

Archaeological Services & Consultancy Ltd

HISTORIC BUILDING RECORDING FORMER WHITE & CO SHOE FACTORY STATION ROAD, EARLS BARTON NORTHAMPTONSHIRE

on behalf of Bellway Homes



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July 2005

ASC: 689/EBS/2

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Site Data

<i>ASC site code:</i>	EBS	<i>Project no.:</i>	689
<i>County:</i>	Northamptonshire		
<i>Village/Town:</i>	Earls Barton		
<i>Parish:</i>	Earls Barton CP		
<i>NGR:</i>	SP 8516 6330		
<i>Present use:</i>	Former shoe factory		
<i>Planning proposal:</i>	Demolition and redevelopment		
<i>Planning application ref/date:</i>	Not known		
<i>Local Planning Authority:</i>	Wellingborough Borough Council		
<i>Date of fieldwork:</i>	10/06/05		
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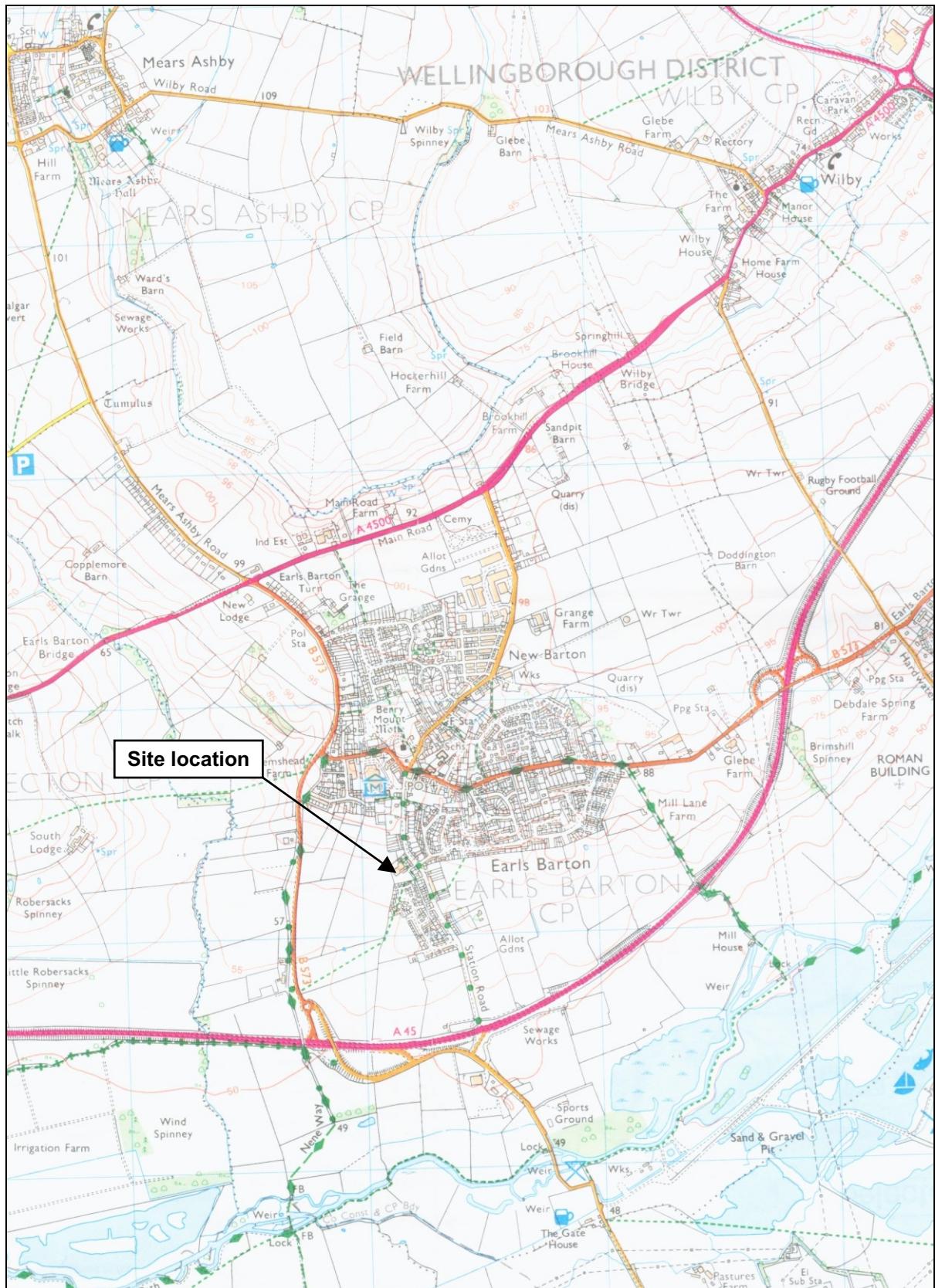


Figure 1: General location (scale 1:25,000)

Summary

In June 2005 an historic building survey was carried out at the former White & Co shoe factory, Station Road, Earls Barton, prior to demolition. John White & Co established their Station Road factory in the 1890s: the first building was a long range set at right-angles to the road. This was subsequently expanded to the south, along the street frontage. Some time after 1958 a new block was constructed to the rear of the original factory, linked to it by a first-floor bridge. The new building was the subject of this survey. The original factory was demolished after 1974, and an extension was added to the rear of the 1950s building. A smaller building to the south-east, also constructed after 1958, was modernised after 1974, including replacement of its roof.

1 Introduction

1.1 In June 2005 *Archaeological Services and Consultancy Ltd* (ASC) carried out historic building recording of the White & Co Shoe Factory, Station Road, Earls Barton, Northamptonshire (Fig. 1). The project was commissioned by *Bellway Homes*, and was carried out according to a project design prepared by ASC (Zeepvat 2005), and a brief (Ballinger 2005) prepared on behalf of the local planning authority (LPA), *Wellingborough Borough Council*, by their archaeological advisors (AA), the *Northamptonshire County Council Heritage & Environment Team*. The relevant planning application reference is not known.

1.2 *Planning Background*

This building recording project has been required under the terms of *Planning Policy Guidance Note 15* (PPG15), in response to proposals for the demolition of buildings on the site, prior to residential redevelopment.

1.3 *Location*

The site is located in Earls Barton, in the civil parish of that name, in Wellingborough district, at NGR SP 8516 6330 (Fig. 1). The former White & Co. shoe factory stands back from the west side of Station Road, with terraced houses to the east, a modern housing estate to the south, and open land to the west (Fig. 2). Access is from Station Road.

1.4 *Site Description*

The three buildings surviving on the site were the remnants of a much larger boot and shoe complex belonging to White & Co, and were thought to date from the 1950s or early 1960s. The larger building (Fig. 2: 1) occupying the centre of the site, was the main factory. It comprised two linked structures. To the north-east was a two-storey, flat-roofed brick building, housing both offices and production areas. At its south-west end was a modern steel-framed unit with a pitched roof, housing additional production facilities. South-east of the main structure was a single-storey building of brick and concrete block construction (2). To the north-west of the main building was a corrugated iron-clad building (3), which is shown as belonging to the site in Fig. 2, but was not accessible to the survey team. The gate between this structure and

Building 1 appeared not to have been used for some considerable time. Between Buildings 1 and 2 was a narrow yard, with a gate at its north-east end. To the south-east of Buildings 1 and 2 was a large concrete yard area: around the rest of the building was rough grass. Access to this was by a gate at the east corner of Building 2.

1.5 Listed Buildings

There are no listed buildings on the site.



Figure 2: Site location (*scale 1:1250*)

2 Aims & Methods

2.1 Aims

As described in the brief (Section 3), the aims of the building recording were:

- to provide a written, drawn and photographic record of the building as it existed prior to demolition;
- to enhance and substantiate the rapid survey record produced by English Heritage;
- to ascertain, as far as was possible, what relationship the surviving building may have had with the remainder of the boot and shoe factory complex;
- to provide an understanding of the functioning of the building as a boot and shoe factory, and to ascertain what similarities / differences there were between this building and historic boot and shoe factories.

2.2 Standards

The survey conforms to the project design, to the relevant sections of the Institute of Archaeologists' *Code of Conduct* (IFA 2000) and *Standard & Guidance Notes* (IFA 2001), to the Royal Commission on the Historical Monuments of England's *Recording Historic Buildings: a Descriptive Specification*, 3rd Edition (RCHME 1996), and to the relevant sections of ASC's own *Operations Manual*.

2.3 Methods

- In line with the requirements of the Brief (Section 4), the survey followed the standards, conventions and specifications defined by English Heritage (RCHME 1996). The survey was carried out to RCHME Level 2 as a minimum.

2.4 Constraints

Full access to the two larger buildings on the site (1 & 2) was provided to the survey team. The only exception to this was the boiler room in the main building (no key). As noted above (para. 1.4), it was not possible to gain access to the small building (3) to the north-west of the main building. Though it was included within the development site, it did not appear to have any direct connection with the shoe factory.

3 Historical Background

3.1 In compiling this section, reference was made to the Northamptonshire Sites & Monuments Record (SMR), and the Local Studies section of Northampton Library.

3.2 General

At the start of the 19th century, Earls Barton was an agricultural village of c.700. A century later, it had developed into a small town with a population of c.2,900 (Palmer & Neaverson 1992). One of the main reasons for this expansion was the growth, during the latter part of the 19th century, of the boot and shoe industry. By 1901 there were sixteen boot and shoe factories in the town. These included John White's factories in Station Road (adjoining the survey site) and Doddington Road (SP858 636), Barker's Station Road factory (SP852 633). There was also a leather works in Park Street (SP850 637), and numerous garden workshops, for example in Broad Street (SP854 636) and Sunnyside (SP848 636).

Much of this new development was to the north of the historic core of Earls Barton, in the area known as New Barton. Development along Station Road, on the south side of the town, appears to have commenced at a relatively late date. The Ordnance Survey 1st Edition 25" sheet of 1887 (Fig. 3) shows the land alongside Station Road, including the survey site, as undeveloped agricultural land.

3.3 Site-Specific

The precise date for the construction of White's Station Road factory is not known. The Ordnance Survey 6" sheet issued in 1901 (Fig. 4), shows a long narrow building set at right angles to Station Road, in the area now occupied by 94 Station Road. A separate L-shaped building stands at the south end of the plot. A trackway crosses the undeveloped site of the later factory building in a north-south direction.

The Ordnance Survey 1:10,560 sheet for 1958 (Fig. 5) shows the original factory had expanded southwards, across the area now occupied by 94-98 Station Road. At this time the site of the later factory building is still shown as undeveloped, though there are two buildings at the north end of the site, and two towards its south end. None of these structures bear any relationship to Buildings 1-3, demonstrating that the present factory buildings must have been built after this date.

By the later 20th century the present factory buildings had been constructed. The 1974 Ordnance Survey 1:2500 sheet (Fig. 6) shows the north-east part of Building 1 (labelled 'shoe factory'), linked by a bridge to the original factory building. At this time the west part of the site is shown as wooded, with mainly mature trees. Buildings 1 & 3 are also shown for the first time.

By 2000 the company had become J White & Co (Earls Barton) Ltd, also trading as The Northants (Direct Supply) Boot Co Ltd. From advertising material still littering the office floors in Building 1, it was evident that the 'Tredair' and 'Gripfast' ranges of boots were among the lines manufactured at Station Road. From surviving material on notice boards, it is clear that the factory closed in 2004.

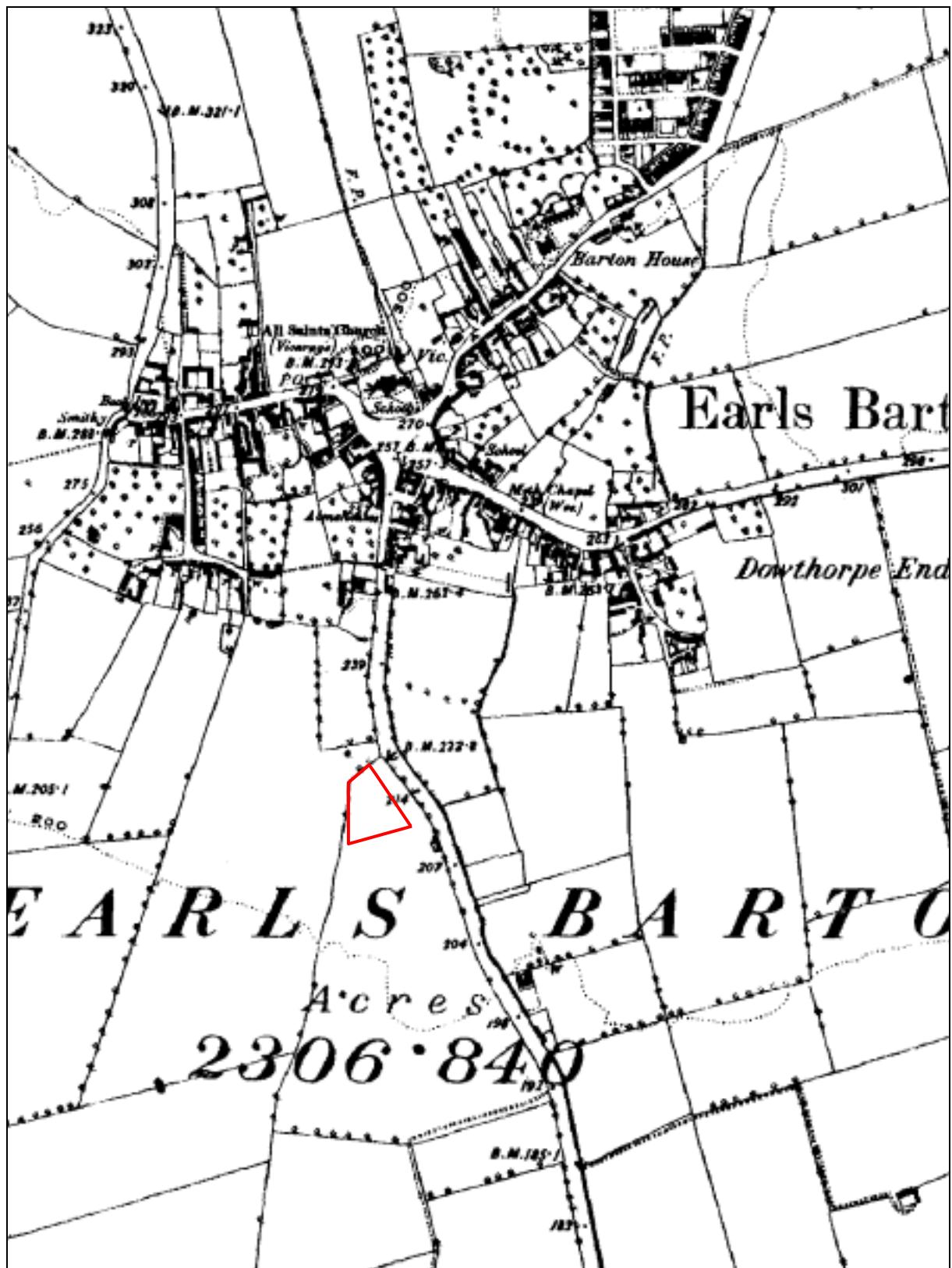


Figure 3: Earls Barton in 1887, showing location of site (*not to scale*)

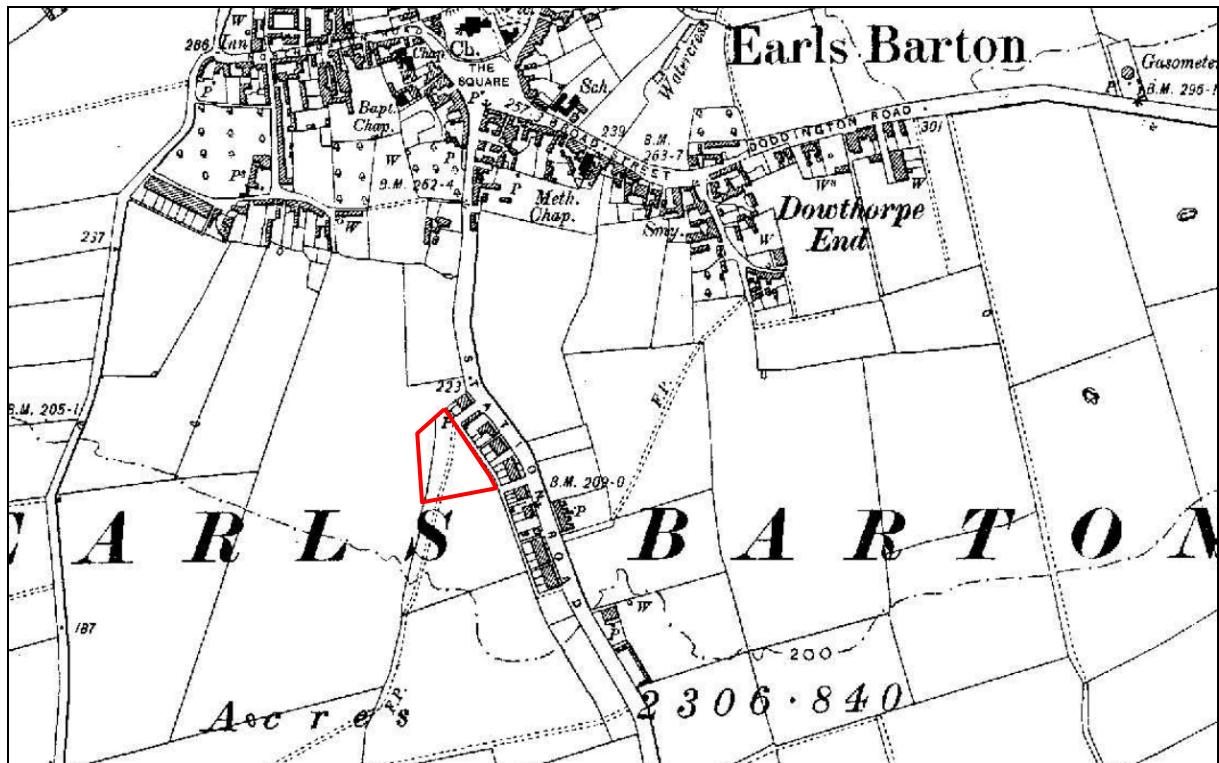


Figure 4: The site in 1901 (*not to scale*)

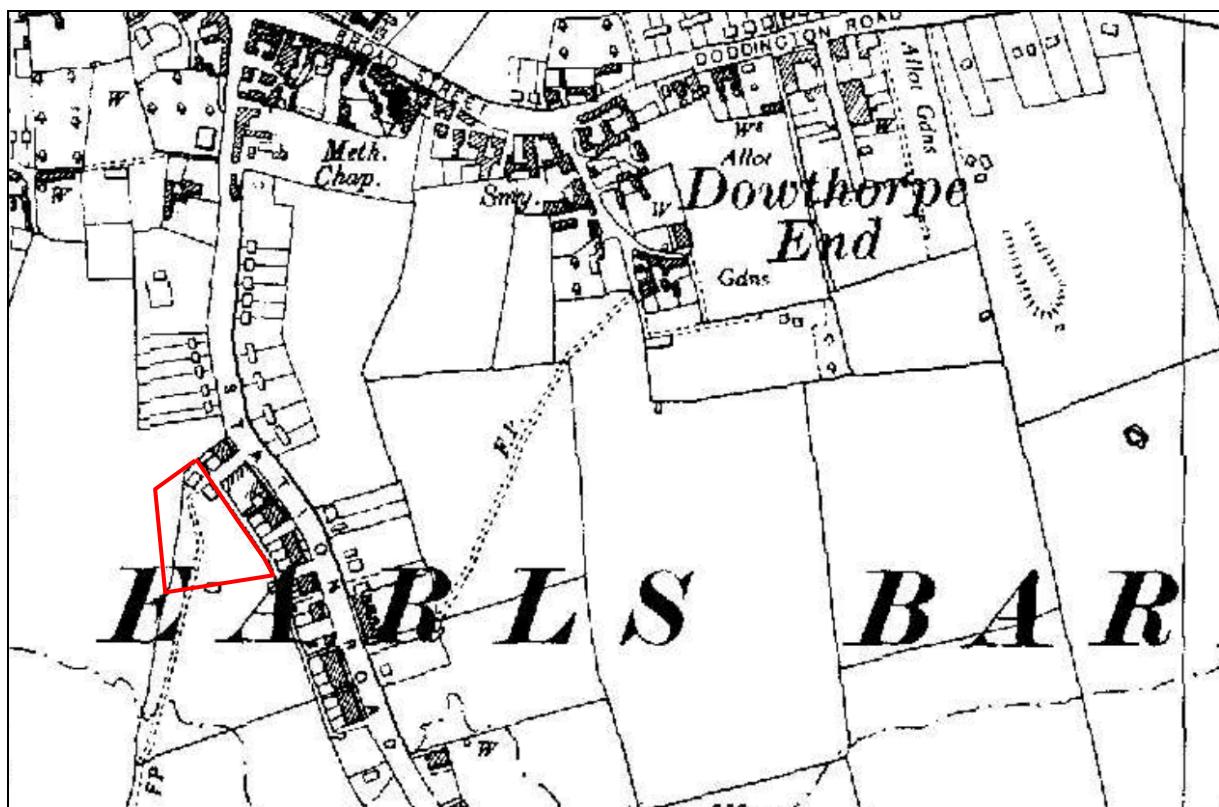


Figure 5: The site in 1958 (*not to scale*)



Figure 6: The site in 1974 (*not to scale*)

4 Description

4.1 *Building 1*

Building 1's maximum dimensions were $c.35 \times 55\text{m}$, and it covered an area of $c.1440\text{ sq. m}$. It consisted of two structures of different dates. The north-eastern part (max dimensions $c.29 \times 30\text{m}$, area $c.790\text{ sq. m}$) was the original factory building, dating from the late 1950s or 1960s. This was a flat-roofed two-storey structure of brownish brick, laid in stretcher bond, with cast concrete window and door lintels and sills. There were three parts to this structure, of differing heights. At the north-east corner, above the main entrance to the building, a squat tower rose about two metres above the general roof level, forming an attic above Room 7. This presumably contained water tanks, etc. At the rear of the factory a second section, housing the company offices, also rose above the main roof level. Clerestory windows in this raised section provided additional illumination to the offices (Rooms 21-23). Along the west side of this part of the building was a balcony, leading to a fire escape. Internally the building comprised a reinforced concrete ground floor below a reinforced concrete framework of pillars and joists, supporting an upper floor of reinforced concrete, with further pillars and joists above carrying the roof. Pillars on the two floors were not set on the same grid: some on the ground floor appeared to have been offset to allow space for larger production machinery. Internal partitions on the ground floor were of brick; those on the upper floor were either of brick or metal framed (upper part glazed). Windows throughout the building were timber framed, with large fixed lights and opening top-lights.

The south-western part of Building 1 (max dimensions $c.25 \times 28\text{m}$, area $c.650\text{ sq. m}$) was an L-shaped, steel-framed industrial building of five bays. Its walls were brick externally and concrete block internally to about 3m in height, above which they were clad with a sheet material. A large loading door faced south-east and a smaller one north-east. There were three fire exits, and no windows. Natural light entered through translucent roof sections. This structure appears to date from $c.1980$ onwards: it does not appear on the 1974 OS sheet (Fig. 6).

4.1.1 Exterior (Plates 1-5)

The north-east elevation was the front of Building 1. At its north end was the main entrance to the factory, with full-height glazing on both floors, and a sign identifying the building above. Two flagpoles surmounted the squat tower above this part of the building. At the south end of this elevation was a large concertina door, giving access for large plant to the boiler room. Above the door a substantial 'I' beam projected: presumably this was intended to carry a hoist. Adjacent to the boiler room door was a loading bay (Room 4) with a roller shutter door. At first-floor level was a door marking the location of the former bridge to the original factory building.

The south-east elevation was dominated by a square-section brick chimney, rising from the south corner of the boiler room. There were three doors at ground level: one to the boiler room; the second, adjacent to the chimney, being the main entrance for production staff; the third, at the junction between

the two buildings, being a fire exit. The office windows on the first floor were fitted with striped canvas fold-down awnings.

The south-west elevation of the original factory building was largely obscured by the later steel-framed extension. Its main feature was the first-floor balcony mentioned above.

The north-west elevation was pierced by many small windows, due to the presence of toilets in this location on both floors. The presence of soil pipes and external waste plumbing also relates to this. The gap between the north corner and the adjoining corrugated iron building was closed by a pair of iron gates, bearing the company monogram.

4.1.2 Interior: Ground Floor (Fig. 7, Plates 6-13)

Almost all of the ground floor of Building 1 was taken up by two production areas, located in the rear part of the original building (A) and occupying the whole of the later extension (B). The remainder, comprising the north-east side, was taken up by access arrangements for staff, visitors, goods and equipment, and services.

The main entrance for production staff was a door in the south-east side of the building. This led into a small foyer (**Room 1**), from which a door provided access to the ground-floor production area. A dog-leg concrete staircase led up to the first-floor production area.

Little remained in the production areas (**Rooms 2 & 3**) to give an idea of the processes carried out there. The only evidence for machinery was provided by holding clamps bolted to the floor in Room 2, and power points throughout. Part of Room 3 was divided off by steel-framed caging, possibly as a store. On the north-east side of Room 2 was a small office (**Room 6**), presumably for shop-floor management, such as a foreman or production supervisor. On its rear wall was a large board with samples of leather in different colours and finishes. On the north-west side of Room 2 were ladies' and gents' WCs.

As has already been noted, the east corner of the ground floor was occupied by the boiler room, which could not be entered. Adjacent to this, on the north-east frontage, was a loading bay (**Room 4**). The adjoining **Room 5** provided access to the production area. On its north-west side was the lower part of the brick shaft which had contained the hoist or lift to the upper floor. All the machinery related to this had been removed, so the type of hoist could not be determined. From Room 5 a corridor ran north-westwards to Room 7, passing behind Room 6 and the hoist.

Room 7, the foyer inside the main entrance to the factory, provided a contrast to the areas described above. Its floor was tiled, its walls were panelled in dark wood, and the stairs leading to the upper floor had a marble finish. Inside the double entrance doors was a glass-panelled porch, with a second set of double doors leading into the foyer. In the wall opposite, a door led to the production area. In the south corner, stairs rose to the upper floor, turning through 90°.

4.1.3 Interior: First Floor (Fig. 8, Plates 14-28)

Like the ground floor, the upper floor plan of the factory was simple and functional. The front of the building was taken up largely with a third production area (C). On the north-west side, separated by a corridor, were toilets and a kitchen. To the south-west, also separated by a corridor from the production area, were the company's offices.

The main access to the offices was by the stairs from the entrance foyer (Room 7). These led to **Room 8**, a well-lit landing, from which double doors provided access to the north-west corridor (Room 26) skirting the production area. A second door, at the top of the stairs, opened onto **Room 10**, a narrow corridor along the front of the building, leading to the production floor. On the north-east side of the corridor was the door to the former bridge, mentioned above (4.1.1), closed on the inside by a heavy counterweighted sliding (fire?) door. The south-west side of the corridor was formed by half-glazed partitioning enclosing three small offices, possibly later insertions. One office, **Room 9**, opened onto the corridor. At the south-east end of the corridor was **Room 11**, the upper end of the hoist / lift shaft.

The first floor production area (**Room 12**) covered an area of c.290 sq. m. Its floor was laid with heavy-duty lino tiles, unlike the bare concrete floor of the ground-floor production areas. While there was evidence of ample power supplies along the south-west side of the room, there were no marks or fittings indicating the presence of heavy machinery. On the north-east side were the three small offices mentioned above. Two (**Rooms 13 & 14**) opened onto the production area. On the south-east side was a landing and stairs (**Room 15**) leading to the staff entrance (Room 1). Beside the entrance to Room 15 was a time-clock. The south-west and north-west sides of Room 12 were half-glazed partitioning. A doorway in the south corner led to the offices, as did two doors in the north-west partition. A double door in the same partition was blocked by a radiator.

Access to the offices was provided by **Room 17**, a corridor running almost the full width of the building, on a NW-SE alignment. At its south-east end was an office, **Room 16**. The presence of a large Chubb safe built into its south corner suggests this may have been the accounts office. Also at this end of the corridor, **Room 20**, a second corridor, ran south-westwards, giving access to Rooms 18 and 19. At the junction of the two corridors was the entrance to Room 21 and the main suite of offices. On the south-west side of the corridor was a doorway, leading into Room 23, closed on the corridor side by a counterweighted sliding door, identical to and directly aligned with that in Room 10.

On the south-east side of Room 20 was the entrance to **Room 18**. The panelled walls and surviving fixtures and furnishings in this office suggested that its occupant was a senior manager. Its north-west wall was occupied by a large built-in cupboard. At the south-west end of Room 20, occupying the south corner of the building, were two interconnected offices. **Room 19** was

linked by doors to the adjoining offices Rooms 22 and 27, and may have acted as outer office to the latter. **Room 27**, at the south corner of the building, was lit by two large windows, and its décor and location suggest it could have been the managing director's office.

Room 21 appears to have been the administrative office. Built-in cupboards on its north-east wall were evidently used for storing office stationery. **Room 22**, to the south-west, may have served a similar purpose. A door from Room 22 provided access to the aforementioned balcony at the rear of the building. To the north-west of Rooms 21 and 22 was **Room 23**, the largest of the offices, measuring $9.0 \times 5.6m$. The large suspended wood-finished lighting unit above the centre of the room suggests that this may have been a meeting / board room.

At the north-west end of Room 17, at its junction with Room 26, was a group of rooms connected with staff welfare. First were two WCs. Adjacent to them, occupying the west corner of the building, was **Room 24**, a small kitchen. On the north-east side of this was **Room 25**. This room, marked 'private' on the door, appears to have been used as a store or workshop, possibly associated with development or the preparation of display material. Between Room 25 and Room 8, occupying the central part of the north-west side of the building, were more WCs. Between the latter and the production area was **Room 26**, a corridor aligned SW-NE, linking Room 17 and Room 8. On its north-west side were two large open-fronted cupboards, with hanging rails and closed by curtains. These were presumably used to store overalls.

4.2 **Building 2** (Plates 29 & 30)

Building 2 was a five-bay single-storey building of stock brick (stretcher bond) and concrete block construction, measuring $26 \times 10m$. Its pitched roof was carried on steel trusses. At its north-east end were large double doors: pedestrian access was by a door on its north-west side, opposite the staff access to Building 1. The interior was lit by translucent roof panels, and windows in the north-east bay. The interior layout of Building 2 comprised a single working area, with a small office partitioned off in the north corner, and a storage area also partitioned off at the south-west end. As in Building 1, all production machinery had been removed, apart from one machine of indeterminate function, and it was not possible to determine what function the building had served. At the south-west end of Building 2, a single storey extension measuring $c.12 \times 6m$ appears to have been a garage. Building 2 first appears on the available OS maps in 1974 (Fig. 5).



Plate 1: Building 1, north-east elevation



Plate 2: Building 1, south-east elevation



Plate 3: Building 1, north-west elevation



Plate 4: Buildings 1 & 2 from yard



Plate 5: Building 1 from west



Plate 6: Room 1 (back stairs)



Plate 7: Room 2 (Production Area A)



Plate 8: Room 3 (Production Area B)



Plate 9: Room 4 (loading bay)



Plate 10: Room 5, hoist



Plate 11: Room 5, corridor



Plate 12: Room 6 (office)



Plate 13: Room 7 (entrance foyer)



Plate 14: Room 8 (landing)



Plate 15: Room 9 (office)



Plate 16: Room 10 (corridor)



Plate 17: Room 12 (Production Area C)



Plate 18: Room 12, time-clock and card racks



Plate 19: Room 17 (north-south corridor)



Plate 20: Room 20 (north-south corridor)



Plate 21: Room 16



Plate 22: Room 18

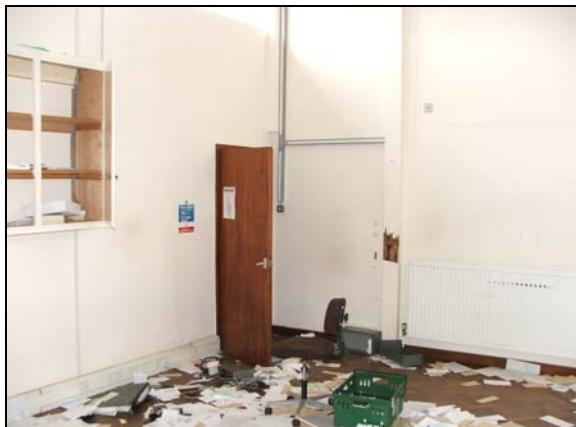


Plate 23: Room 21



Plate 24: Room 22



Plate 25: Room 23



Plate 26: Room 24



Plate 27: Room 25



Plate 28: Room 26 (east-west corridor)



Plate 29: Building 2, north-east end



Plate 30: Building 2, interior

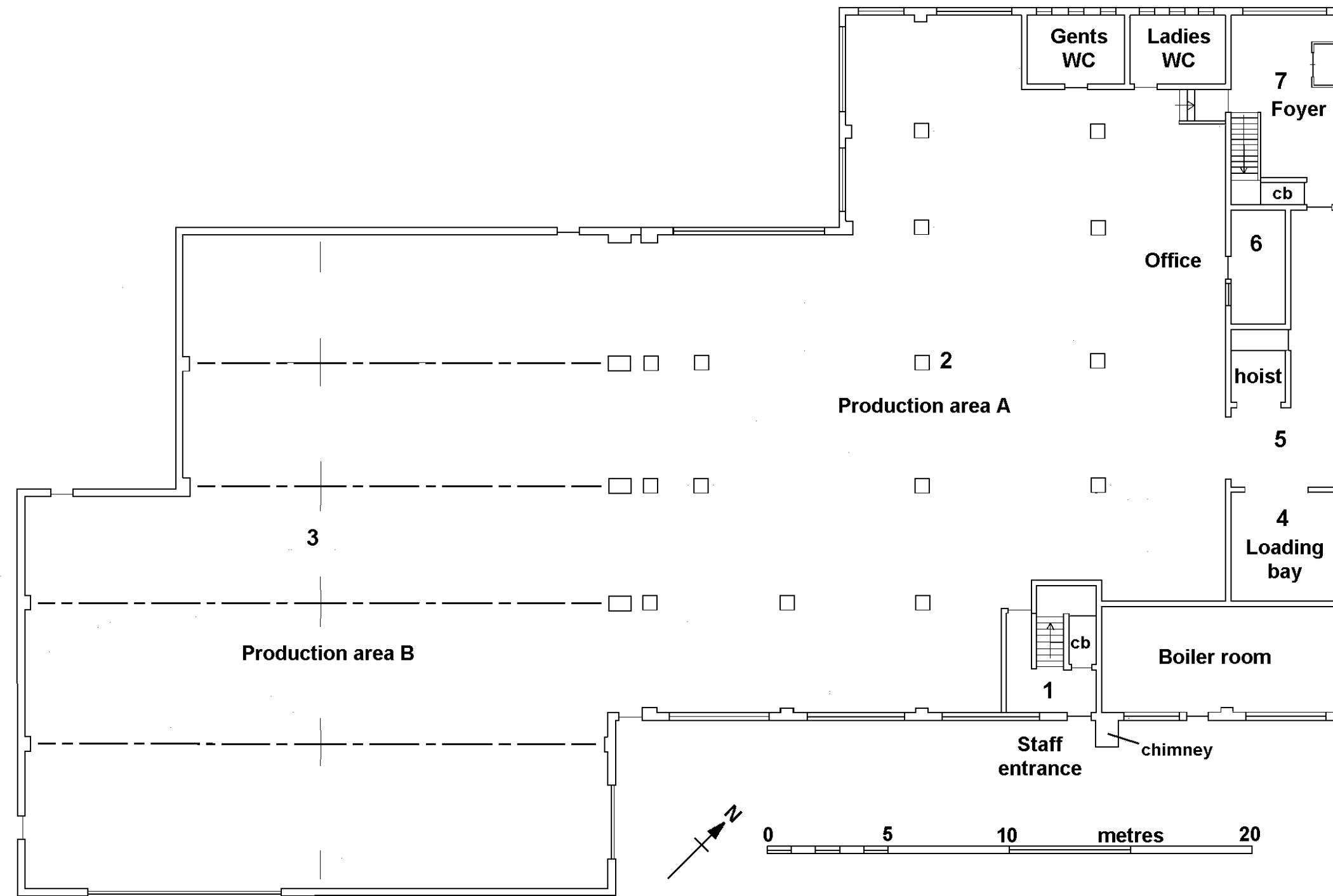


Figure 7: Building 1, ground floor plan (*scale 1:200*)

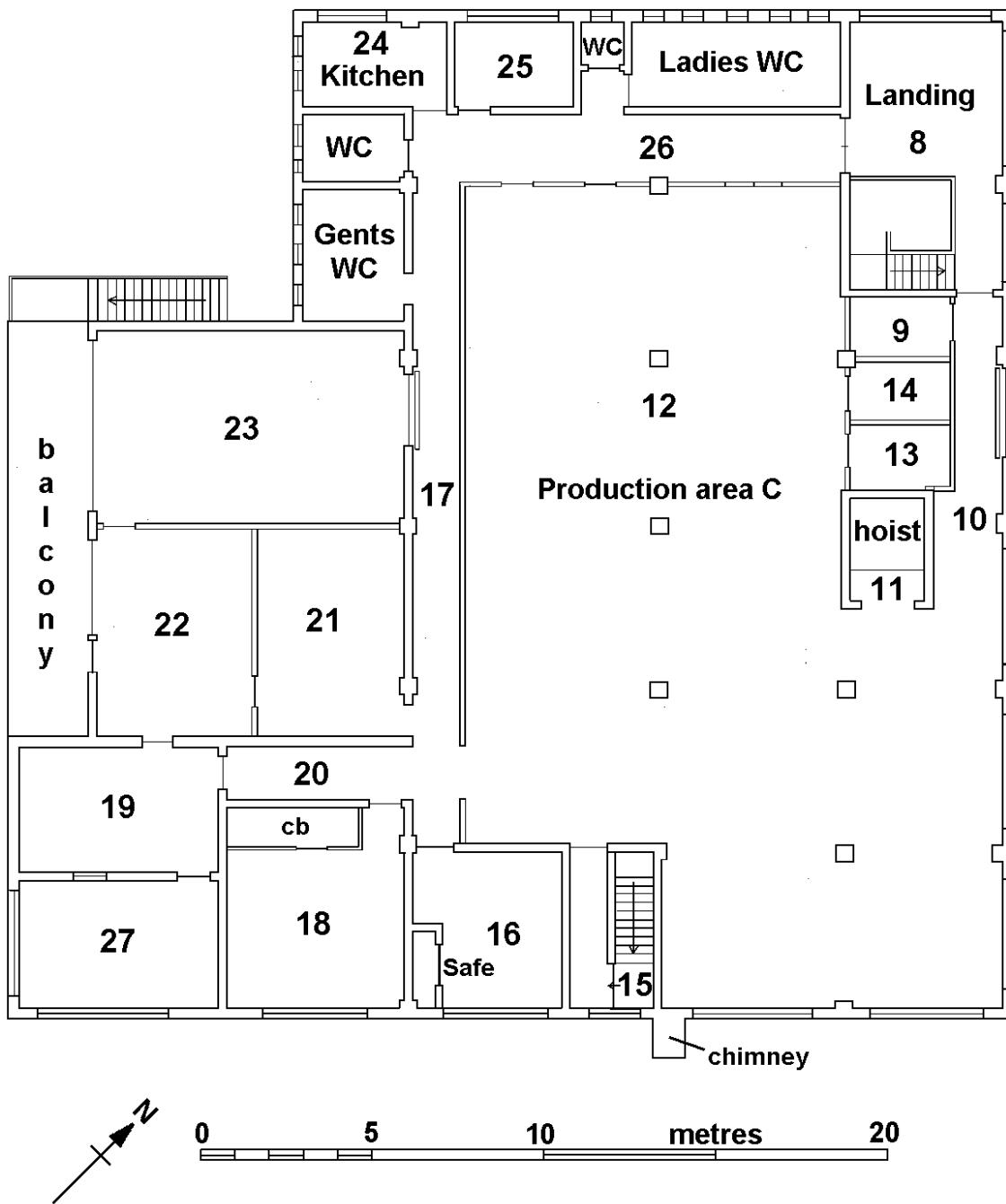


Figure 8: Building 1, first floor plan (scale 1:200)

5 Conclusions

- 5.1 John White & Co's Station Road factory was founded in the 1890s, as a long narrow building fronting Station Road, but at right angles to it. This building was extended southwards during the late 19th and early 20th centuries. Probably in the late 1950s or 1960s a second building, the eastern part of Building 1, was constructed to the west. The two buildings were linked by a bridge at first-floor level, suggesting that they operated together for some time. This arrangement is first recorded in 1974: Building 2 appears to have been constructed at the same time. The earlier factory building was subsequently demolished and the Station Road frontage was redeveloped for residential use. No photographic or documentary record of the original factory has so far come to light. Probably in the 1980s a modern steel-framed industrial unit was added to the rear of the 1950s factory building. The factory closed in 2004.
- 5.2 Internally, the main factory building (1) had two large ground-floor production areas, and a smaller production area on the first floor, along with offices. A single hoist or lift linked the production floors. The presence of mountings and clamps for machinery on the ground floor of the 1950s building suggests that this area contained heavy machinery, undertaking heavy-duty manufacturing tasks such as initial cutting out. In contrast, the first-floor production area had a tiled floor, and was most likely used for lighter tasks such as closing. These tentative identifications of function will of course relate to the production regime in the last two decades of the factory's life: how production was organised when the original factory building was in use remains a mystery. It was also not possible to determine what processes were located in the modern unit to the rear of Building 1. The caged-off area may have been used for box storage, which would suggest that this area was intended for packing and distribution. This tallies with the English Heritage Rapid Survey record, which states that 'deliveries and despatch are provided for at the south end [of Building 1]'. Building 2 also appears to have contained an element of the production process, though precisely which is uncertain. In this respect, this factory is very similar to many 19th-century boot and shoe factories, where it has been recognised that there was no set order or location for manufacturing processes within factories (EH 2000). One area where it does differ is the much greater provision of office space, reflecting the growth, during the middle and later parts of the 20th century, of the importance of administration, accounting and sales departments in manufacturing. A greater provision of staff welfare facilities than in 19th-century factories (eg. Gordon Street, Rothwell: Pack & Zeepvat 2004) points to the general improvements in the care and welfare of industrial workers that took place in the 20th century.

6 Acknowledgements

ASC is grateful to Bellway Homes for commissioning this survey. Thanks are due to Niall Cremin and Chris Nunn of Bellway for their assistance. The project was monitored on behalf of the local planning authority by Jenny Ballinger of the NCC Heritage & Environment Team.

The survey and this report were undertaken by the writer, assisted by Calli Rouse. The report was checked and edited by David Fell BA MA MIFA.

7 Archive

7.1 The project archive will comprise:

1. Brief
2. Project Design
3. Report
4. Historical & Survey notes
5. Survey drawings
6. List of photographs
7. B/W prints
8. B/W negatives
9. CDROM with copies of all digital files.

7.2 The archive will be deposited with Wellingborough Museum.

8 References

Standards & Specifications

IFA 2000a Institute of Field Archaeologists' *Code of Conduct*.

IFA 2000b Institute of Field Archaeologists' *Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology*.

IFA 2001 Institute of Field Archaeologists' *Standards & Guidance documents (Desk-Based Assessments, Investigation and Recording of Standing Buildings)*.

RCHME 1996 *Recording Historic Buildings: a Descriptive Specification* (3rd Edition).

Books and Historical Sources:

Easton A.V. 1994 *Saint Crispin's Men, a History of Northamptonshire's Shoemakers*. Park Lane Publishing.

EH 2000 *The Northamptonshire Boot & Shoe Industry – a Summary Report*. English Heritage.

Pack K & Zeepvat B 2004 *Building Assessment & Archaeological Evaluation: The Old Shoe Factory, Gordon Street, Rothwell, Northamptonshire*. ASC report, 561/RGS/02

Maps

1889 Ordnance Survey 25" sheet (from www.oldmaps.co.uk)

1901 Ordnance Survey 6" sheet, XLVI NW

1958 Ordnance Survey 1:10,560 sheet, SP86 SE

1974 Ordnance Survey 1:2500 sheet, SP 84/85 63

Appendix 1: List of Photographs

No.	View	Description	Plate
1	NW	Front of main building	1
2	SW	Front of main building	cover
3	W	North side of main building	3
4	W	East side of main building, with sign	
5	NW	South side of main building	2
6	S	Building 2	29
7	W	Interior of Building 2	
8	E	Interior of Building 2	30
9	NE	South end of main building	4
10	E	North and west ends of main building	5
11	NW	Room 1	6
12	NW	Room 2	
13	NE	Room 2	
14	SE	Room 2	
15	SW	Room 2	7
16	SE	Room 3	8
17	SW	Room 3	
18	S	Room 4	9
19	N	Detail of hoist	10
20	N	Room 5	11
21	E	Detail of leather samples in Room 6	
22	E	Room 6, with sign	12
23	SE	Room 7	13
24	NW	Room 7	
25	NE	Room 7	
26	SW	Room 8	
27	NW	Room 8	14
28	N	Room 10	16
29	W	Room 9	15
30	N	Detail of hoist (11)	
31	NW	Room 12	17
32	NE	Room 12	
33	NE	Room 12	
34	SE	Room 12	
35	SW	Room 12	
36	E	Room 14	
37	S	Clocking-in machine, Room 12	18
38	S	Room 16	21
39	N	Room 17	19
40	W	Room 20	20
41	NE	Room 18	
42	SW	Room 18	22
43	NE	Room 21	
44	SW	Room 21	23
45	NW	Room 22	24
46	SW	Room 22	
47	E	Room 19	
48	NE	Room 27	
No.	View	Description	Plate

49	SE	Room 27	
50	NE	Room 23	
51	SW	Room 23	25
52	S	Room 17	
53	W	Room 24	26
54	E	Room 26	28
55	W	Room 26	
56	SW	Room 25	
57	NE	Room 25	27

Appendix 2: SMR Summary Sheet

SMR Record Number	Parish Earls Barton	Site Name: White's shoe factory, Station Road
Date of Fieldwork 14 th June 2005	Grid ref. SP 8516 6330	Fieldworker Bob Zeepvat
Sponsor Bellway Homes	Activity Historic Building Recording	
Landowner name/address: Bellway Homes Oak House Woodlands Business Park Linford Wood Milton Keynes MK14 6EY		
Finds location N/a	Finds Destination N/a	
Records location ASC Ltd	Records Destination Wellingborough Museum	
Finds Quantity N/a	Records Quantity 1 box file	
Summary of Results In June 2005 an historic building survey was carried out at the former White & Co shoe factory, Station Road, Earls Barton, prior to demolition. John White & Co established their Station Road factory in the 1890s: the first building was a long range set at right-angles to the road. This was subsequently expanded to the south, along the street frontage. Some time after 1958 a new block was constructed to the rear of the original factory, linked to it by a first-floor bridge. The new building was the subject of this survey. The original factory was demolished after 1974, and an extension was added to the rear of the 1950s building. A smaller building to the south-east, also constructed after 1958, was modernised after 1974, including replacement of its roof.		