, and after a visit to the observation platform at Heathrow, returned to Banbury from Windsor by way of Reading.

The Great Western and the Western Region of British Railways ran annual excursions from Paddington to Birkenhead for the Grand National. After the opening of Wembley Stadium in 1923, when appropriately located football teams were in the final of the FA Cup, as were Aston Villa in 1957, the Bicester cut-off was busy with excursions. Many other special workings used the line including a train double-headed by 'Castle' class engines nos 5060 *Earl of Berkeley* and 5065 *Newport Castle* that conveyed the Bolshoi Ballet to Stratford-upon-Avon on 21 October 1956. A flurry of special trains traversed the line in the last years of steam traction in



6. 'Up for the Cup'. A 'Hall' class locomotive heading for London, carrying Aston Villa supporters to the Cup Final of 1957, approaches King's Sutton. It passes a 7200 class 2-8-2T working the morning pick-up goods from Oxford to Banbury.

the mid-1960s, several hauled by 'Kings'. On 20 April 1963 *Flying Scotsman* was greeted by thousands of spectators at Snow Hill when it hauled a special carrying supporters of the Festiniog Railway from London bound for Porthmadog. On 28 September of that year the members of the Talylllyn Railway Preservation Society travelled to Wales behind Southern Region 'Battle of Britain' class 34064 *Fighter Command*. From 1968 British Railways banned the use of steam locomotives on special trains but since that ban was rescinded many preserved locomotives have worked trains over the Bicester cut-off.

### **Freight Trains.**

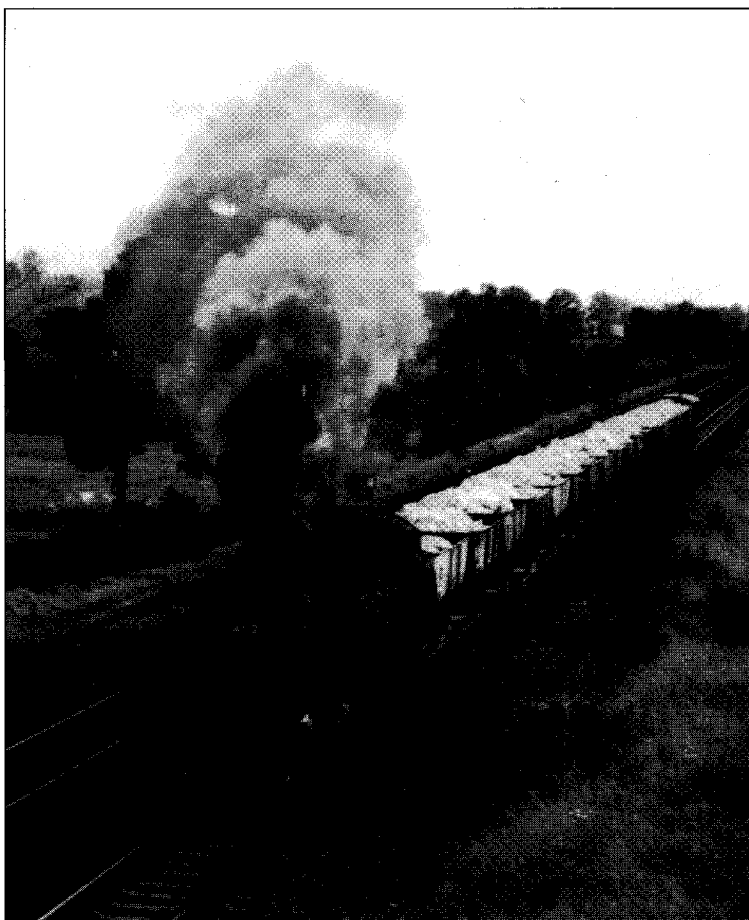
Freight trains on the Bicester cut-off were never numerous, although in 1913 the Great Western 2-8-0 locomotive no 2834 set a record by hauling a 100-wagon train from Banbury to London. The most important workings took place in the hours of darkness. In the 1930s a pick-up class 'K' train



7. Fast freight, 4700 class 2-8-0 no 4705 approaches Banbury with a class C train carrying empty meat wagons from Smithfield to Birkenhead in 1955.

leaving Banbury at 06.30 served yards and sidings as far as Brill & Ludgershall. It was followed by a train departing at 08.35 which ran non-stop to Brill and then served every yard and siding from there to Greenford, arriving at Old Oak Common at 16.20. The Banbury men who worked it stayed the night in London. They returned with the balancing train leaving Old Oak Common at 10.00, making their way through Bicester and reaching Banbury at 18.16. Otherwise most working timetables show no more than about four coal and general goods trains a day between the marshalling yard at Banbury and London. However, the line was regularly traversed by at least four express freight trains between London and Wolverhampton and Birkenhead. The most significant cargoes included tea and individual fruit pies from Lyons's factory at Cadby Hall, Guinness from the Park Royal brewery, soap from Port Sunlight and meat from Birkenhead Docks. These were conveyed underground from Old Oak Common on the Metropolitan Line to a Great Western depot below Smithfield Market. A return working of empty meat wagons passed through Banbury in mid-afternoon for a time in the mid-1950s.

Some of these trains were worked by the Great Western's imposing 4700 class 2-8-0s which could occasionally be seen on passenger workings on Saturdays in summer, particularly the relief which preceded the 14.10 from Paddington.



8. Slow freight. A 2-6-2T from Leamington Spa, no 4112, climbs towards Cropredy on 19 June 1961 with a load of limestone from Ardley destined for the cement works at Greaves's Sidings, Harbury.

The only significant source of mineral traffic on the Bicester cut-off was at Ardley. Around the 1960s the quarries which supplied the cement works at Harbury, alongside the Banbury–Leamington line, were becoming exhausted, and the factory, linked to the railway at Greaves's

Sidings was for some years provided with limestone from Ardley. A locomotive from Leamington shed worked the empty wagons southwards through Banbury each afternoon and returned in the evening with the loaded train. A variety of locomotives were employed on the train, many photographs of which have been published.

After nationalisation the Bicester cut-off was used by the Dorrington–Marylebone (sometimes called the Dorrington–Banbury) milk train, a working that had an air of mystery about it largely because at Banbury it could be observed in daylight after the Second World War only at the height of summer. From their beginnings main line railways carried milk into cities. From the 1850s it was carried in ‘churns’ (not the original meaning of the word). Railway wagons carrying glass-lined milk tanks holding 3,000 gallons were introduced by the four railway companies in Britain in 1927-28, under agreements by which they owned the chassis, originally with four wheels but with six from 1933, and the dairy companies whom they served owned the tanks. The Dorrington milk train ran between a creamery alongside the Shrewsbury & Hereford Railway, six miles south of Shrewsbury, and a depot owned by Independent Milk Supplies in Rossmore Road, London, between the Marylebone passenger terminus, then part of the London & North Eastern Railway, and the carriage shed. The Dorrington Creamery was established by Midland Farmers Ltd in 1921 and originally sent milk in churns to London and Birmingham Independent Milk Supplies. This, a much smaller concern than the giants of the London milk trade, Express Dairies and United Dairies, was established in 1928 in Holloway in north London and moved to the site in Rossmore Road in 1934. In the summer of 1935 it began to supply the Marylebone depot with milk in tanks brought via Bletchley and Calvert from Sanquhar in Dumfriesshire. After taking over the Dorrington creamery in December 1935 the company began to send milk to Marylebone in churns. In June 1936 it purchased ten 6-wheel tanks built by the GWR at Swindon and shortly afterwards began to work them to Marylebone. A Great Western locomotive collected the tanks at Dorrington and took them north to Shrewsbury where they were held for a time in carriage sidings at Abbey Foregate, giving the working another of its names, the ‘Abbey Foregate milk’. In 1937 any scheduled delay at Shrewsbury was minimal, and the tanks arrived in Banbury in time to be taken to Woodford on the 20.12 passenger train reaching Woodford at 20.34. They were speedily attached to the 20.50 local train to Marylebone which was reached at 23.11. By the summer of 1937 the LNER conveyed

the milk tanks on a separate train, the empties departing Marylebone at 14.09 reaching Banbury at 16.50, and the full tanks arriving at Marylebone at 20.20. After the disappearance of the 'big four' companies it was logical to work the tanks directly between Banbury and Marylebone. Enthusiasts would await the arrival from the south at about 21.30 of a Neasden locomotive which would place the tanks in the down bay platform. It was usually a 2-6-4T, an ex-LNER L1 in the early 1950s, then an ex-LMS Fairburn engine, and subsequently a British Railways standard machine of similar type, but sometimes tender engines were used. The locomotive then went to the up side of the station to await the arrival of the train conveying the full tanks at 23.00. In the mid-1950s Councillor Harry Price of Banbury Town Council, himself a railwayman, persuaded the management to attach a pair of passenger coaches to the up milk train at Birmingham (Snow Hill), which, departing at 22.00, carried passengers to Leamington and Banbury. Passengers could travel further south by waiting for just over an hour until the arrival of the overnight train from York to Swindon two minutes after midnight. The Dorrington train was still running in the summer of 1965 but ceased soon afterwards.

### **Chiltern Railways.**

The more recent history of the line opened in 1910 is chronicled in our member Hugh Jones's excellent book, *The Chiltern Railways Story*. Services from Marylebone were pitifully bad by the 1980s, and government in 1986 proposed to convert the terminus into a coach station, diverting rail passengers to other routes. The critical point from which improvement can be traced was the formation of the Cherwell Rail Users Group in 1989. A Total Route Modernisation project was inaugurated by Network SouthEast, then part of the nationalised British Rail, and in 1992 serious consideration began of rail services in the M40 Corridor. As the railway system was privatised, Chiltern Railways under the leadership of Adrian Shooter, previously director of engineering performance for British Railway, emerged first as a separate train operating unit in 1994, then as the private company with the franchise to operate the lines from Marylebone in 1996. Members of this Society were privileged to hear Adrian Shooter's own account of these developments in December 2009. The new company has transformed the system, restoring double track where lines had been singled, introducing new trains, opening new stations at Haddenham & Thame Parkway and Warwick Parkway, and above all increasing speeds and frequencies so

that for much of the day there are now three trains an hour from Banbury and Bicester to London. Hugh Jones himself provides a lucid explanation of these developments, which is strengthened by contributions from some of those most closely involved with the company. The book is a substantial contribution to the history of 'Banburyshire'.

This story of commercial success, decisive management and policies that benefit customers, stimulates some questioning of traditional approaches to the history of railways. The Great Western and British Railways clearly provided express passenger services on the Bicester cut-off that satisfactorily met the needs of customers in the West Midlands, the Borderland and on the Welsh Coast from 1910 until 1967, although how many passengers actually caught boats for Belfast or the Isle of Man on Merseyside might be questioned. In the days when most freight went by rail overnight express goods trains provided valuable services to manufacturers and retailers. By contrast it may be doubted whether the local services by autocar ever provided public benefits that justified their costs, and their provision from 1910 perhaps reflects the conservative attitudes and the entrenched hierarchies that by that time pervaded the railway industry. Passenger services on the new line were logically planned, but those between Banbury and London through Oxford remained into the 1960s bizarrely inconsistent following precedents set in the distant past, some perhaps in the days of the broad gauge. The rise of Chiltern Railways appears to this historian to reflect the earliest decades of the railway industry, when Peter Mottershead, born at Burnage near Manchester in 1835, had, at the age of 18, 'an inclination for railroading'. He worked first for the Shrewsbury & Chester and then for the Great Western, becoming a driver at the age of 22 in 1857. From 1860 he drove the daily freight train from Wolverhampton to Basingstoke, was one of the last drivers of broad gauge locomotives from Birmingham, and with his own locomotive, *Alma*, could cover the 43 miles from Oxford to Leamington in 35 minutes. He emigrated in 1873 and was still driving locomotives in Iowa at the age of 73 in 1908. He portrays his early career as a time when young men were as enthusiastic about railways as many were about computers in the 1980s. Those involved with the rise of Chiltern Railways were not particularly young men and women, but their enterprise reflects that of the pioneers of the industry. The Bicester cut-off may have been part of 'the line that nearly died', but it now bristles with life and energy and its post-centenary history promises to be exciting.

### Postscript, by Alan Donaldson

Indeed Chiltern Railways' proposals, already being implemented, include the construction of a chord line from Bicester Town station (on the old Oxford-Bletchley-Cambridge line) currently the terminus of Oxford-Islip-Bicester services. This will lead up to the 1910 line just south-east of Bicester North station and enable through-running from Oxford to Marylebone, in direct competition to First Great Western services on the original nineteenth century route through Didcot and Reading. A new station will be built at Water Eaton close to the existing Park-and-Ride to facilitate use of the new service by residents of North Oxford, Kidlington and the hinterland north-west of Oxford. Islip station will be rebuilt and the line re-doubled. So Oxford people bound for London will have the luxury of choosing between trains leaving their station to the capital in either a northerly or southerly direction. Of more interest to Banburians, their fastest train to the capital will be speeded-up from the present creditable few minutes over the hour (itself faster than timings achieved by the old Great Western and British Railways) to a mere 50 minutes, which will entail speeds of up to 100 m.p.h. in places. One name considered some years ago, but ultimately rejected, for Chiltern's latest '168' units was the "Chiltern Hundreds".

Nor did Chiltern Railways allow the centenary of the Bicester cut-off to go uncommemorated. Felicitously this event coincided with 175th anniversary of the G.W.R. itself, its Act of incorporation having been passed in 1835. For the occasion on 3rd July 2010 the "Centenary Special", a steam-hauled seven-coach train operated by Vintage Trains and based at Tyseley, Birmingham, ran from Banbury to Chinnor, calling at Bicester and Princes Risborough stations *en route*, exactly one hundred years and two days after the first train along the new line. The publicity leaflets for the train displayed the 1910 photograph mentioned above. At Princes Risborough the locomotive ran round its train and then hauled it over a specially-laid connection to Chinnor, an intermediate station on the long-closed branch to Watlington. This line is entirely volunteer run by the Chinnor and Princes Risborough Railway although as yet it stops short a half-mile from the latter station. Negotiations are well-advanced with Network Rail to bridge this final gap.



The commemorative train was hauled by a pannier tank, number 9600, built at Swindon in February 1945, during the last years of G.W.R.'s separate existence, before nationalisation on 1st January 1948. These locomotives, intended for freight and shunting work, were so-called because they carried their water in two tanks slung on each side of their boilers, like panniers on a donkey. In fact they could and did frequently operate passenger trains, as the 65-year-old aptly demonstrated on that memorable sunny day. One unusual feature was that on the outward journey we travelled in the "up" (i.e. south-bound) direction between Bicester and Princes Risborough on the "down" (or "wrong") line and were overtaken by a solitary class 47 diesel locomotive (itself quite a veteran) running on the up line. Whether this probably unique example of two trains running in parallel on this line was for operational reasons, or just a contribution to the general jollity of the occasion, was never explained, but we were told not to put our heads out of the windows. On the return journey the train paused at Bicester North station for a greeting by the Town Mayor and the unveiling of a commemorative plaque.

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## LOOKING INTO THE PAST

### **Archaeological work at Canons Ashby has revealed some surprising medieval finds.**

Reproduced by kind permission from *National Trust Near You: Aut/Wint 2010*  
(received by NT members in Northamptonshire, but not Oxfordshire)

Exciting discoveries have been made underneath the earth at Canons Ashby. A geophysical survey has revealed the remains of a medieval village, a priory and perhaps even a castle lying beneath the grounds of the Northamptonshire property.

The discoveries were made by staff, volunteers and visitors taking part in an extensive geophysical survey of Canons Ashby's parkland under the guidance of professional geophysicists. Further surveys were then carried out by the team of geophysicists and the results have amazed everyone.

The priory cloisters and associated structures show up clearly on the survey and a medieval village appears in detail, making it easy to identify at least 25 dwellings so far. Individual house plots can be made out as well as the edges of a ridge and furrow field system – an early form of ploughing common in medieval times.

However, the biggest cause for excitement is what lies beneath a mysterious mound to the north of the house. The geophysical surveys suggest that a large structure, such as a wall, skirts the edge of the mound. Along with more features found in the surrounding area, this could indicate an early medieval castle – perhaps a motte and bailey (a form of castle on a raised mound).

Rachael Hall, the National Trust Archaeologist who supervised the geophysical work, says: "We've always understood that there was once a priory and a village at Canons Ashby but we never knew much detail about them. The remains of what could be a castle were, however, a huge surprise to us and we're currently looking into the best way to investigate the area further. We can't say what's there for certain at this stage, but the geophysical survey results are very interesting indeed."

# A HOUSE on BANBURY's HORSE FAIR: Its Seventeenth Century owners and occupiers

*Jeremy Gibson*

A collection of a dozen deeds relating to Banbury was recently donated to the Museum and, before they were passed on to the Oxfordshire Record Office [ORO], I was given the opportunity of examining them.

By an extraordinary coincidence, it turned out that ORO already held four more for the same property and series of transactions. They do not add significantly to what the others already show, but help to fill gaps and confirm details. Dated from 1658 to 1701, in fact the collection takes the property's history back to 1619.

The property is described as "a messuage or tenement situate on the east side of a certain street in Banbury called the horse faire". No further locational information, such as names of neighbours in adjacent houses, is added in later deeds. Apart from the former vicarage and the *Woolpack* inn, all buildings now on the eastern side are almost certainly post-seventeenth century, though approximate identification of the site seems possible.

The documents just acquired (together with the ORO deeds) fall into several groups. They are listed in detail in the Appendix, page 000. **137.**

## **Early history: the Perrin family before the Civil War**

The earliest deed (1658) records the acquisition of the lease of the property by Benjamin Hibberdine, of Banbury, apothecary. His immediate predecessor was Josiah Jakeman of Banbury, mercer, and his wife Zipporah. The house had been acquired by Josiah's father Anthony Jakeman of "Thrupp Mundeville", Northants. (deceased), from William Perrin.

Two assumptions: first, that the pre-Civil War building had survived. The nearby vicarage had been badly damaged; however, in a survey of Crown property in the town, it is in North Bar Street that "destroyed by fire in the late war", "burnt in the late war, whereof part is now built" is noted; but then there may not have been Crown holdings in Horse Fair!<sup>1</sup>

Second, that the Perrin family had lived there since before 1619. **John Perrin**, saddler (d.1623/4),<sup>2</sup> in 1619 deed-of-gifted all his goods etc to his

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<sup>1</sup> *Banbury Corporation Records: Tudor and Stuart*. BHS vol. 15, pp.190-92.

<sup>2</sup> Baptisms etc from *Banbury Parish Registers, 1558-1838*, BHS, various vols.

The Perrin surname appears in differing spellings; I have not standardised.

eldest son Thomas “reserving to myself the lease of the next house to that wherein I now dwell and the use of my Inne[r] Chamber.” **Thomas** (b.1586) had married in 1610. From 1623 he held a role of some standing in the borough, sergeant-at-mace to the Corporation. He died in September 1631, intestate but with a probate inventory being taken. The rooms listed the hall, the chamber over the shop, the chamber over the house, the “chichin” chamber; the “hie” chamber; the shop (this housed “6 saddels, the great sadel, twelve more; to dusson of snafules”; etc). Might this be documenting our house?<sup>3</sup> His widow Rebecca was pestered by the Peculiar Court for a year to present a probate account of the disposal of her late husband’s goods.



*Part of the eastern side of Horse Fair in 1840, showing the vicarage on the left and the Woolpack on the far right (detail, courtesy Oxfordshire Studies).  
See ‘Banbury Past through Artists’ Eyes’, p.60.*

There were no grown sons, but Thomas’s brother **William Perrin** was only 42, also a saddler, with a son William (b.1611), so probably took over the family business. In October 1634 he caused a minor disturbance that brought him before the same court: “that he tore open the churchyard gate and brought a load of hay through the churchyard in to Mr Wheatley’s backside, having leave of Mr Wheatley to do so, the hay being his, this respondent’s goods, for which he ... promiseth to do so [no] more.”<sup>4</sup>

<sup>3</sup> *Banbury Wills and Inventories*, Pt 2, 1621-1650. BHS vol. 14. Nos. 257, 322.

<sup>4</sup> *The ‘Bawdy Court’ of Banbury: The Act Book of the Peculiar Court of Banbury, 1625-1638*, tr. & cal. E.R.C. Brinkworth, ed. R.K. Gilkes, BHS vol. 26, p.172.



“Mr Wheatley” would have been no less than the Reverend William Whately at the vicarage. The implication is that they were near neighbours, and that Perrin needed to access the back of his house from the rear of the vicarage, they being adjacent on the east side of Horse Fair.

The double frontage to the building now on this site is certainly post-seventeenth century. It is Georgian-style, probably eighteenth century but possibly even later, first pictured in 1840 (but then there are no earlier detailed pictures of any Banbury streets). We were allowed to look at the interior of the southern portion, but this has been so altered that there was no dateable evidence of when it might have been built or, more probably, rebuilt.

The Banbury tax assessment of July 1642 lists a William Perrin paying 2s. (payments varied from 5s. to 6d.), and the same or another separately “for his house” 1s.6d.<sup>5</sup> In 1653 William Pering was leasing “one little tenement with a shop in Church Lane”, though it was sub-let.

<sup>5</sup> *Oxfordshire ... Protestation Returns and Tax Assessments 1641-2*, BHS vol. 24 and *Oxfordshire Record Society* 59, 1994, pp.39-40.

At some point Pering sold the lease to Anthony Jakeman and it was inherited by his son Josiah. This sounds straight-forward enough until the family at Thorpe Mandeville is investigated. Anthonie Jackeman had married Elizabeth Waters there on 30 January 1622/3 and their son Josiah was baptised a year later on 26 January 1623/4. However, the will of Anthony Jackeman, of Middleton Cheney (an adjacent parish), proved on 11 May 1632 by his widow Elizabeth<sup>6</sup> reveals that this had been Anthony's second marriage. He left minor legacies to four sons and three daughters, of whom most would have been adult, as well as to "the rest of my children's children those that are my godchildren" and to the poor of Middleton. The residue went to his wife and her two sons, Josias [sic] and Beniamine.

The purchase of the house at Banbury must have been an investment for his new wife and her children. Anthony's age is at present unknown, but with seven children by his earlier marriage he must have been well into middle age. Indeed Josiah was under ten when his father died. The court case shows that William Perrin was still living in the house in 1634, even if he had sold the lease to Anthony Jakeman, and then presumably remained as Jakeman's tenant. After Anthony's death his widow Elizabeth and their two young sons would have remained at Middleton Cheney. We can see that technically Josiah's inheritance was in 1632 but the change of occupancy, if it happened, was left until convenient – a sensible course bearing in mind the civil war sieges that would take place the next decade.

### **After the Civil War: the Jakeman and Hibberdine families**

Over the Restoration period and later (1660-1696) there are two taxes and an oath of loyalty which list a great many Banbury inhabitants, forming quasi-census records. These are the 1661 "Free & Voluntary Gift" [FVG] (166 names) to Charles II; the Oxfordshire Hearth Taxes [HT] of 1662 (190) and 1665 (146)<sup>7</sup> (and, for Warwickshire, 1663 and 1670);<sup>8</sup> and the "Association Oath Roll" [AOR] (236) of 1695-6.<sup>9</sup>

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<sup>6</sup> The will was proved in PCC (see fn.11) [PROB 11/161] but had earlier been presented in the Archdeaconry Court of Northampton. With the numerous progeny from the first marriage there might well have been dispute.

<sup>7</sup> 'Taxpayers in Restoration Banbury' [the Free & Voluntary Present to King Charles II (1661) and the Hearth Tax, 1662, 1665], *C&CH* 9(6), 1984.

<sup>8</sup> *Warwickshire Hearth Tax Returns: Michaelmas 1670*, Tom Arkell & Nat Alcock, British Record Society 126 (Hearth Tax 7); Dugdale Society 43, 2010; 'Warwickshire Hearth Tax Returns, 1663', *C&CH* 1(4-6), 1960.

<sup>9</sup> 'Some Banbury Inhabitants in the 1690s' [AOR, 1695-6], *C&CH* 10(4), 1986.

Corporation records show that the Perryn family played their part over several generations. Later one of them was still a saddler, paying 2s.6d. in the FVG in 1661, and taxed on two hearths in 1662. William Perryn senior died in Banbury in March 1667/8 and another William Perryn, perhaps his son, in 1671.

The adult **Josiah Jakeman** [Jackman], by then a mercer, emerges in Banbury in 1655. There was a dispute over sheep pens in Sheep Street which led to a court case, eventually heard in January 1657/8.<sup>10</sup> He was a deponent, claiming then to be aged 38, though actually 34 (b.1614). He was hardly unbiased, that year being Constable for the Corporation.

Although Jakeman sub-leased the Horse Fair house in April 1658 to Hibberdine, the deeds show that he still retained an interest until 1678. For a time he remained in Banbury, appointed Constable for a further year in September. However, he does not appear in the 1662 Banbury Hearth Tax return. By then he had probably moved to Stourton in Whichford parish, just over the border in Warwickshire, where in 1670 he was taxed on three hearths. He was still there in 1678 (as then mentioned in the deeds), but back in Banbury by 1693, when his wife “**Zipora**” died. In 1696 Josiah was a signatory to the AOR, but described as “poor” when he was buried in February 1697/8.

**Benjamin Hibberdine**, apothecary, acquired a lease on 12 April 1658 from Jakeman “for four score years” at £26.10s., also “paying yearly one Redd Rose at the feast of St John Baptists”. There is also reference to a rent of 13s.4d. to Richard Cope Esq., presumably the ground landlord. It is unclear if Hibberdine himself lived there or was making an investment to let. His family’s first recorded appearance in Banbury was his appointment as tithingman in 1649, becoming a Burgess in 1658 and Alderman in 1660. In 1661 he paid £1 to the FVG, and in 1662 he was taxed on five hearths. The 1631 Perrin inventory had listed six rooms, all of which except perhaps the “hie chamber” might have been heated. Samuel Wells, the ejected vicar, still lived in the (8-hearth) vicarage, but none of the adjacent names in the tax list occur in these deeds.

Hibberdine’s wife died late in 1660 and at Benjamin’s own death in January 1662/3, his will, proved in the Prerogative Court of Canterbury [PCC],<sup>11</sup> shows he had two infant children. These were to be cared for by his

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<sup>10</sup> ‘Trouble over Sheep Pens’, *C&CH* 7(2), 1977.

<sup>11</sup> The PCC was the highest probate court in England, normally used by the better-off; the alternative for Banbury testators was the Peculiar Court.

parents Grevile and Jane, whose residence (not locally) is unknown. Clearly, if he did live in the house on Horse Fair, this would now be vacated. For fifteen years the occupants remain unknown.

### **The 1680s: the Tyler family and Richard Hartley**

However, the next deeds, in November CII 29 [1677], lease and release, shows the property still belonged to Josiah Jackman, still living at Stourton and treating it as just an investment. The sub-lease was now being taken by **Thomas Walters**, a Chipping Norton “Mealeman”. The rest of this group of deeds, 1677-8/9, show this lease was being transferred to an Enstone innholder, **Thomas Carter**, with no reference to any earlier occupants, except Walters and William Perryn! Witnesses were John Crispe junr., Willm. Walter [his mark] and John Spicer, none of them local. When, six years later, in 1684, it again changed hands, the property had been “late in the occupation of **Richard Tyler**”. Richard and his son **Philip** (b.1657), both carpenters, were to sign the AOR in 1696. Richard probably died in 1698 (the same name occurs in 1712/3), and may have been back in the house by then, as Philip was to be its occupant in the 1690s. This 1684 deed, the last of this group, shows the lease was now being acquired by **Richard Hartley** of Banbury, yeoman.

There had been a Hartley or Hartlet (the names were interchangeable) family for generations in Banbury. Several children of Passover Hartley (d.1653) were baptised before the 1650s. No record has been found of Richard’s baptism, or of other Hartley children after 1651. The one relevant entry in the parish register is for the burial of Joann wife of Richard Hartlit on 20 April 1689.

### **The end of the century: the Cheetham family**

The third group of four deeds, 1689-90, records Richard Hartley’s sale of the lease of the house, “late in his tenure”, in August 1689, three months after the death of his wife. The purchaser was Mary Cheetham, also of Banbury, widow.

A witness of these was **Anthony Newlove**. He was the second (of 236 signatories) of the AOR in 1696. He was buried in Banbury church, as “Mr Anthony Neulove, gent.”, with a mural inscription (long destroyed) recording he was “son of Antony Newlove of Hespringham, Lincoln, gen.” born 1663, died 18 May 1703. He witnesses most of the remaining deeds and was clearly a legal adviser, if not actually an attorney. The participation of such a leading member of Banbury’s hierarchy together with other associates confirms Mary Cheetham’s gentry status.



In another deed, two days after the first, Mary Cheetham appears to release Richard Hartley from future commitments. This is witnessed as well by **James Sowtham** [Southam], buried 6 March 1696/7, a Neithrop yeoman whose will was proved in PCC. An addition was made to this deed, by Richard Hartley, dated 12 December 1693, after Mary Cheetham's death. In this he appears to be transferring any obligation he owed Mrs Cheetham to Edward Phillips of Shrewsbury, clothier. This is witnessed by Anth. Newlove and "Ro. Walters". **Robert Walters**<sup>12</sup> was the third signatory of the AOL; at his burial on 11 September 1702 he was described as "Gent.", and his will was proved in PCC.

not  
bold

**Mary Cheetham**, widow, who bought the house in 1689 and lived there, though sadly for less than a year, is the person in these deeds who provokes most interest. Her will, dated 3 April 1690, when she was in "indifferent health", and proved in PCC that July, is amongst the documents. A mis-numbered deed, *[Mr Pateshall's Purchase Deed 10 May 1698]* also provides information.

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At the time of her will Mrs Cheetham had two children, Mary and John. She left the house, "where she did dwell", "lately purchased of Richard Hartley" and all other properties in Banbury (alas unspecified) in trust for them.

The trustees were to be **Edward Draper** of Sibson, Leics., clerke, and her brother-in-law **John Smith** of Ladbroke, Warws. (just north of Banbury), also clerke, with instructions to sell off the property "with all convenient speed" on behalf of the two children. Household stuff was to go to Mary, and when 21 she was to pay her brother ten pounds for this.

Mrs Cheetham's sister **Elizabeth Pettipher** was named as sole executrix and guardian of the children. She was to receive 50s. annually to be paid out of interest on £700 "put forth in the name of my uncle **William Wagstaffe**, £650 whereof remains in the hands of my brother **Edward Pettipher** and £50 in the hands of my said brother[-in-law] John Smith". Arrangements were to be made for her son John to be bound apprentice. Witnesses were Marie Lamprey, Marie Grimes and William Price. Lamprey might have been a maidservant, but the other two are not local. This suggests that the invalid Mrs Cheetham had already left Banbury, accounting for the absence of a burial entry in the parish register.

It is frustrating that the Banbury parish registers also have no record of Mary Cheetham's marriage, the baptism of her children or of her late

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<sup>12</sup> No connection with Thomas Walters of Chipping Norton is known.

husband's burial. There are no other Che(e)tham wills for this period in PCC or amongst Oxfordshire courts. Her trustees, both described as "clerke", were Anglican clergy.

ay/ The final group has two deeds dated ~~August~~ 1698, by which time the late Mrs Cheetham's son John has evidently come of age.

The first is between, on the one part, her trustees Edward Draper of Sibson, John Smith of Ladbroke "and John Cheetham of Westcote, Warws., Gent." (so much for the apprenticeship!); and, on the other part, Walter Pateshall of Shrewsbury, Salop., woollendraper.

By it Pateshall acquires the property in "the Horse Faire now or late in tenure... of one Philip Tyler". It is signed by Edward Draper, John Smith and John [what is clearly meant to be] Cheetham. All three signatures are witnessed by Anth. Newlove, but otherwise separately, Smith by Abra. Murcott; Draper by Wm. Style and Edward Pettipher; and Cheetham by Tho. Cross. When presented with a "John Smith" one tends to despair, but the Ladbroke Hearth Tax return does show that in 1670 "Mr Smith, rector" had five hearths. Abraham Murcott witnessed his signature in 1698. In 1670 "Jo. Murcott, gent." and "Mr Andrew Murcott" lived at Cubbington, only five miles away. **William Style** was an early AOL signatory, an attorney who became town clerk in 1706. He died in 1716.

The wrongly numbered "**5**" *Mr Pateshall's Purchase Deed. 10th May 1698*" (the following day) is a tripartite deed. For the first part, Edward Draper of Sibson, John Smith of Ladbroke and "John Cheetham of Westcote, Gentleman, son of Mary Cheetham late of Banbury, widow, deceased"; for the second, Edward Phillips of Shrewsbury, clothier; and for the third, Walter Pateshall of Shrewsbury, woollendraper.

The gist of Mary Cheetham's will is given. It explains that her executrix Elizabeth Pettipher "sometime after intermarried with the said Edward Phillips" (Richard Hartley's addition to one of the 1689 deeds implies that this took place in 1693); that Mr Phillips took out a mortgage on the property; and that "the said Mary Cheetham [the daughter] is since dead" before 21 or marriage. The trustees refer to the deed signed the previous day and confirm the purchase of the lease of the property by Walter Pateshall. It is signed by Edward Draper, John Smith, John Cheetham and Edward Phillips.

**Philip Tyler**, a carpenter who lived in the house after Mrs Cheetham's death, was probably (as mentioned above) the son, born in 1657, of Richard Tyler, also a carpenter, who'd lived there before 1684. He also signed the 1696 AOR, and was buried in January 1728/9.

## The Pettipher family and Warwickshire connections

On their mother's death John and Mary Cheetham would have been taken into the care of their aunt Elizabeth. Pettiphers do occur in Banbury: an Edward Pettipher/Pettifer was churchwarden in 1689 and 1693.<sup>13</sup>

However, it seems likely Mary Cheetham's family were from just over the county border in Warwickshire. Mr Anthony Petipher of Warmington paid tax for six hearths in 1663 and 1670.

Where Elizabeth Pettipher and her brother Edward lived in 1690 is at present unknown. When she "intermarried" (c.1693) with Edward Phillips of Shrewsbury, clothier, it may be assumed John and Mary moved with her. Legal documents must be factual, but *we* can feel sorrow that John's sister Mary did not live to receive her household goods. Elizabeth Pettipher's marriage to **Edward Phillips** explains his appearance in these deeds, and how a Shrewsbury woollen-draper, **Walter Pateshall**, came to acquire property in Banbury.

However, by 1698, John Cheetham, now come of age, was living at Westcote in Warwickshire. His uncle Edward Pettipher was a witness to the 1698 deeds. In 1700 "Edward Pettipher of Westcote, Warw., gent." was party to a Magdalen College lease.<sup>14</sup> This was a tiny hamlet in Lower Tysoe, in 1670 only having a 5-hearth house and one other. Clearly John was living with his uncle in 1698. Edward Pettifer was buried at Tysoe on 27 April 1725, though no Cheethams appear in the Tysoe registers.<sup>15</sup>

## The Wagstaffe family of Calthorpe and Farnborough

Mary Cheetham's will mentions £700 "put forth in the name of my uncle **William Wagstaffe**". It seems probable that he is the same as William Wagstaffe, gent., of Calthorpe, buried at Banbury 4 October 1695. His will ("infirm in body... to be decently buried"), dated 23 March 1694/5, was proved in the Peculiar Court in August 1696 by his widow Hannah.<sup>16</sup> John Wagstaffe was a witness of two 1689 documents: two John Wagstaffes, brother and (adult) son, are mentioned in the will.

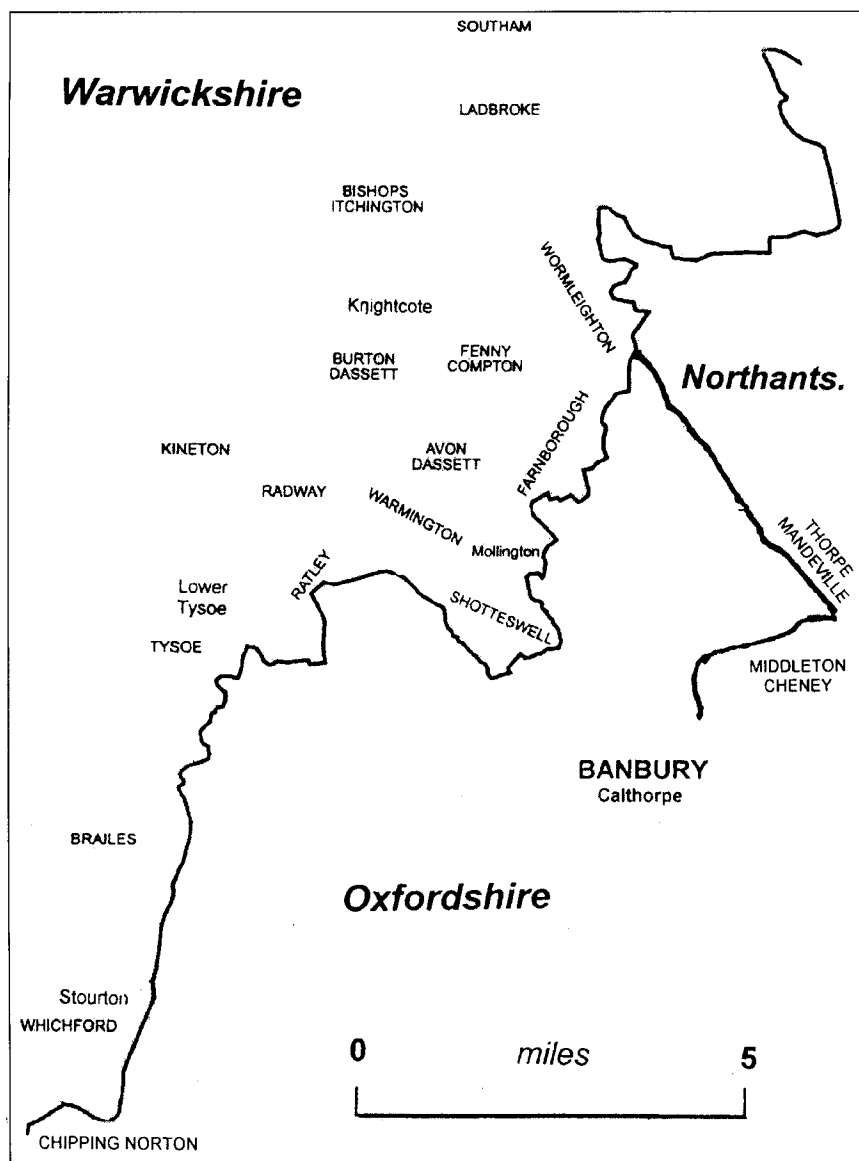
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<sup>13</sup> Ironically, one of the witnesses of Anthony Jackeman's will in 1632 (fn.6) was a Thomas Pettipher. For that matter, the other was Margaret Walters, probably connected to his widow, Elizabeth Waters. 57  
/nee

<sup>14</sup> Shakespeare Centre Library and Archive [DR 18/10/114/1]. Surrender by Edward Pettipher of Westcote, gent., *et al*, 2 Aug 1700.

<sup>15</sup> *The Parish Registers of Tysoe, Warw.*, ed D.B. Woodfield, 1976.

<sup>16</sup> Oxfordshire Record Office. Will of William Wagstaffe, 1696. Pec.55/2/50; see also D.M. Barratt, 'James Sutton: A Presbyterian Minister', *C&CH* 6(2), 1975.



*Northamptonshire and Warwickshire places bordering Oxfordshire and Banbury, mostly mentioned in the text*



*Calthorpe House in 1823*

William Wagstaffe had probably retired to Calthorpe House. The Calthorpe estate (effectively part of Banbury, but beyond the borough boundary) had been sold in 1680, but the new owners never appeared to have lived there.<sup>17</sup> William Wagstaffe's will shows that he had earlier lived in a "mansion house" at Farnborough, again quite close but in Warwickshire. In 1670 he had paid tax on eight hearths (George Rawleigh esq. at what is now Farnborough Hall had eleven), and there is an inscription in the church there to his wife Mary (d. 1666/7).<sup>18</sup> The presence of her uncle at Calthorpe might have been a reason for the presumably newly-widowed Mary Cheetham to buy a house near-by in Banbury.<sup>19</sup>

### **The Eighteenth Century and the Rymill family**

The final document is a bond from Walter Patteshall of Shrewsbury, woollendraper, to Richard Rymill of Banbury, baker, dated 18 October 1701. It is signed by Walter Pateshall, with a seal showing a shield with a fesse and beneath it a chevron, with birds on either side. This also appeared on a 1689 Covenant. Perhaps it belonged to Anthony Newlove.

The witnesses are Thos. Goode, Joseph Austin and Anth. Newlove.

It is not surprising that the Shrewsbury woollendraper rapidly rid himself of his distant Banbury property. **Richard Rymill**, Banbury baker, probably recently married, had five surviving children between 1707 and 1722. His

<sup>17</sup> *Victoria County History: Oxfordshire*, v.10, *Banbury Hd.*: Banbury, p.44.

<sup>18</sup> *Victoria County History: Warwickshire*, v.5, *Kington Hd.*: Farnborough, p.87.

<sup>19</sup> It is hoped to write further about the Wagstaffe family and their Farnborough connections, and also Presbyterianism, in a future issue.

wife Margaret died in 1728, and “Mr Richard Rymill, senr., baker” was buried on 30 June 1739, with a will proved in PCC (this names family but provides no additional relevant information). His son Richard (b.1710) married Sarah Lambert in January 1741 and was buried, “Mr Richard Rymill, baker” in April 1751. She had died in March 1749.

Of the witnesses to this final deed, all three were AOL signatories. Mr **Thomas Goode**, grocer, died 1741/2, with a will proved in the Peculiar Court of Banbury [PCB]. **Joseph Austin**, baker, died 1726, with a PCB bond. The third was the ubiquitous Anthony Newlove: in 1698 did he travel to Leicestershire, Shrewsbury and Westcote to perform this task for the various signatories?

## Conclusion

This is a run-of-the-mill collection of deeds for one unimportant property, at first glance over about 43 years. I hope this article has shown how very dull-seeming documents can yet help to build up a tiny story of changes in tenure, and thus life, in one medium-sized house; how those involved, even if merely as witnesses to signatures, interacted. No great original research has been necessary. Our Society over fifty years has published many of the vital records that help identify Banburians.

The recent publication of the Warwickshire Hearth Tax and a fortuitous discovery on a TNA internet website contributed two vital out-of-county sources. The incidence of Warwickshire places is a constant theme and a reminder of how close Banbury is to the county border.

People were then as now constantly on the move, both geographically and socially, even if they ended up where they were before. Deaths in the family could often result in such moves. Being described as gentry did not necessarily mean considerable wealth. William Wagstaffe could “put forth £700” but his cousin and namesake’s inventory was valued at only £18.17s.6d. (of which his three horses and other stable contents formed £8.1s. worth).<sup>20</sup>

The owners of this property, or at least its chief lease, rarely lived there and only briefly. Initially there were John Perrin and his son Thomas from 1619. William, inheriting and needing cash, appears to have sold the lease to Anthony Jakeman but arranged to rent it back. This gave Jakeman a capital asset producing income to maintain his widow and young children. His son Josiah, ten at the time, thus inherited the lease of the house, but did not need to live there until much later, if ever, though the 1658 lease to Hibberdine implies he did at that time.

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<sup>20</sup> Oxon. R.O. William Wagstaff, gent., inventory, 1716. Pec.55/3/50.

Jakeman still kept the chief lease as an income-producing asset for twenty further years until he eventually passed it to Thomas Walters of Chipping Norton who promptly disposed of it to Thomas Carter of Enstone in 1678. Josiah, born in Thorpe Mandeville, grew up at Middleton Cheney, lived in 1650s Banbury but then moved to Stourton before retiring to Banbury – a life over eighty years and three counties.

Richard Hartley had the house for just five years from 1684 until the death of his wife in 1689.

It was then bought by Mary Cheetham, but she lived there a sadly short time, dying the following year. It remained in the ownership of the Cheetham family until 1698 when her son John came of age. His aunt's husband disposed of it to a colleague in Shrewsbury, probably to liquidate a mortgage, and he, Walter Patteshull, soon sold to a Banbury baker, Richard Rymill in 1701. There the documentary trail ends, but the bakers, Richard and his son between them, may have carried on there for another fifty years, perhaps rebuilding or refronting the house.

## APPENDIX

The documents just acquired (together with the ORO deeds) fall into several groups, some misleadingly numbered or dated. The subsequently discovered (ORO) deeds fill a gap and fit in with the final group.

- A. 1658 Apr 12:** *Jackman to Hibberdine* [1].
- B. 1677 Nov 15/16; 1677/8 Mar 19.** *Jackeman to Walter(s)* [ORO. BL IX/i/1-3].
- C. 1678 Dec 3.** *Thomas Walters to Tho. Carter* [2 & 3]; and **1684 Oct 19.** *Carter to Hartley* [4]. ('5' is mis-numbered.)
- D. 1689 Aug 1.** *Hartley to Cheetham* [6; two versions, one marked "Richd. Rymill House"]; **1689.** *Covenant* [no number];  
**1689 Aug 3.** *Release* (**1693 Dec 12**, added note) [7];  
**1690 Apr 3.** *Will of Mary Cheetham*, proved (PCC) 1690 Jul 6 [8].
- E. 1697/8 Feb 26** *Phillips to Petteshall* [ORO BL IX/ii/1].  
**1698 May 9** (mistakenly dated '1689' on exterior). *Cheetham Trustees to Pateshall* [no number].  
**1698 May 10** [misleadingly numbered '5']. *'Mr Pateshall's Purchase Deed'*.
- F. 1701 Oct 18.** *Pateshall to Rymill* [no number].

My acknowledgments and thanks to Eleanor Wynyard at Northamptonshire Record Office, for help with the Jackeman family of Thorpe Mandeville and Middleton Cheney (for a short time threatening to destroy my theories on the site based on the Perrin family's continuing residence in the 1630s!). Also to Rose Todd of Cherwell District Council, for her views on the building "on the east side of a certain street in Banbury called the horse fair."

## Book Review

***Broughton Castle and The Fiennes Family***, by Nicholas Allen, Wykeham Press (ISBN 978 0 9566059 0 0). A5, card covered, 94pp, 20 illustrations/ maps. 2010, £7.50. Mail orders (adding £2.00 p&p) from BHS members, with cheque, to Nick Allen, Barn End, Keyte's Close, Adderbury OX17 3PB.

I little thought when my fellow guide Nicholas Allen showed me some notes on Broughton Castle some years ago, and asked for comments, that my curiosity would encourage him to write a book. I'm delighted that it did.

The book charts the history of the family from before they became the owners of Broughton Castle, starting with their arrival in England with William the Conqueror.

The family were particularly prominent during the English Civil War, as active Parliamentarians, and the book rightly concentrates on that important time in our history. The castle was besieged and taken by Royalists, and years later when the moat was dredged cannonballs were found.

After the restoration of Charles II, Lord Saye and Sele ("Old Subtlety") was pardoned and life at Broughton became less exciting. Because of financial trouble the castle was occasionally let and the family lived elsewhere, the book ending with their return in 1912. It's left to another book to record the hard work of the family in the twentieth century to return the castle to its former glory.

Nicholas Allen sheds light on some of the peculiarities of British history, particularly on wardship. Several Lords Saye and Sele inherited the title before maturity, and it turns out that the wardship of them could be sold on to other people, who could take advantage by arranging advantageous marriages for their daughters. That was totally unknown to me, and absolutely fascinating.

A significant number of the family died young or without heirs, so the title moved sideways a surprising amount. This wasn't unusual for the time, but I would have liked to have known more about the individuals.

I was interested, though not convinced, by Nick's definition of "Twisleton" as the division of a river, as I'd always understood that "Twisle" was an old English word for a mole, and moles are depicted on the family flag. Can any reader clarify this?

It's a minor criticism, but I would have liked the family tree to have been in a larger font. Though given how far back it goes and its complications, I can see that this wouldn't have been easy to achieve. [It would need two more pages. *Ed.*]

Nicholas has produced a fascinating guide to a beautiful house with a distinguished history. It will prove invaluable to anyone who wants more information on Broughton than is in the castle brochure. And on a personal note, it will be an indispensable guide for stewards on Broughton's open days, and it fits in my pocket beautifully.

Mary Quinlan



## Lecture Reports

*Brian Little*

**Thursday 9<sup>th</sup> September 2010**

***Women workers in war and peace: the General Post Office, 1914-1939***

Dr Helen Gow

Despite the time boundaries in her title, Dr Gow began with some consideration of the position of women workers during the nineteenth century. In particular they had been letter carriers from the mid-century and had achieved much greater acceptance in rural areas than in urban districts. Although there was an increased take-up of women workers in London from 1871, there were issues of segregation as well as job exclusion (mostly from better paid work). Marriage was perceived as a barrier to employment and certainly to job progression.

Coming on to World War I, Helen Gow stressed male dominance in some job areas and also deplored the trend for employment of women in positions involving unsociable hours. Often these posts carried lower payments than those made to men in similar situations. These inequalities resulted in a long campaign against the *status quo*, led especially by the Federation of Women Civil Servants. This was featured in the work of some cartoonists and reflected in a growing spirit of camaraderie amongst women workers.

In the subsequent question session many members reflected on issues of inequality.

**Thursday 14<sup>th</sup> October 2010**

***Oxford's Historic Waterways: the River Thames and the Oxford Canal***

Mark Davies

A tour of waterway-related buildings quickly expanded into a consideration of Town *versus* Gown issues. Clearly the identification of Oxford as a watery city soon led to the conclusion that river and canal impacted more on the former than the latter. Despite admitting a gravel river terrace location for many of the university buildings, the commercial lifeline provided by the Oxford Canal was an overriding factor in relation to the town. This was reflected not only in commodities, notably coal, but also in employment, with working families concentrated in the St Thomas Parish and especially Fisher Row.

Mark Davies then focussed on key people such as Daniel Harris, the brains behind early lock construction, and also the designer of the Oxford Canal Company house, whose logo sign was one of the few that combined the symbols of both town and gown.

A part of his talk of special interest was that devoted to Jericho and the battle for control of the boatyard and the site of the Worcester Street canal basin.

The final images revealed an astonishing contrast between the *Graphic's* romantic vision of waterside Oxford in 1879 and the harsh reality of canal life as exemplified by that doyenne of canal boatwomen, Rose Skinner, shovelling coal.

Mark Davies has written numerous books on a range of waterway issues and is a monthly contributor to BBC Radio Oxford using as his theme, life on the Oxford Canal.

### **Thursday 11<sup>th</sup> November 2010**

*The Cartwrights of Aynho: The building of a dynasty*

Jim McDermott

A huge audience of about eighty was treated to a lively presentation of some of the highlights of the Cartwright family archive. These stemmed from a methodical listing and cataloguing of family papers, which include a large quantity of legal and financial documents connected with the Aynho estate from medieval times right up to the present day. This at times covered many other nearby Northamptonshire parishes, as well extensive holdings in Oxfordshire, such as at Deddington and Bloxham. There are also a discrete batches of military and turnpike papers.

Jim McDermott held the attention of members and friends by focussing especially on contrasting members of the family. Many of these emerged as colourful personalities such as William Cornwallis Cartwright, staunch Liberal and friend of Gladstone. In common with other members of the family he was a hoarder of papers including post cards, which offer valuable insights into the nineteenth century social scene in Aynho and political issues of the time. Above all he lived the life of a country squire to the full: so much so that expenditure started to exceed income by quite a margin.

Contrasts with other family members followed in turn and revealed astonishing differences. There was hunting and shooting Tommy and inveterate overseas traveller Fairfax Leighton. Diplomatic involvement in events leading up to the First World War provide fascinating insights.

**B.L.**

At our Society's very first lecture meeting, in February 1958, Dr E.G. Forrester spoke on this subject. Since then we have published Nicholas Cooper's history of *Aynho* (vol. 20), several articles have appeared in *Cake & Cockhorse*, and we have visited Aynhoe Park a number of times. The house, village and possessions of the Cartwright family are integral to Banburyshire's history. The associated archive is a marvellous source, deposited at the Northamptonshire Record Office years ago. However, it was only recently that it was put up for sale, and our Society amongst many others raised the significant sum to keep it there. It is clear that our support for the purchase has been well justified. Let us hope that members will be tempted to explore, research and contribute!

**J.S.W.G.**

# BANBURY HISTORICAL SOCIETY

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

The magazine *Cake and Cockhorse* is issued to members three times a year. This includes illustrated articles based on original local historical research, as well as recording the Society's activities. Approaching one hundred and fifty issues and five hundred articles have been published. All but the most recent issues have been digitised and are available on the Society's website (see inside front cover). Most back issues are also still available in their original form.

There are now over thirty volumes in the records series. Those still in print include:

*Banbury Wills and Inventories 1591-1650*, 2 parts (vols. 13, 14).

*Banbury Gaol Records*, ed. Penelope Renold (vol. 21).

*Banbury Baptism and Burial Registers, 1813-1838* (vol. 22).

The earlier registers, *Marriages 1558-1837*, *Baptisms and Burials 1558-1812*, are now out-of-print, but are available on fiche and CD from Oxfordshire Family History Society, website at: [www.ofhs.org.uk](http://www.ofhs.org.uk)

[Index to] *Administrations and Inventories of the Archdeaconry of Northampton 1711-1800* (vol. 17, with British Record Society).

*Oxfordshire and North Berkshire Protestation Returns and Tax Assessments 1641-1642* (vol. 24, with Oxfordshire Record Society).

*King's Sutton Churchwardens' Accounts 1636-1700*, ed. Paul Hayter (vol. 27).

*The Banbury Chapbooks*, by Dr Leo John De Frietas (vol. 28).

*Early Victorian Squarson: The Diaries of William Cotton Risley, Vicar of Deddington, Part One, 1835-1848*, ed. Geoffrey Smedley-Stevenson (vol. 29).

*Banbury Past through Artists' Eyes*, compiled by Simon Townsend and Jeremy Gibson (vol. 30).

*Turnpike Roads to Banbury*, by Alan Rosevear (vol. 31).

Current prices and availability of other back volumes, and of *Cake and Cockhorse*, from the Hon. Editor (Harts Cottage, Church Hanborough, Witney OX29 8AB).

In preparation: *Mid-Victorian Squarson, 1849-1869: Selections from the Diaries of William Cotton Risley, Part 2*, ed. G.W. Smedley-Stevenson.

*Index to Rusher's 'Banbury List' 1785-1906 and 'Directory' 1833-1906.*

The Society is always interested to receive suggestions of records suitable for publication, backed by offers of help with transcription, editing and indexing.

Meetings are held during the autumn and winter, normally at 7.30 p.m. on the second Thursday of each month, at Banbury Museum, Spiceball Park Road, Banbury. Talks are given by invited lecturers on general and local historical, archaeological and architectural subjects. Excursions are arranged in the spring and summer, and the A.G.M. is usually held at a local country house.

Membership of the Society is open to all. The annual subscription (since 2009) is **£13.00** which includes any records volumes published. Overseas membership, **£15.00**.

All members' names and addresses are held on the Society's computer database for subscription and mailing purposes only. Please advise if you object to this practice.

# **BANBURY HISTORICAL SOCIETY**

## **Autumn 2010/Winter 2111 Programme**

*Meetings are normally held at Banbury Museum,  
entrance from Spiceball Park Road.*

*Thursday 9th December 2010*

**Archaeology and the Restoration of  
Stowe Landscape Gardens**  
Gary Marshall

*Thursday 13th January 2011*

**The Aluminium Works at Banbury  
1929 - 2009**  
Richard Hartree

*Thursday 10th February 2011*

**Bampton: A Minster-Town in Medieval  
Oxfordshire**  
John Blair

*Thursday 10th March 2011*

**Parks in Medieval England**  
Stephen Milesen