The Former R. Rudlen & Co. Ltd. Boot and Shoe Manufactory Mill Road, Wellingborough, Northamptonshire

Historic Building Record

Northants HER Event No. 109221
Planning App. Refs. WP/16/00737/FUL
& APP/H2835/W/17/3191201



December 2018

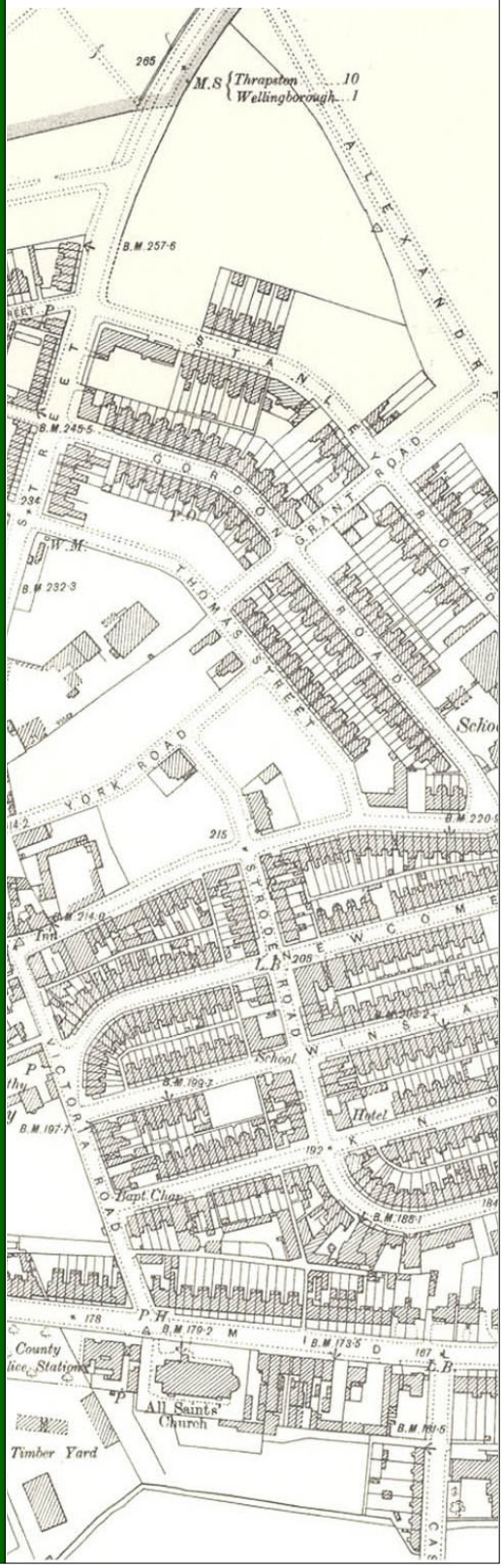
Souterrain Archaeological Services Ltd

for

Mr Muddasir Shakoor Dada Esq.

Souterrain

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NORTHAMPTON HISTORIC ENVIRONMENT RECORD EVENT NO. ENN109221

PLANNING APPLICATION REF.
WP/16/00737/FUL
& APP/H2835/W/17/3191201

SOUTERRAIN PROJECT SOU18-617

Souterrain Archaeological Services Ltd

December 2018

Produced for

Mr Muddasir Shakoor Dada Esq.

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Summary

A historic building record was made of an abandoned late 19th century and early 20th century boot and shoe manufactory in Wellingborough, Northamptonshire, prior to its conversion to residential apartments.

Formerly known as R Rudlen & C. Ltd., the building is located in the north-western quarter of the town, an area once known as the Victoria Estate, which is characterised by rows of late 19th century terraced houses, interspersed with large contemporary edifices - former boot and shoe factories, schools and places of non-conformist worship.

The building, which is brick-built, has an L-shaped plan with its frontages on Strode Road and Mill Road, and is comprised of three storeys and a basement. Its external walls are load-bearing, with each storey carried on steel beams and the roof supported by a steel frame.

The report greatly expands on a preliminary study of the building and record of its exterior, made by English Heritage in the course of the 'Northamptonshire Boot and Shoe Survey' (2000). *Principally, the present study uses primary sources to place the building into its historical context, particularly its early years as a boot and shoe manufactory.*

The boot and shoe making business founded by Robert Rudlen in 1862 was one of a few Wellingborough firms which manufactured the complete article. After Rudlen's death in 1891, the business was developed as a limited company (R Rudlen & C. Ltd), and continued to expand and prosper over the next three decades, until being sold to another footwear manufacturer in 1936. The building is understood to have last been used for footwear production in the 1970s.

The report identifies four main phases of factory construction and development. The first phase was completed in 1898 and consisted of a three-storey rectangular block with its frontage on Strode Road, an enclosed yard to the rear with a detached outbuilding. The second phase witnessed a doubling of the size and capacity of the factory with the addition of the three-storey Mill Road wing; and probably the construction of additional outbuildings at the rear. In the late 1920s or 1930s a three-storey bay was added to the Phase I wing, at which time an existing lift was upgraded and a second lift constructed. The final phase saw the building converted into an engineering tool-making factory in the 1970s, whereby outbuildings were demolished to create a modern factory floor.

By means of photographic catalogue, scaled elevations and plans, the report provides a descriptive and illustrative account of the building's interior and exterior in its present 'as found' state.

Preface

All statements and opinions in this document are offered in good faith. Souterrain Archaeological Services Ltd (Souterrain) cannot accept responsibility for errors of information or opinion resulting from data supplied by a third party, or for any loss or other consequence arising from decisions or actions made upon the basis of statements or opinions expressed in this document.

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1. THE HISTORIC BUILDING RECORD

1.1 This document presents an illustrated and descriptive 'as found' Historic Building Record of a late 19th and early 20th century boot and shoe factory building at 9 Mill Road, Wellingborough, prior to its conversion to residential apartments. The historic building is a Non-designated Heritage Asset.

1.2 The Historic Building Record (the Record) has been prepared by Souterrain Archaeological Services Ltd (Souterrain) for the Developer, Mr Muddasir Shakoor Dada Esq., in accordance with a Condition attached to the grant of Planning Permission by the Borough Council of Wellingborough.

1.3 The creation of the Record is consistent with paragraph 141 of National Planning Policy[1] which requires the developer to record, and to advance understanding of the significance of heritage assets that are to be lost, wholly or in part, due to development.

1.4 The Record observes the current national guidance of Historic England (*Standard and Guidance for the archaeological investigation and recording of standing buildings or structures* (2016). It comprises:

- a historic account.
- a photographic archive (digital images);
- measured plans and elevations; and
- a descriptive account

1.5 The report provides a comprehensive visual documentation of the former boot and shoe manufactory building prior to the permitted conversion. Integral to the Record is a historical account of the building derived from primary archive sources, the aim of which has been to gain an understanding of the building's local and regional historical context. The Record falls within the overarching context of Historic England's *Thematic Research Strategy for the Historic Industrial Environment*, Priority IND5 (English Heritage 2010, 3.5, 17, 26) which is the study industrial buildings and sites, combining structural and technological understanding with an appreciation of their social, historical and geographical context.

1.6 The historic account draws on primary source material from the following main repositories:

- The British Newspaper Archive
- Wellingborough Castle Museum
- Northamptonshire Archives
- Northamptonshire Historic Environment Record

1.7 A purpose of the Record is to inform future conservation decisions and subsequent management of the structure.

1.8 The report and archive is to be available as a public-accessible record.

[1] National Planning Policy Framework (NPPF), 27.03.2012

2. PLANNING BACKGROUND

2.1 On the 29th August 2018 the Borough Council of Wellingborough granted Planning Permission subject to conditions on appeal (APP/H2835/W/17/3191201), to the Planning Applicant, Mr A Dada, 78 Stanley Road Wellingborough, *'for conversion of former factory to create 24 residential units with associated demolitions and works at 9 Mill Road, Wellingborough, Northamptonshire NN8 1PF in accordance with the terms of the application, Ref WP/16/00737/FUL, dated 28 November 2016* '[2]. The area and subject of the proposed development is defined on the drawings (latest revisions) by Design Board Architectural Services, submitted with the planning application.

2.2 Condition 5 of the planning permission states that *'No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority'*. In this case, the required programme of archaeological work is to be the recording of the building to an appropriate level (i.e. Level 2) as defined in Historic England's *Understanding Historic Buildings* (2016). This is in accord with specific advice submitted to the Borough Council of Wellingborough and the Planning Inspectorate by Liz Mordue, Archaeological Advisor for Northamptonshire County Council and statutory heritage consultant for the Borough Council[3].

2.3 The condition requires that the Historic Building Record is to be compiled prior to the commencement of any building conversion work, alterations or demolition, and on completion of the report it is to be submitted to, and approved in writing by, the Local Planning Authority. This is in compliance with paragraph 141 of the National Planning Policy Framework[4] which requires a developer to record, and to advance understanding of the significance of heritage assets that are to suffer change or loss due to development.

2.4 An appropriate written scheme for the historic building record[5] was subsequently prepared by Souterrain on behalf of the Developer.

3. LOCATION & ASPECT

3.1 The historic boot and shoe manufactory building[6] is located about 460 m to the east of Wellingborough town centre, on the northeast corner of the junction of Strode Road and Mill Road. It is centred at National Grid Reference 489605, 26812, occupying a five-sided land parcel of c. 740 sq.m.

3.2 The neighbourhood of the former factory is characterised rows of late 19th century and early 20th century terraced dwellings, interspersed by contemporary boot and shoe factories and places of worship. The houses were built predominantly to house the factory workers.

[2] The Planning Inspectorate. Appeal Decision, Appeal Ref: APP/H2835/W/17/3191201 9 Mill Road, Wellingborough, Northamptonshire NN8 1PF, by I Radcliffe BSc(Hons) MRTPI MCIEH DMS, an Inspector appointed by the Secretary of State , Decision date: 29 August 2018

[3] APP/H2835/W/17/3191201, 15th Feb 2018

[4] DCLG, 2012. *National Planning Policy Framework*, Department of Communities & Local Government

[5] Souterrain Archaeological Services Ltd, 26th Sept 2018. *Scheme for a Historic Building Record: Former Rudlen & Co. Boot and Shoe Manufactory, Mill Road, Wellingborough, Northamptonshire (NGR 489605, 268121), Planning Application Refs.:WP/16/00737/FUL & APP/H2835/W/17/3191201*, SOU18-617

[6] HER3884/0/141 - MNN10187

3.3 On Strode Road, the northwest end of the factory abuts a row of post-1899 terraced houses, whilst on the northeast end of the factory abuts a Sunday School building (built c.1900-26)[7]. The rear property boundary borders the back gardens of houses on Thomas Street (NE) and Strode road (N). The factory frontage on Mill Road faces earlier terraced houses of The Victoria Estate (1870-84), while the Strode Road frontage faces a complex of late 1980s residential apartments.

4. HISTORICAL CONTEXT OF THE MANUFACTORY

The Company Founder

4.1 Acclaimed as one of Wellingborough's oldest and best-known shoe and boot manufacturers, Rudlen and Company was established by Robert Rudlen in 1862. Until the late 19th century, Wellingborough's boot and shoe industry was engaged predominantly in the production of boot uppers whereas Rudlen's was one a small number of manufactories where the complete finished article was produced[8].

4.2 Robert Rudlen started his shoe-making business at Gold Street, Wellingborough[9] at the age of 38. An early success prompted him to move to a larger workshop at Alma Street, but it was not without financial difficulties and he ran into in serious debt. Through an arrangement with his creditors, however, he was able to steadily persevere with his business[10]. In 1877, it was reported in the local press that Robert Rudlen was one of several relatively new Northamptonshire boot manufacturers who found themselves victims of a major London-based fraud. The article is of particular interest as it informs us of the type of footwear Rudlen produced. Responding eagerly to a written request for samples and prices from a gentleman who pretended to represent the reputable firm M H Lyon & Co. of London (and who claimed to be impressed by footwear marked 'R R'), Rudlen rushed off five pairs of boots. A quick succession of orders immediately followed, from a second gentlemen of the same London address. Rudlen, 'very desirous to get a good connection together', hastened to dispatch 42 pairs of balmorals (sometimes referred to as 'bals'), 48 pairs of strong riveted boots and 80 pairs of best balmorals, a total invoice price of £38 2 s. (value today c. £4,314.00). When payment failed to materialise Rudlen travelled to the London address, only to find an empty rented room. Detectives discovered that his boots had been quickly auctioned off for far less than their worth[11].

4.3 As trade increased Rudlen again sought larger premises. He first moved to the Westfield Estate, on the west side of Wellingborough, where he bought eight terraced houses in Wood Street that had been built in the 1850s. But as a property owner, he was summoned in 1878 by the Wellingborough Local Board for a breach of the Local Board Act, by refusing to repair the street. He was ordered to pay costs incurred by the Local Board 'in putting the street in such a condition that the public might be called upon hereafter to keep it in repair'[12]. His final business expansion was to Knox Road, on the new 'Victoria Estate' on the east side of the town, where he built 'a commodious factory, as well number of houses'. In 1886 or 87 he gave up part of his business and let his large warehouse [factory] to Messrs. Walker &

[7] 7206/205 - MNN102167
[8] Palmer J & Palmer M, *A History of Wellingborough from Roman Times to the Present Day*, 1974, 192, quoting *The Wellingborough News*, 24th June 1898
[9] Northampton Mercury Saturday 9 Nov. 1889
[10] Ibid.
[11] Northampton Mercury - Saturday 05 May 1877
[12] Northampton Mercury - Saturday 18 May 1878

Kempson[13]. In his later years, Rudlen resided at Higham Ferrers and commuted each day on the Midland Railway. Described as 'an ardent Liberal of the advanced school' since at least the 1870s[14], Rudlen appears to have been dedicated to the well-being of the Wellingborough town's working-class society. For a number of years he sat on the Local Board of Health, was one of the first sponsors of the Wellingborough Working Men's Club and was influential in the Allotments and Small Holdings Association[15]. On the 9th of November 1889, Robert Rudlen died quite suddenly of heart failure while walking home from the Fitzwilliam Arms, Higham Ferrers; he was 65. His boot and shoe making business was continued after his death by his executors[16], who decided to incorporate in 1891 as R. Rudlen & Co. Ltd[17].

The Strode Road-Mill Road Works

4.4 In the last quarter of the 19th century Wellingborough underwent expansion on an unprecedented scale, fuelled by the footwear and iron industries. As early as c. 1870 a large estate was planned on the north-eastern side of the town, to house workers and their families; the new part of the town was named the 'Victoria Estate' (for its location see Fig. 2). Groups of tenement plots were quickly bought up for the construction of terraced houses, which became interspersed by new manufactories (mainly boot and shoe works) and new places of non-conformist worship.

4.5 The northern limit of the Victoria Estate had initially been Mill Road. As productivity increased throughout the 1880s and 1890s, so did the need for more land to build factories and homes. Roads and housing plots were subsequently laid out over the fields on the opposite side of Mill Road (Fig. 2). A comparison of the first and second edition Ordnance Survey maps of Wellingborough, surveyed in 1883-4 and 1899, shows that more than 200 new homes were built, between Cannon Street and Mill Road during the period. The new Rudlen & Co. manufactory of 1898 belongs to this second phase of expansion; at which time there were still large tracts of vacant ground on three sides of the new building (The ultimate extent of urban infilling in this neighbourhood is depicted on the third edition OS map, surveyed in 1924: Fig. 3).

4.6 This part of town effectively became the focus of Wellingborough's new industrial working class society, which was to a large extent being shaped and influenced by strong middle class Liberal and non-conformist ideologies at local government level. Wellingborough's new un-denominational Board Schools had opened in 1896 at Stanley Road and Mill Road[18] with a capacity for accommodating 1,176 children, and there was a prevailing view that universal education to elementary level would not only discipline the working class from an early age, but would produce a stream of sufficiently literate and numerate young factory operatives, capable of adapting to the demands of industry and new technologies[19].

4.7 The Rudlen & Co. manufactory at Strode Road/Mill Road was effectively at the hub of the neighbourhood, well-placed to tap into an existing resource of operatives. The three-storey factory was purpose-built by the company in 1898; designed by architect J E Cutlan, and erected by R. Marriot (Builders) of Rushden[20]. It was built in the south corner of a vacant plot

[13] Northampton Mercury Saturday 9 Nov. 1889
[14] 'More Notes By A Non-Professonal'. Northampton Mercury - Saturday 08 February 1879,.3
[15] Ibid.
[16] Palmer & Palmer 1974, 192-3
[17] *Grace's Guide to British Industrial History* https://www.gracesguide.co.uk/R._Rudlen_and_Co [accessed Nov 2018]
[18] HER3884/34/1 - MNN102198 & HER3884/34/2 - MNN102197
[19] *c.f* .May, T. 2006, 3
[20] Palmer & Palmer 1974, 192

of land (formerly an orchard and field[21]) defined by roads which had recently been marked out for a northern extension of the Victoria Estate[22]. The first phase of the building appears on the 2nd edition Ordnance Survey map of 1900, (surveyed in 1899) at which time it consisted of a rectangular building (c. 184.5 sq.m) with its main frontage on Strode Road and main entrance on the corner of Mill Road. It probably had the capacity to directly employ about 100 to 120 workers. At the rear was an enclosed yard with a rectangular outbuilding or workshop (c. 77 sq m) in its north corner. At some juncture over the next decade the factory was doubled in size and capacity with a new wing of near equal dimensions facing Mill Road.

4.8 A short chronology of the Rudlen manufactory was compiled by Palmer and Palmer (1974) in *A History of Wellingborough* (but it has proved difficult to determine their sources of information), which they identified a number of types and brands of state-of the-art machinery installed at the Rudlen factory on Strode Road These included: Sewing Machines (Blake); an Eye-letting Machine; a Heeler ('Eclipse'); a Heel Trimmer (Peberdy Earp & Co.); a Heel builder (Robinson of Kettering), a Stitcher (Keates) and an Edge Trimmer (Keates). Heavy equipment included double open-bedded presses; which were presumably on the ground floor.

4.9 The factory was gas-lit[23] and the boot and shoe making machinery powered by a gas engine. A second-hand gas engine purchased for £100 from the Northampton Machinery Company in June 1913 is likely to have been a replacement. It was fitted (and maintained) by engineers Turnell & Odell of Wellingborough. The engine was previously understood to have been at either Messrs. Sears' factory at Northampton, or at the Shoe Machinery Company works[24]. In October of that year the following advertisement appeared in the *Northamptonshire Mercury*: *'FOR SALE, a 10 h.p. CROSSLEY GAS ENGINE, together with a 10 h.p DANIELS GAS SUCTION PLANT. Cheap. No reasonable offer refused.- Rudlen and Co., Wellingborough'*[25]. It is uncertain where the engine was housed at the factory, but would evidently need sufficient space. For example, the engine alone of a single cylinder horizontal Crossley 9 h.p. gas engine of the period, was 10' (c.3 m) long by 5' 3" (1.6 m) wide, the flywheel 5' 6" (1.67 m) in diameter[26]. One possible location is the north-western end of the large basement beneath the Strode Road wing, where piping and a possible flue is still present; unless it was located in a building at the rear.

4.10 A novel feature of the original building design was a traction lift, used for the conveyance of materials between floors. The lift mechanism - rods attached to a flywheel - and the manner in which it was manually operated, was loosely described at an Inquest, following the tragic accident of Mr Walter Coles, the lasting supervisor, who died from head injuries having inexplicably fallen down the well on 27th November 1906. Weighted gates were manually raised lifted in order to gain access to the lift[27], which was operated from the inside by lever. The existing traction lift mechanism is unlikely to be the original, although most likely located in the same position.

[21] Not illustrated: see Ordnance Survey 1884, sheet XXXIX.7
[22] See Ordnance Survey 1899, sheet XXXIX.7
[23] Northampton Chronicle and Echo - Monday 03 December 1906
[24] 'Unprofitable Contract. Northampton Machinery Co- Sued', Northampton Mercury - Friday 30 January 1914 ,.
[25] At some juncture the sole agents for Crossley were C R Mather & Son of Wellingborough (Northampton Chronicle & Echo - Wednesday 23 April 1919)
[26] From the Crossley Price List 1886, Barlow, K A 1979, *A History of Gas Engines 1791-1900, Vol I*, unpublished DPhil Thesis, University of Manchester, Institute of Science & Technology, Fig. 9.1 (b), 442 [accessed Nov 2018]
[27] Northampton Chronicle and Echo - Monday 03 December 1906

Company Directors

4.11 As the company entered the Edwardian age its managing director was Mr. John Garfirth of White Horse Yard, Wellingborough, a prominent member of town society, a Liberal Radical, member of the Board of Guardians, and a former member of the School Board. Unfortunately, Garfirth's directorship was short-lived. Whilst staying with a relative in Richmond, London, he ventured into the fog one November afternoon in 1901, and was later found unconscious in the mud of the Thames with severe head injuries; he died the following August (aged 69) as a result of the accident[28]. Another 'active principal' of the newly re-established Rudlen and Co., was Benjamin Jinks of Weldon (d. 1924), who was also a member of the Wellingborough Board of Guardians, and a Grammar School Governor[29].

4.12 Leadership of the newly-established Rudlen and Co. was not without its pitfalls, and it may have been as a direct result of another major scam, which affected a number of Northamptonshire boot and shoe manufacturers, that Harry Clarke Roberts took the company reins in 1906 as its managing director. Incredibly, the scam mirrored that suffered by Robert Rudlen 31 years earlier. Between July and October 1906 Rudlen and Co. had received three orders for boots from two men pretending to be managing directors of a Glasgow-based company of slipper manufacturers and boot merchants called Alexander Forrester Limited. The delivered goods amounted to 1,116 pairs of boots, a total wholesale value of £231. 3s. (today's value c. £26, 760). The swindlers sold the boots in sale-rooms and pawn shops.

4.13 A trade journal page of 1916[30] dedicated to the company depicts a proud cameo photo of Mr Harry Clarke Roberts (of 26 Hatton Avenue, Wellingborough), and proclaims that the company *'always produced sound footwear but did not forge ahead until the advent of the present managing director'*. It goes on to say that was Mr Roberts who *'reorganized the concern, and brought it up to modern requirements, introducing the latest machinery, the latest styles and shapes, and placing it in the front rank'*. By this time the company were exporters to India, South Africa, New Zealand, Australia, Canada and China, it's international product trademarks being 'R.R', 'Chief' and 'Victoria'. Undoubtedly a work of self-praise, but it is equally proof of the sound business acumen of the company's managing director. Interestingly, in the 1920's Rudlen's were the (?sole) supplier of footwear to the Millets Stores chain, H C Roberts being one of Millets directors when it was put on the stock market in 1928.

The Rudlen Factory Fire, 1913

4.14 It was during Robert's early directorship that Rudlens and Co. suffered a serious setback. Shortly after factory closure one Saturday afternoon in early June 1913[31] flames were spotted on an upper floor at the east end of the building on Mill Road. By the time the Fire Brigade's horse-drawn 'steamer' was on the *scene 'smoke was pouring in immense volumes from the windows and roof, and the interior of the building was raging furnace'*. The fire, fought over two days, made national news. The factory was effectively gutted. The company had been going through an 'exceptionally busy' period with a large stock of leather and manufactured goods on the premises. Damage to building, equipment and stock was estimated at £10,000 – perhaps today in the region of £1.2 million.

[28] *Northampton Mercury - Friday 08 November 1901* Northampton Mercury - Friday 26 December 1902
[29] Northampton Mercury - Friday 08 February 1924
[30] *Wellingborough Shoe Manufacturers 1916*, Northants Archives
[31] 7th June

4.15 One account of the fire, made by the local press,[32] is particularly relevant for the purposes of the historic building record, for it may be confidently surmised that only the brick-built shell of the building remained: *'to add to the excitement [of an enormous crowd] the slates on the roof began to crack and fall and the chimney pots came crashing to the ground…then the roof crashed in, and above the din of this could be heard the fail of the heavy machinery from floor to floor'.* Surprisingly, the company books were quickly recovered before the fire spread to the Strode Road wing, gutting the upper floors. Only the lower part of this wing was partially saved. The article also states that the manufactory employed between two and three hundred female and male operatives. One may only imagine how their families existed in the immediate aftermath, although it is known that a Rudlen Fire Fund was set up to alleviate suffering, the local branch the Boot and Shoe Operatives' Union contributing from its funds[33].

4.16 Photographs taken during the fire are also significant, for they show that the east wing of the factory (i.e. on Mill Road) was already in existence in 1913 (the Strode Road wing shown only on the OS map of 1899).

4.17 Remarkably, the Mill Road factory was repaired, restored, and up and running by the end of the year, with 330 workers already back to work by February 1914[34]. Equally remarkable is that it very nearly caught fire again shortly afterwards, as evident from the following advertisement appeared in the Northampton Chronicle and Echo on the 3rd March 1914:

> Why run the risk of FIRE when you can have PROTECTION at a nominal cost ?
>
> The following letter speaks for itself:
>
> From: Messrs. R. Rudlen & Co., Ltd..
> Wholesale & Export Boot & Shoe Manufacturers,
> Mill Road, Wellingborough.
> 6th February, 1914.
>
> Dear Sirs, It is my pleasant duty to testify to the efficiency of the "FYDRANT" Extincteurs just supplied to me from you, through the agency of Mr. H. Adams, of Ringstead. On Friday morning last, a fire broke out in the Gas Engine House, and had it not been for the appliance of your machines, the whole factory must have been gutted. They proved ail that your agent had described, and I can strongly recommend them to my fellow business men as a good investment, and protection against fire.
>
> I am, dear sirs,
>
> Yours faithfully. H. RUDLEN & CO., LTD.
>
> H C. Roberts, Managing Director.

[32] Northampton Mercury - Friday 27 June 1913
[33] Northampton Mercury - Friday 11 July 1913
[34] Northampton Mercury - Friday 27 February 1914

The Great War

4.18 Throughout the First World War, it may be surmised that Rudlen & Co. was engaged predominantly in government contracts. The following advertisement placed in a county newspaper in April 1917 [35] suggests the geographical extent of the company's involvement: '*WANTED. A Smart MAN for India, for Superintending Boot Factory, mainly on Army Work. Must have a good knowledge of Boot Machinery and be capable of teaching. An exceptional opportunity for a Smart, Energetic Man.—Apply, Mr. H C. Roberts. Rudlen and Co. Ltd., Wellingborough'*

4.19 Rudlen's rates of pay at this time seem to have been very reasonable: an advertisement in the *Northampton Chronicle and Echo* in February 1916 reads*: "WANTED, in the Finishing Department, good MEN for Bitting; top wages and constant employment. Rudlen and Co., Ltd"*[36]. At the outbreak of the war skilled clickers, lasters and finishers in the wholesale boot and shoe manufactories of principal centres earned a weekly minimum rate of 29 shillings; and occasionally 30 shillings[37] (This may be compared to the pay of a Private in the British Army of 1914: 1s / 2d per day [38]). Bearing in mind that wages would undoubtedly varied according to an individual's skills, a male boot and shoe operative at Rudlen & Co. was reported in April 1917 to have been paid a weekly rate of 34 shillings, with an additional (war) bonus of 10 shillings [39]. On the other hand, female operatives, a good many of whom were increasingly taking on work previously performed by males, undeniably earned less, as manifest by the Northampton 'Boot Strike' of March 1917[40].

4.20 Without a doubt, an initial social impact of the war on Northamptonshire's boot and shoe industry was that a great many skilled and semi-skilled male operatives enlisted for service; it was not until after 1916 that the Defence of the Realm Act extended to the leather industry. The casualty lists in the local press frequently, though not always, mention a serviceman's former employer. Several had been Rudlen men:

> Ernest Coombes (22), Private, Northamptonshire Regiment. 26, Newcomen Road, Wellingborough. Enlisted 1914, Wounded at Aubers Ridge in 1915. Killed in action 20th September 1918[41].
>
> P. Cashmore (19), Private, Northamptonshire Regiment. 4, York Road, Wellingborough. Enlisted November, 1914. Missing at the battle of the Dunes, July 1917[42].
>
> Fred Maycock, Sergeant, Military Medal, Northamptonshire Regiment. Killed in action, France, 21st November 1918 [43].
>
> Munns (19), Driver, Royal Horse Artillery. 20 North Street, Wellingborough. Enlisted 16th September 1915. Died in France after just three days[44].

[35] Northampton Chronicle and Echo - Monday 02 April 1917
[36] Northampton Chronicle and Echo - Monday 21 February 1916
[37] Shotwell J T 1921. *Prices & Wages in the United Kingdom 1914-1920, Economic History of the World War* (Oxford), 102, Quoting from the *Labour Gazette* of April 1920, p. 170 [accessed Nov 2018] https://archive.org/stream/priceswagesinuni00bowluoft/priceswagesinuni00bowluoft_djvu.txt [accessed Nov 2018]
[38] see: http://www.longlongtrail.co.uk/soldiers/a-soldiers-life-1914-1918/british-army-rates-pay-1914/ [accessed Nov 2018]
[39] 'Wellingborough Divisional Petty Sessions' ,Northampton Chronicle and Echo - Monday 22 October 1917
[40] Northampton Mercury - Friday 30 March 1917
[41] Northampton Mercury - Friday 01 November 1918
[42] Northampton Mercury - Friday 17 August 1917
[43] Northampton Mercury - Friday 04 January 1918
[44] Northampton Mercury - Friday 04 February 1916

H. Morby, Private, Northamptonshire Regiment. Harrowick Road, Earls Barton. Enlisted February 1916. Wounded in action 21st August 1916.[45].

Barry Bailey, Private, 7th Northamptonshire Regiment. 147 Newcomen Road, Wellingborough Killed in action, March 11th 1916, after two months at the front[46].

Charles William Benham (28), First-Class Petty Officer, H.M.S. Russell. Formerly of 7, Burrows' Bush, Wellingborough, and former pupil of Park Street Boys' School. Killed when his ship was mined in the Mediterranean, 27th April 1916[47].

W. Wilson (24), Machine Gun Corps. 59 Havelockstreet, Wellingborough. Died of wounds, France, August 1917[48]

Henry Charles Thomas Freeman[49], Private, 2nd Bedfordshire. Wounded in action at the Somme. Amputee.

4.21 In the case of the latter, Henry Freeman, on his return as a one-armed man, he was very fortunate to be offered a job as a caretaker at his old employer, Rudlen & Co.. His work lasted until 1924 when he was found surplus to requirement. Unemployed thereafter, he fell into destitution and subsequently appeared in court three years later charged with stealing a potato[50].

Setting Standards

4.22 H C Roberts, Rudlen's Managing Director, recognized the value of cultivating a skilled workforce from the younger generation. As early as 1917, he placed the Mill Road factory building, machinery and materials at the disposal of Northamptonshire County Council's Education Committee, to enable students of the Boot and Shoe Trade Technical Classes to take their annual practical examinations under proper factory conditions. Fifty students participated in 1917. The number of entrants steadily rose to 147 in 1921[51], and to 353 in 1927[52], with the Mill Road factory as a principal Northamptonshire venue. Young students of the industry were further encouraged by factory demonstrations of the various boot-making processes, or specific use of specialised equipment such as the Blake sewing machine[53].

Sudborough & Wood Co

4.23 In 1936, the owner of Rudlen & Co., Mrs. Rudlen, sold the company to Messrs Sudborough & Wood[54], a renowned wholesale boot and shoe manufacture of Wellingborough. The new owners had purchased a going-concern, and were employing 120 persons at the Mill Road works[55] in 1937. It is from an inquest into a horrific accident in the rough department (probably heel-making) in the same year, which left a young man paralysed, that we are

[45] Northampton Chronicle and Echo - Friday 01 September 1916
[46] Northampton Mercury - Friday 24 March 1916
[47] Northampton Chronicle and Echo - Friday 05 May 1916
[48] Northampton Mercury - Friday 17 August 1917
[49] Northampton Mercury - Friday 30 December 1927
[50] Northampton Mercury - Friday 30 December 1927
[51] Northampton Chronicle and Echo - Monday 25 April 1921
[52] Northampton Chronicle and Echo - Monday 25 April 1921, Northampton *Mercury - Friday 29 April 1921; Friday 23 April 1926; Friday 15 April 1927*
[53] Northampton Chronicle and Echo - Monday 13 December 1920
[54] Palmer & Palmer 1974, 193
[55] Northampton Mercury - Friday 08 October 1937

informed that the machinery and plant inherited from Rudlen & Co. was belt-driven from an overhead shaft turning at 350 revolutions per minute[56].

4.24 In the late 1930s, it seems that never a week went by without a Sudborough and Wood slot in the 'Situation Vacant' columns of the local papers, for work in the Mill Road factory. New staff were almost always 'Wanted At Once'. The promise of top wages and regular employment enticed the skilled[57], while the assurances of good wages and opportunities sought to attract youths and school-leavers – 'Best Wages for Smart Lads' in the clicking, lining or lasting departments[58], or for making and finishing; 'Smart Youth Or Young Man For Grip Piece Clinch Sole Tacker'[59]; 'Machinists and Young Girls' for the closing or finishing rooms[60]. The list goes on. It was clearly a boom time for the company. However, in 1964, the company moved their main operations to new premises on Wellingborough's Dennington Estate, leaving behind an upper-closing unit at the Mill Road factory.

4.25 At some juncture in the early 1970s the factory was part-let to M J Dainty (Contract Clicking) which seems to have been comparatively short-lived. The last commercial usage of the premises was by the engineering tool manufacturer Gilmour and Vale Limited (incorporated 1970) which was dissolved in June 2014[61]. Perhaps one of the most unusual uses of the factory during its latter phase was for the Retro Open Race Meeting of the Wellingborough Scalextric Club in 2008 which took place on the upper floor[62].

5. DESCRIPTION OF THE BUILDING & OBSERVATIONS

5.1 In the descriptions below, bold numbers in parentheses refer to photograph numbers (Section 10; Appendix 1). The photograph viewpoints are shown on Figures 12 to 16. The metric scales which appear in the photographs are either 2 m in length with divisions of 0.2 m, or 1 m and 2 m with divisions of 0.2 m (for interior features).

Historic England List Description

5.2 The following description is extracted from English Heritage's *Northamptonshire Boot and Shoe Survey* (2000):

"The 1899 edition of the OS map shows a rectangular-plan factory which corresponds to the six bay Strode Road elevation and the first two bays of the Mill Road elevation (Fig. 4; **2**, **4**) *, the two elevations meeting at a canted entrance bay* (**1**, **2** & **5**). *The factory has three storeys over a basement and is of pier and- panel construction* (**3** - **4**) *with a smooth-faced red brick used for the piers and the shallow segmental window heads* (**10**, **11**, **15**, **16** & **20**).

The window sills and a decorative course at plinth level are in blue brick. The factory entrance is reached by a flight of steps (**2**, **5**) *with light-wells for the basement on either side* (**9**, **12** & **18**) [note: the Strode Road light-well starts farther along the road at Bay 3]. *The openings in this bay have alternating brick and stone dressings* (**10** - **20**). *With the narrow flanking bays it forms a frontispiece* (**5**). *Above the door is an aedicule, incorporating the date 1898 and an obscured panel (possibly for the 'Rudlen' company name), supported by fluted brick pilasters*

[56] Ibid.
[57] Northants Evening Telegraph - Wednesday 15 November 1939
[58] Northants Evening Telegraph - Wednesday 21 June 1939; Northants Evening Telegraph - Wednesday 15 November 1939
[59] Northants Evening Telegraph - Saturday 02 September 1939
[60] Northants Evening Telegraph - Monday 04 December 1939
[61] https://beta.companieshouse.gov.uk/company/00998058/insolvency [accessed Nov 2018]
[62] http://www.darksideracing.co.uk/1RetroMeetingPosterA4.doc [accessed Nov 2018]

(**7, 8**). *The second-floor window takes the form of an oculus, above which there is a small gable* (**5**, **6**). *Cast-iron window frames are used throughout the building* (e.g. **10-11**, **15-17**, **23-4**) *except on the frontispiece which has timber sashes* (**12**, **21**).

Handling and taking-in were concentrated on the ground floor of the Strode Road range - latterly supervised by an oriel window added above (**19**, **20**). *It is possible that further taking-in doors were provided in the rear elevation, served by a yard entrance at the north end of the Strode Road frontage* (Fig. 4).

Both the yard and a separate range shown on its east side in 1899 (Fig. 4; **123**-**4**) - *possibly the heated building for 45 lasters referred to in the History of Wellingborough*[63] *- were not inspected at the time of survey. The factory was extended eastwards along Mill Road, creating an L -plan overall* (Fig. 5) *between 1899 and 1924* [The extension took place prior to 1913]. *The addition has a four-bay pier and panel south front* (**2**, **3**), *broadly matching the original factory. It differs in having, generally, a pair of windows to each panel* (**13**-**16**) *but on the ground floor the three eastern bays have one large window like those of the original factory* (*c.f*. **17** & **24**).

Although the floor levels appear to match those of the original factory, there are no basement windows in the south front, and the panels have been infilled, up to the ground-floor sill level (**3**, **13**, **14**), *at a later date* [The infill took place prior to 1913, see Fig. 10]. *The reason for this alteration is unclear. Ranges to the rear (not seen) may be contemporary with the extension, and were present by 1924.*

"Probably in the 1930s the Strode Road elevation was extended northwards by two bays [a single bay] *carried on a steel lintel over the original yard entrance* (4, **26**, **27**). *The similarity of the steel window frames and the brick colour suggests that the lift shaft projecting above the Strode Road elevation* (**4**, **5**) *is broadly contemporary with these bays."*

The Interior

5.3 At some time in the recent past, the majority of internal partition walls have been removed from the building, as have ceiling panels and various wall panels. The internal layout of the factory, in terms of boot and shoe-making operations, is indeterminable. For ease of description within the report the interior has been divided into the building bays, which may to some extent have formed the division of factory operations and operatives. Bays 1 to 6 are located in the Strode Road wing and belong to the building's first phase of construction, in 1898. The Mill Road wing, erected at some time between 1899 and 1913, contains Bays 7 to 10. The north-western extension of the Strode Road wing (c.1930s) is referred to as Bay 11.

Ground Floor (Fig. 13)

Strode Road Wing: Bays 1 to 6

5.4 Each of the original bays is 3.66 m (11', 11") wide and 7.83 m (25', 8") deep (c. 28. 58 sq.m) and floored throughout in concrete. The southwest side of Bay 1 contains the main entrance and a flight of stairs to the first and second floor (**29**-**33**). It was formerly a lobby partially enclosed stud wall and tongue and groove panelled throughout. The bay is lit from four sash windows on the Mill Road side, whist the stair case at this level is lit from a single sash

[63] i.e. Palmer & Palmer 1974. Note: The factory is stated to have been heated by hot-water pipes, but there is no mention of heated laster building

window. At the north-eastern side of Bay 1 a wide access to the Mill Road wing was once the site of a rear window (**34**). Bay 2 was the goods inward/outward entrance from Strode Road (**35**) with a twin-door loading bay at wagon bed height (**19**). As with Bay 1, a rear window was later opened up to create a goods access to the Mill Road wing (**34**). Bay 3 (**35**-**36**) contains a lift shaft with automated traction lift on its south-western side, which is most probably the site of the original lift. The former rear window of the bay has been blocked. Bays 4 to 6 are each well-lit by a wide cast-iron-framed window on the Strode Road elevation (**36**-**40**). Bay 4 has a rear goods access (**37**, **39**), formerly to and from the yard, but latterly leading to a late 20th century factory extension (**52**). The personnel access to and from the yard is in bay 6, which also contains a rear flight of stairs (**38**, **41**) leading to the basement and the first and second floors.

Mill Road Wing: Bays 7 to 10

5.5 The bays in the Mill Road wing (**42**-**47**) were slightly larger than those of the Strode Road wing: 3.95 m (12', 11") wide and 7.8 m (25', 7") deep (c. 30. 81 sq.m). The ground floor of this wing sheeted in cork above a suspended wooden floor, a covering which was often installed on factory floors where operatives spent a lot of time standing, but also to reduce noise. Recent limited 'opening up' work in the floor indicates that a basement (partially in-filled) may be present. This may suggest that the aforementioned in-filled external panels, up to the ground-floor sill level on the exterior elevation conceal basement lights (*ante*, 5.2). A steel conduit (possibly for gas) rises from the floor between Bays 7 and 8 and continues within the wall to the upper floor (**43**, **47**).

5.6 The construction of the Mill Road rear elevation included a small recess (0.73 m deep by 1.49 m wide) at the inner angle of the two wings. Inside the building, the recess is located in the northwest corner of Bay 7, where a doorway (**44**, **45**, **48**) once provided access to the rear ranges and the yard via a short flight of steps. The door now leads to a late 20th century W.C. and small kitchen area. There are corresponding doorways within the recess on the first and second floor which at some time were bricked-up, as were doorways in the southwest wall of the recess (see **96**, **67** and **109**). The doorways in the southwest wall were sealed by an external brick panel, which may be seen at first and second floor level on photograph **28**. The evidence suggests that it was external staff access, quite possibly a fire escape.

5.7 Bay 7 was lit at the front by two sash windows. The southwest elevation of the bay consists of the former outer pier and panel wall (Bays 1 and 2) of the first phase of the factory (**44**-**46**); an air vent survives *in situ* (**49**).

5.8 Bays 8 to 10 are each lit by a single large 49-light window with cast-iron frame (**43**, **46**, **47**). In the rear elevation, Bays 8 and 10 each had a single large window, which were later in-filled. A large goods inward/outward bay from the rear yard was located in Bay 9 (**42**, **44**, **50**). A personnel access to and from the yard (now blocked) was located in Bay 8.

5.9 In the latter half of the 20th century a rectangular steel-framed factory extension was added to rear of the Mill Road wing, covering an area of c. 121 sq.m. Typically, the walls are built of concrete bricks, the floor formed of shuttered concrete and the roof sheeted is in corrugated steel. There is thus, no trace of the former external rear ranges which appear in this area on the 1923 Ordnance Survey map. However, an access to a small basement has been preserved at the northwest side of the structure (**52**, **53**; *post*, 5.23). It was presumably at this time that a doorway was inserted in the rear wall of Bay 7 (**51**).

First Floor (Fig. 14)

5.10 It is from the Inquest of the fatal accident of Mr Walter Coles, the lasting supervisor (*ante*, 4.10), that we are informed that the lasting department was situated on the first floor[64], and probably not as previously thought to have been in the detached outbuilding to the rear (*ante*, 5.2). (It is uncertain whether the department covered the two wings).

Strode Road Wing: Bays 1 to 6

5.11 Bay 1 contains the front flight of stairs and landing area (**54**-**56**), which is presumed to have been constructed in 1913. The balustrade contains ornate turned elements - spiral twist balusters, rounded finial newel caps and a newel drop in the form of an inverted ogee cupola (**56**-**58**). As on the ground floor, the staircase was separated from the rest of the bay by a stud partition wall; since removed, its course is demarcated by differential floor cover (**54**-**55**). The stairs were lit by three sash windows (**54**-**56**): one in the centre of building frontispiece, which has 12 lights in the upper sash and a single-light lower sash; the others on either flank of the frontispiece, each a 9-over-1.

5.12 The northeast wall of Bay 1 contains a blocked rear window (**55**, **59;** other side: **76**) belonging to the Phase I building (i.e. 1898). The wall was evidently battened and covered in wooden panelling, the fairly recent removal of which has exposed soot which was washed down from the fire-damaged upper floor (**59**). It is quite likely that this part of Bay 1 was an office, lit by a 42-light cast-iron framed window in the Mill Road elevation. A paint line on the wall marks a division between Bays 1 and 2, where the partition wall followed the line of the steel girder supporting the ceiling joints. A feature of this former outer wall is a small adjustable cast-iron vent (**59**, **60**).

5.13 Bay 2 features an oriel window (**54** & **20**) on the Strode Road side (southwest), which overlooked the ground floor loading bay. The window post-dates the fire of 1913 (*c.f.* Fig. 9). The window casements (now rotten, as indeed is the floor of the oriel) have the original latch and stays (**61**, **62**). The northeast wall of bay 2 has the first floor access to the Mill Road wing (**59**), which was formed by the 'opening-up' of a rear window of the Phase I building.

5.14 The Strode Road side of Bay 3 contains a lift-housing with folding concertina door (**63**, **64**) and automated call button (**66**). The counter-weight mechanism was visible through the open door at this point (**65**), though with no sign of a brand name or date. The lift at this level was lit by a large window on the Strode Road elevation, while the lift-housing itself largely obscured light from this side of the bay. The northeast (external) wall of Bay 3 has a blocked doorway (**67**) which corresponds to the position of a similar blocked doorway on the second floor (see **96**), indicative of an exterior access, or most probably an external fire escape. The blocked doorway is flanked by a rear window with cast-iron frame which is 16-light with a pivoting 4-light casement (**67**).

5.15 Bays 4 to 5 are each lit by a large 42-light cast-iron framed window to the front and rear (**68**-**70**). Bay 6 contains the rear flight of stairs (**71**), which was previously enclosed by a partition wall. With the creation of an additional bay (Bay 11) over the original yard entrance a doorway was inserted to the end wall of Bay 6. Bay 11 has a trapezoidal plan with a floor space of 40.25 sq. m. The main feature of the additional bay (Bay 11) is a second lift with concertina folding door, which is located in the north angle of the building (**73**). Alongside the lift is a (modernised) toilet block (**73**) which is lit from the northeast by a row of four 6-

[64] Northampton Mercury - Friday 30 November 1906

pane steel-framed windows (exterior: **27**), each with a pivoting upper (4 pane) section. The bay is lit from the front (i.e. the Strode Road side) by two 8-pane steel-framed windows, each with a central pivoting 4-light casement (**72**; exterior: **26**).

Mill Road Wing: Bays 7 to 10

5.16 Each bay on the second floor of the Mill Road wing is lit from the front by two 36-light windows, and from the rear by a single 42-light window (**74**, **75**, **77**). The frames are cast-iron. Each window has a central inward-projecting sash; those on the front windows comprised of 4-lights (**78**), whilst the larger rear windows have 6-lights (**79**, **80**). The floor of this wing is of particular note, as it exhibits the footprint of individual work spaces, benches or machines (**81**-**83**), all of which must post-date the fire of 1913, since the floor was presumably completely burnt away.

Second Floor (Fig. 15)

Strode Road Wing: Bays 1 to 6

5.17 The second floor is open to the roof. The roof structure of each wing is comprised of a steel girder framework of A-frame trusses supported on brick piers, with steel trenched purlins supporting timber rafters (Strode Road wing: **86**-**89 93**, **95**, **98**-**100**; Mill Road wing: **103**, **104** & **106**).

5.18 The southwest end of Bay 1 contains the upper flight of the front staircase and a landing area (**84**, **85**), which is lit by the oculus window of the frontispiece (**85**, **88**, **89**) and two 9-over-1 sash windows, one on either flank of the frontispiece (**89**-**91**). (The pivoting casement of the oculus has been removed). Bays 1 and Bay 2 each have a wide access into the Mill Road wing to the northeast (**87**), which were formed by 'opening up' two of the rear windows of the Phase I (i.e. 1898) building. The other side still exhibits corbelled and dentil course brickwork which was intended as an external architectural feature (**107**, **108**).

5.19 Bay 3 contains the upper housing of the lift shaft, with concertina folding door (**92**, **94**, **98**). A blocked doorway in the northeast (rear) wall appears to have been for a fire exit (**97**). On the right hand side of the blocked doorway a narrow window has also been bricked-up.

5.20 Bays 4 to 6 are each lit at the front and rear by a 28-light cast-iron framed window (**95**-**100**), with a central inward-projecting 6-light casement. There are no indications of the function of the factory at this level. Bay 6 houses the upper flight of the rear stairs, alongside which a door has been inserted to the c. 1930s extension (Bay 11) to the northwest.

5.21 Bay 11 is lit from the Strode Road elevation by two 9-light steel framed windows, each with a pivoting upper 6-light casement (**101**). The rear elevation has a similar 9-light window and a 15-light window of the same type (**102**). The only other feature of Bay 11 is the upper lift-housing with concertina folding door located in the north angle of the building (**102**). The hole in the centre of the floor visible on the photographs was created to facilitate internal stripping works.

Mill Road Wing: Bays 7 to 10

5.22 Each of the bays in the Mill Road wing has two 24-light windows in the front elevation and a single 28-light window at the rear, all of which are cast-iron framed (**103**-**4**). A wooden hatch high up in the northeast gable end (**105**) probably conceals an oculus window which is known from a historic photograph (Fig. 8). The wing is otherwise featureless and has no indications of the boot and shoe-making processes that were performed there. As previously observed

(*ante*, 5.6), the northwest corner of Bay 7 has a blocked external doorway, possibly where a fire escape was once located (**109**).

Basements (Fig. 16)

5.23 Two basements were located and accessed during the survey. The first of these is a small rectangular cell (6.27 m by 2.58 m) beneath the north corner of the Strode Road wing, which was formerly accessed from the rear yard via flight of stone steps (**53**). A photograph taken in 1913 shows a chimney stack located in the north corner of the building (Fig. 11), suggesting that it was the location of a boiler house. In the northeast wall there is a light (? or coal shoot) with segmental arch (**110**, **112**) which at some juncture was blocked by a vaulted brick structure of indeterminate character situated beneath the yard. A smaller window (also blocked) lit the basement from the stepped access (**53**, **111**). The southwest and southeast walls of the basement were obscured by metal shelving and of industrial junk.

5.24 The main basement occupies the major part of the footprint of the Strode Road wing (**111**,**117**), and was probably the factory's main storage facility. It is at this level that the structure of the Ground Floor may be observed, constructed of longitudinal joints laid on cross-girders which are supported by the external brick walls. The floor of the basement has been concreted in the fairly recent past.

5.25 Staff access to the basement, from the factory and yard was via the rear flight of stairs. A goods inward/outward loading bay was positioned beneath Bay 2, adjacent to the lift shaft (**118**). The basement was lit from a light-well on the Strode Road frontage, via three large 28-light cast-iron framed windows. A four window lit the lift-well. The presence of two blocked lights in the rear wall of the basement (**115**) indicates the presence of an in-filled light-well buried beneath the modern rear factory extension. One of the lights retains a 14-light cast-iron window frame.

5.26 The four blocked windows of the Mill Road light-well (*ante*, 5.2; see also **18**) retain 16-light cast-iron frames, each with an inward-projecting 4-light casement (**119**), whilst on southern corner wall of the basement there is an *in-situ* array of 1930s-type cast-iron fuse boxes.

5.27 In the southeast corner of the basement there is doorway leading to a small cell (1.2 m by 1.32 m) of indeterminate function. It is uncertain whether the cell pre-dates the construction of the the Mill Road wing. There does not appear to be a blocked-up doorway within the cell, although it is possible that a basement of some kind existed under the Mill Road wing (*ante*, 5.5).

Detached Workshop (Fig. 12)

5.28 A detached single-storey outbuilding occupies the north corner of the property (**123**). The building, which was first mapped in 1899 (Fig. 4), is 10.66 m long and 6.6 m wide (70.42 sq.m). It is brick-built with a slated gable roof ridged in terracotta tiles. The southeast-facing elevation is pier and panel with three large 30-light cast-iron framed windows, each with a pivoting 8-light casement (**124**). The building was in private use at the time of survey. A brief inspection of its interior revealed no sign of its original function and no features of note were observed. The function of the building is uncertain but was possibly a workshop or a store. At some time after 1923 a small flat-roofed outbuilding (inaccessible) was appended to the east end of the large building.

5.29 **Artefacts**

Of interest, three wooden lasts for children's boots were found in the yard during the survey (**125,126**), which are quite probably relic apparatus of Rudlen & Co. They are each inscribed with a size: '9' '10' and '11'.

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(NA= Northamptonshire Archives

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c.1870 The Victoria Town Estate, Midland Road Wellingborough, Northamptonshire, No.16, The United Land Company Limited, NA map 5477
c.1870 The Victoria Town Estate, Midland Road Wellingborough, Northamptonshire, No.16, The United Land Company Limited, NA map 4579
1888 Ordnance Survey, Northamptonshire, 1:2500, Sheet XXXIX.7 (surveyed 1883-4)
1890 Ordnance Survey, Northamptonshire, 1:2500, Sheet XXXIX.7 (surveyed 1899)
1924 Ordnance Survey, Northamptonshire, 1:2500, Sheet XXXIX.7

Photographic Archive

The Wellingborough Museum

Newspaper Archives

Northampton Chronicle and Echo

Monday 3 December 1906
Monday 21 February 1916
Friday 5 May 1916
Friday 1 September 1916
Monday 2 April 1917
Monday 22 October 1917
Wednesday 23 April 1919
Monday 13 December 1920
Monday 25 April 1921

Northampton Mercury

Saturday 5 May 1877
Saturday 18 May 1878
Saturday 8 February 1879
Saturday 9 November 1889
Friday 8 November 1901
Friday 26 December 1902
Friday 30 November 1906
Friday 27 June 1913
Friday 11 July 1913
Friday 30 January 1914
Friday 27 February 1914
Friday 4 February 1916
Friday 24 March 1916
Friday 30 March 1917
Friday 17 August 1917
Friday 8 February 1924
Friday 4 January 1918
Friday 1 November 1918

Friday 29 April 1921
Friday 23 April 1926
Friday 15 April 1927
Friday 30 December 1927
Friday 8 October 1937

Northants Evening Telegraph

Wednesday 15 November 1939
Wednesday 21 June 1939
Saturday 2 September 1939
Wednesday 15 November 1939
Monday 4 December 1939

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9. Figures

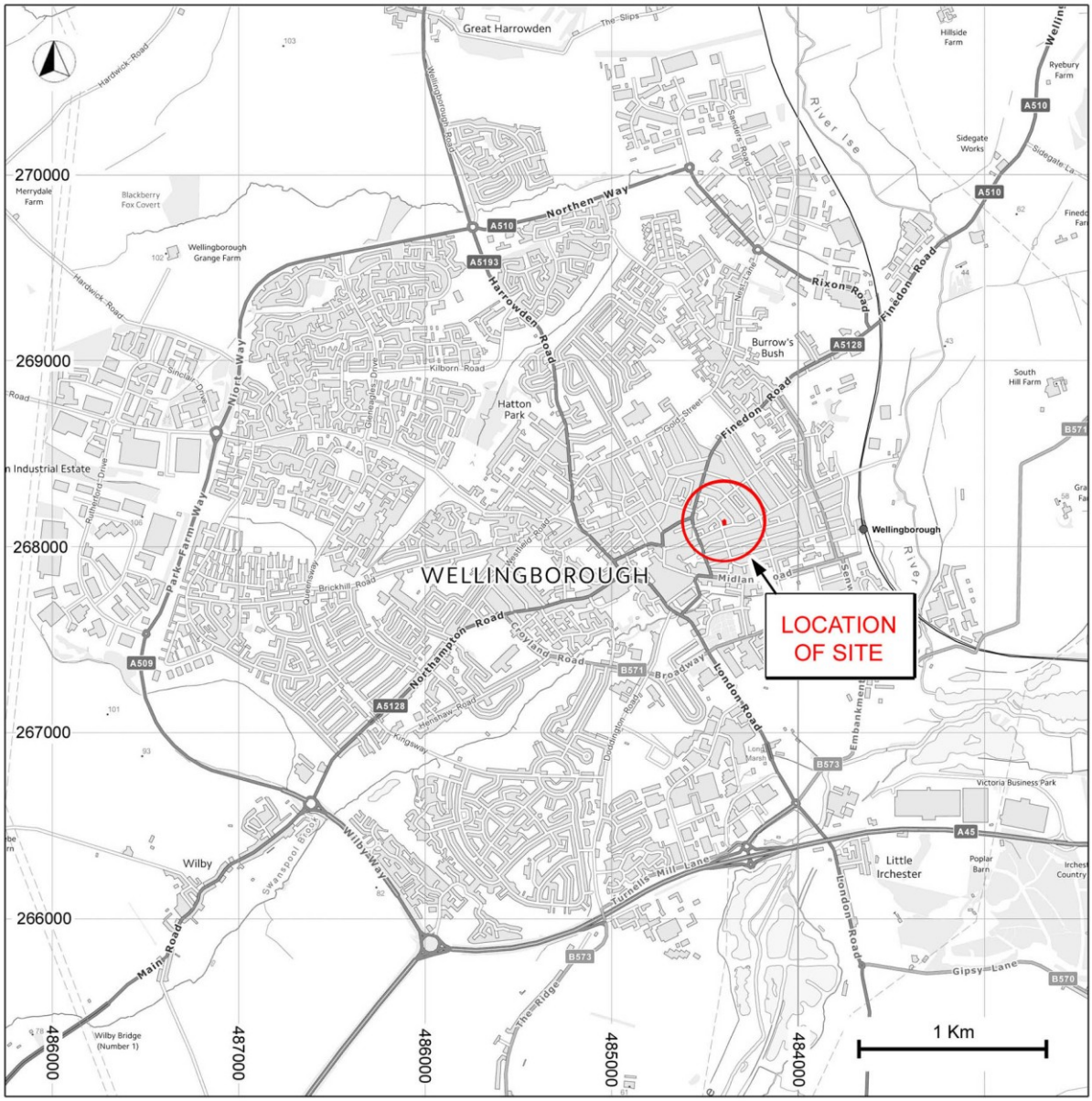


Figure 1. Location of Site

(based on Ordnance Survey Open Data mapping , © Crown Copyright.
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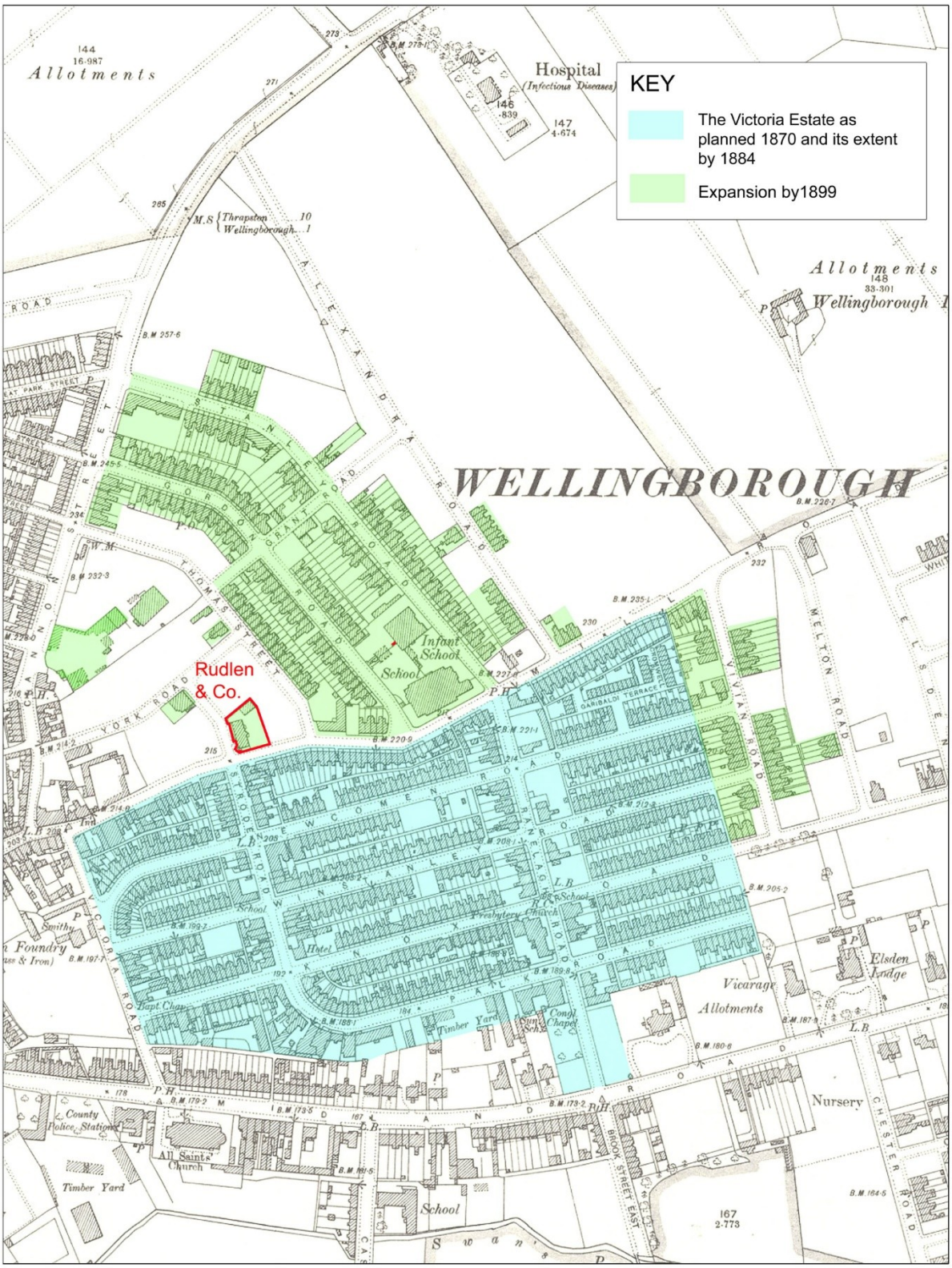


Figure 2. Location of the new Rudlen & Co boot and shoe manufactory of 1898, amidst the expanding Victoria Estate (base map surveyed in 1899)

(base map extract: Ordnance Survey 2500 map 1900, © Crown Copyright.
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Figure 3. Location of the Rudlen & Co manufactory in 1924

(base map extract: Ordnance Survey 2500 map 1924, © Crown Copyright.
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Figure 4. Plan of the factory in 1899



Figure 5. Plan of the factory in 1923



(base map extracts: Ordnance Survey 25" maps 1900 & 1924, © Crown Copyright. All rights reserved. Licence number AL 100015565)

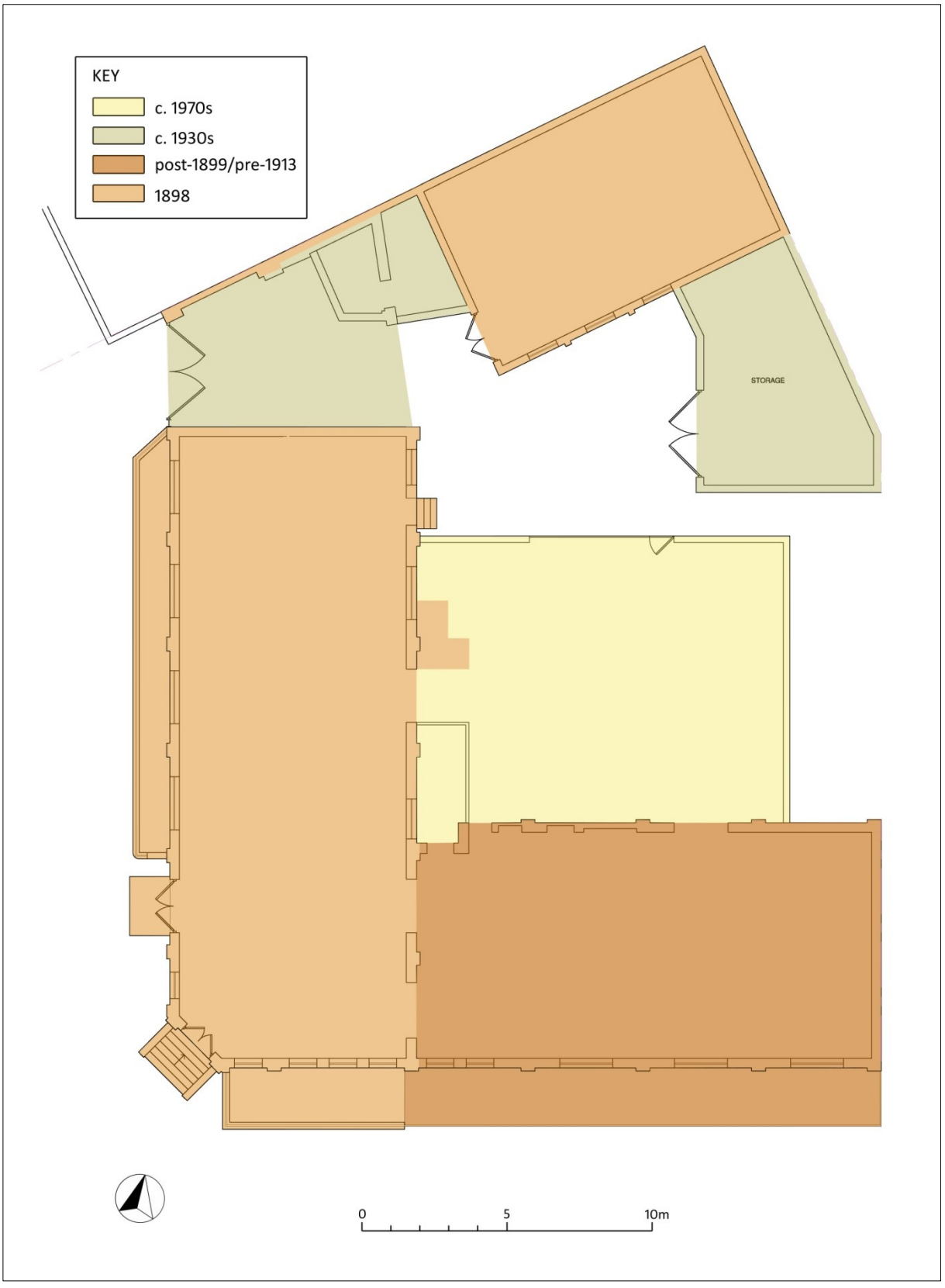


Figure 6. Phase Plan



Figure 7. View NE along Mill Road c.1910: Rudlen Ltd (centre), Baptist Church (beyond right) and Ideal Clothiers Ltd (left)

Photo courtesy of Wellingborough Castle Museum



Figure 8. View SW along Mill Road c.1905. Rudlen Ltd (centre) beyond Baptist Church

Photo courtesy of Wellingborough Castle Museum



Figure 9. The Rudlen factory fire, June 1913. View from Mill Road

Photo courtesy of Wellingborough Castle Museum

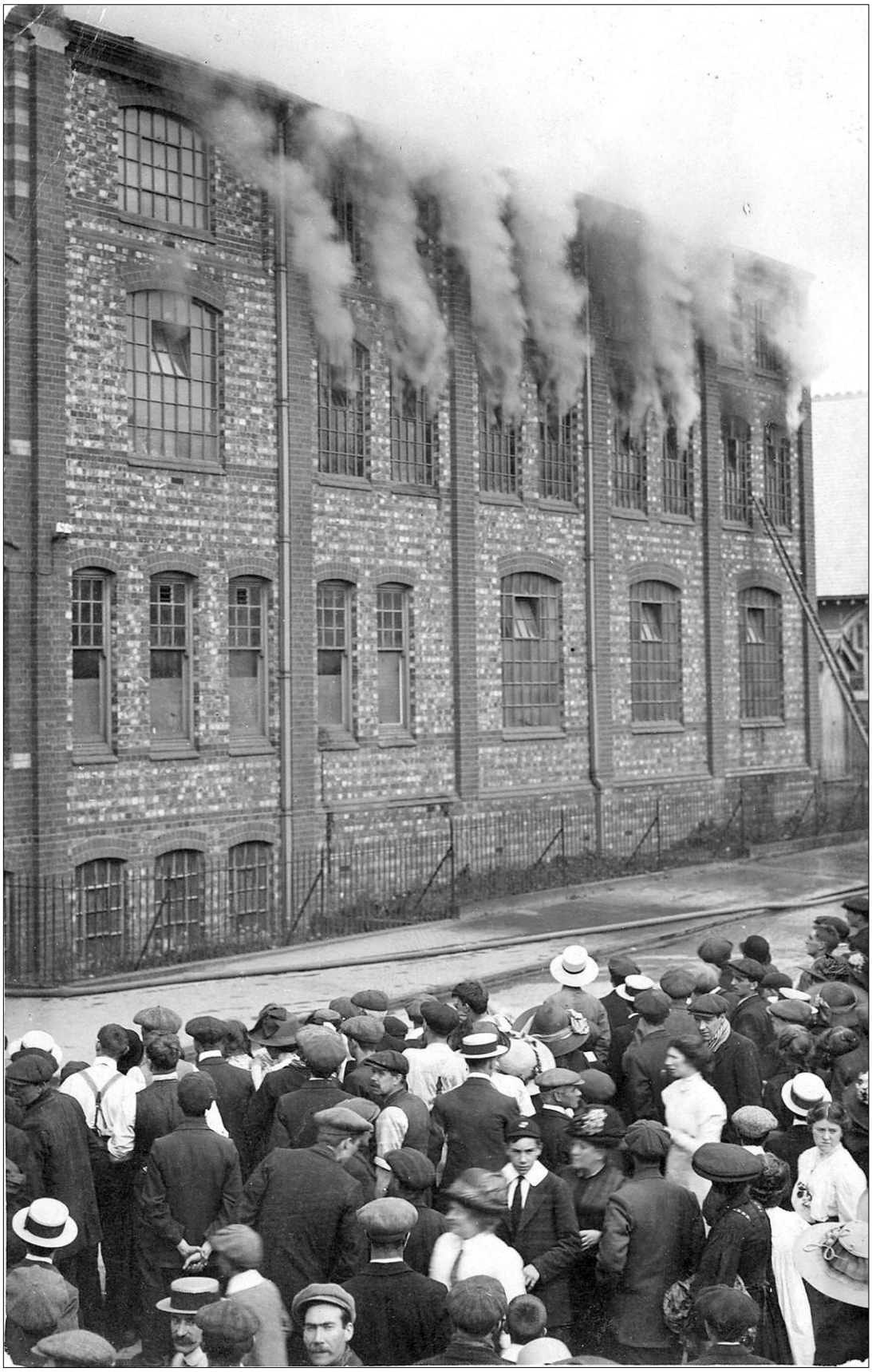


Figure 10. The Rudlen factory fire, June 1913. View from Mill Road

Photo courtesy of Wellingborough Castle Museum



Figure 11. The Rudlen factory fire, June 1913. View SE from Strode Road back gardens

Photo courtesy of Wellingborough Castle Museum

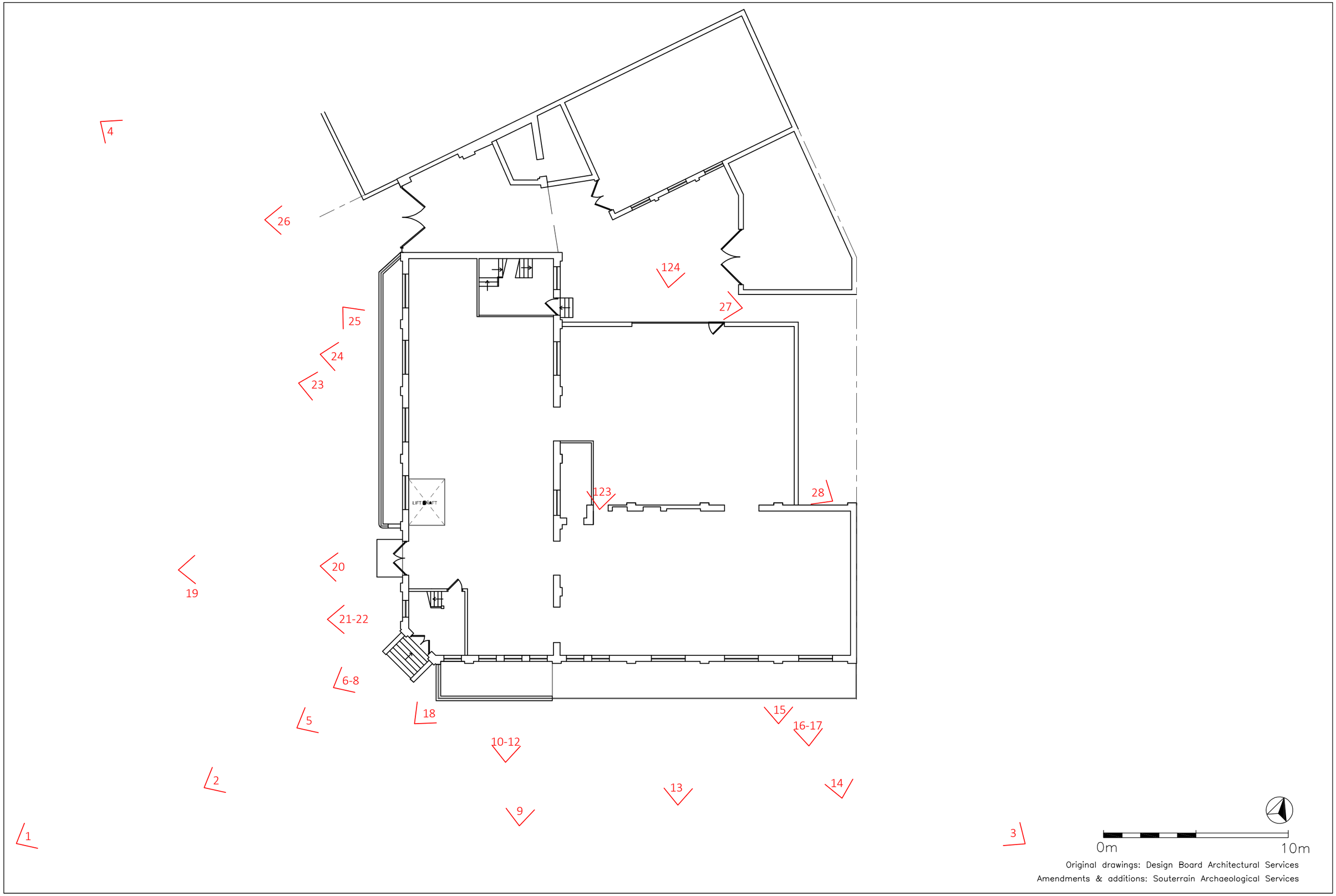


Figure 12: Exterior plan. Direction of photographs (1-28, 123-124)



Original drawings: Design Board Architectural Services
Amendments & additions: Souterrain Archaeological Services

Figure 13: Ground floor plan. Direction of photographs (29-53)



Original drawings by Design Board Architectural Services
Amendments & additions: Souterrain Archaeological Services

Figure 14: First floor plan. Direction of photographs (54-83)



Original drawings by Design Board Architectural Services

Amendments & additions: Souterrain Archaeological Services

Figure 15: Second floor plan. Direction of photographs (84-109)

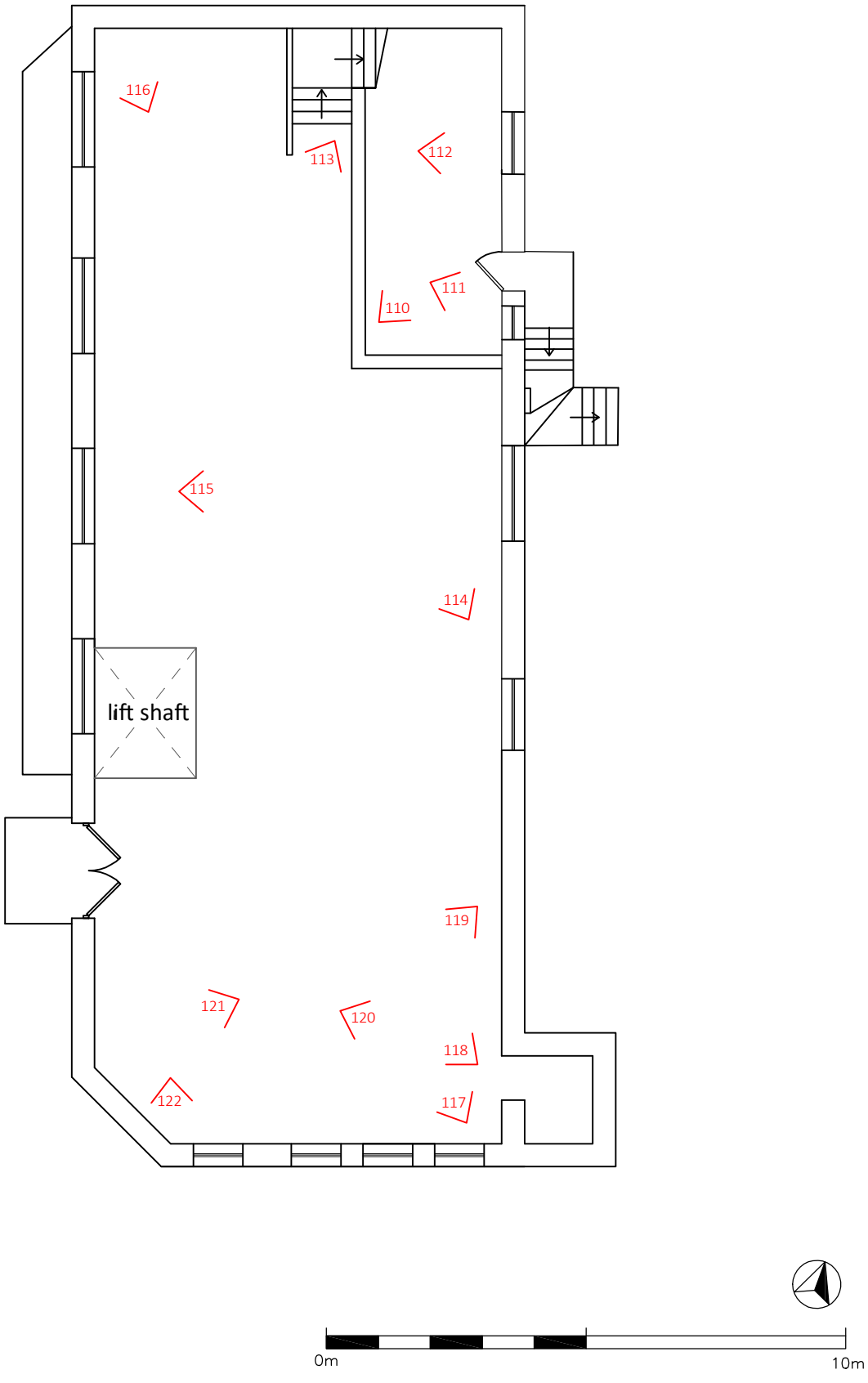


Figure 16: Basement plan. Direction of photographs (110-122)



Original drawings by Design Board Architectural Services
Amendments & additions: Souterrain Archaeological Services

Figure 17: Front elevation. Mill Road Wing



Original drawings by Design Board Architectural Services
Amendments & additions: Souterrain Archaeological Services

Figure 18: Front elevation. Strode Road Wing



Figure 19: Rear elevation. Strode Road Wing



Original drawings by Design Board Architectural Services
Amendments & additions: Souterrain Archaeological Services

Figure 20: Rear elevation. Mill Road Wing

10. Photographs



1. General view of the Rudlen & Co. factory from Mill Road. Facing ENE



2. The factory frontage and entrance on the corner of Strode Road (left) and Mill Road (foreground). Facing NE

3. Factory frontage on Mill Road. Facing WNW



4. Factory frontage on Strode Road. Facing SE





5. Main entrance to the factory. Facing NE



6. Oculus window (second floor) and gable. Facing NE



7. Main entrance, aedicule doorway. Facing NE



8. Panel with date of construction above the front entrance. The panel possibly bears the name of Rudlen & Co. Facing E



9. Mill Road frontage, Bay 1. Facing NNW



11. Mill Road, Bay 1, 1st floor window. Facing NNW



13. Mill Road, Bays 7 & 8. Facing NW



10. Mill Road, Bay 1, 2nd floor window. Facing NNW



12. Mill Road, Bay 1, ground floor. Facing NNW



14. Mill Road, Bays 9 & 10, Facing NW



15. Mill Road, Bay 10, 2nd floor windows



16. Mill Road, 1st floor windows, Bay 8



17. Mill Road, ground floor window, Bay 8



18. Mill Road, blocked basement windows, Bay 1



19. Strode Road frontage. Bay 2. Facing NE



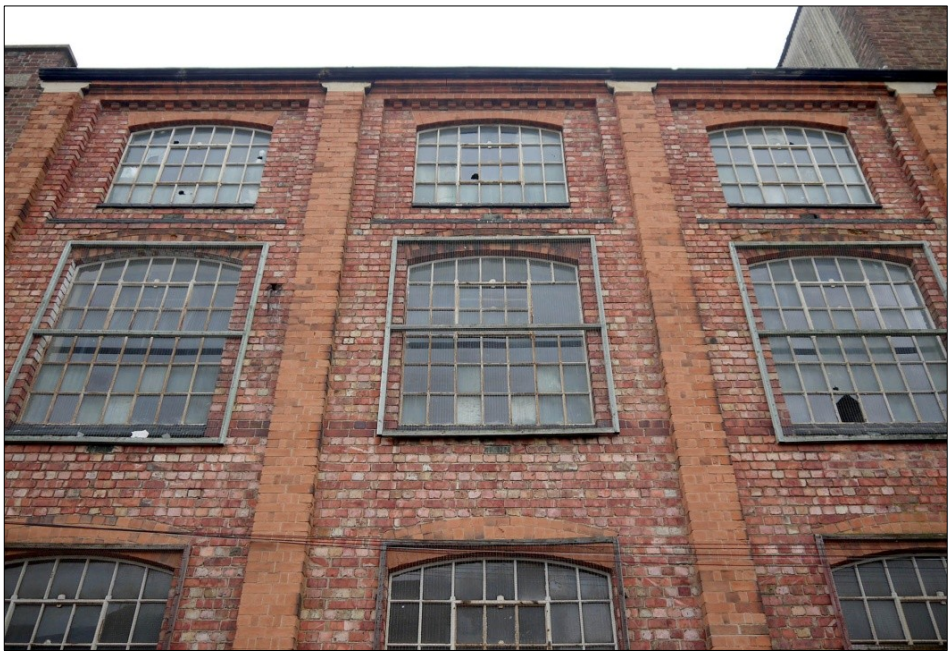
20. Strode Road, frontage, Bay 2. 1st and 2nd floor windows. Facing NE





22. Signage 'M. J. DAINTY CONTR**ACT** CLICKING' on ground floor window of Bay 1

21. Strode Road, frontage, Bay 1.
Ground floor window with signage. Facing NE



23. General view of Strode Road 1st and 2nd floor windows, Bays 4 to 6, Facing NE



24. Strode Road frontage. Ground floor window, Bay 5. Facing NE



25. Strode Road frontage. Basement, Bays 5 & 6. Facing SE



26. Strode Road frontage (Bay 11). Yard entrance. (Bay 6 to right). Facing NE



27. Rear of building. Yard entrance(Bay 11) from Strode Road (Bay 6 to left). Facing NW

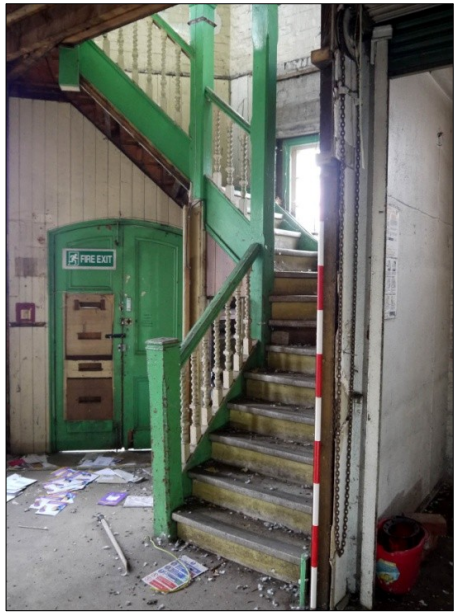


28. Rear of building. Bays 3 to 6 (Strode Road). Facing NW

GROUND FLOOR



29. Bay 1, Main entrance and front staircase. Facing WSW



31. Bay 1. Front staircase. Facing SW



32. Bay 1. Front staircase. Facing WSW



30. Bay 1. Front door. Facing SW



33. Front staircase, view of underside. Facing NW



34. Bays 1 and 2. Facing E



35. Loading bay (Bay 2) & lift (Bay 3). Facing SW



36. Overview of Bays 3 to 6. Facing NW



37. Overview of Bays 3 to 6. (Rear goods entrance Bay 4) Facing NE



38. Overview of Bays 3 to 6. Facing NE



39. Overview of Bays 6 to 2. Facing NE



40. Front windows, Bays 5 and 6



41. Bay 6. Rear staircase Facing NE



42. Overview of Bays 7 to 10. (rear goods entrance Bay 9) Facing NE



43. Overview of Bays 7 to 10. Facing SE



44. Overview of Bays 7 to 10. Former goods entrance to right. Facing NW



46. Overview of Bays 7 to 10. Facing SW



45. Bay 7. View west towards former external wall and goods entrance



47. Bay 8. Window and gas pipe from basement. Facing E



48. Bay 7. W.C. with array of lead water pipes. Facing NW



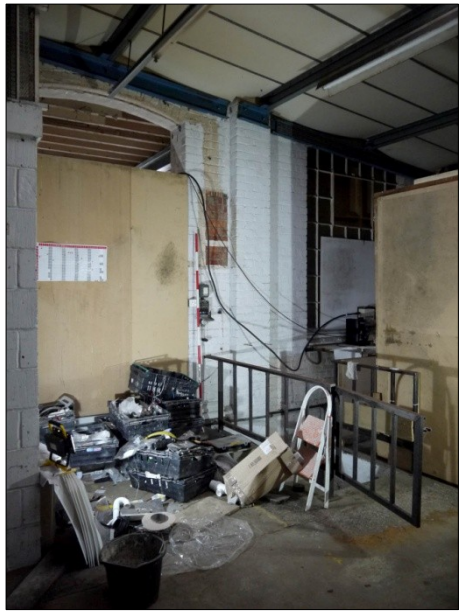
49. Bay 7. C 19th air vent in former external wall. Facing SW

51. Former outer rear wall of factory. Facing SE towards Bay 7 & 8 (from late C20th extension)

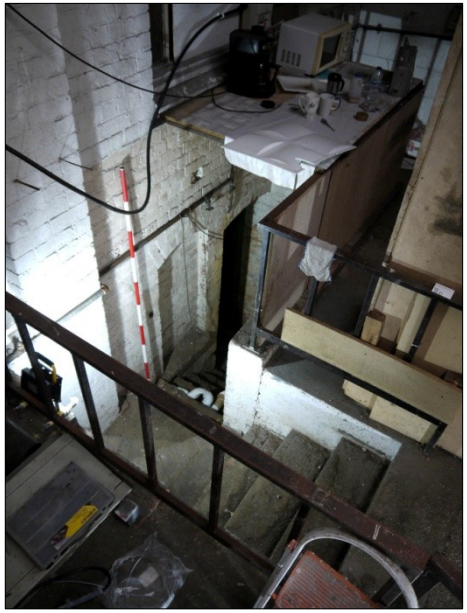




50. Late C20th rear extension. View SE towards Bay 9



52. Former rear goods entrance to Bay 4. Facing W from late C20th rear



53. Access to small basement (possible engine house) from late C20th extension

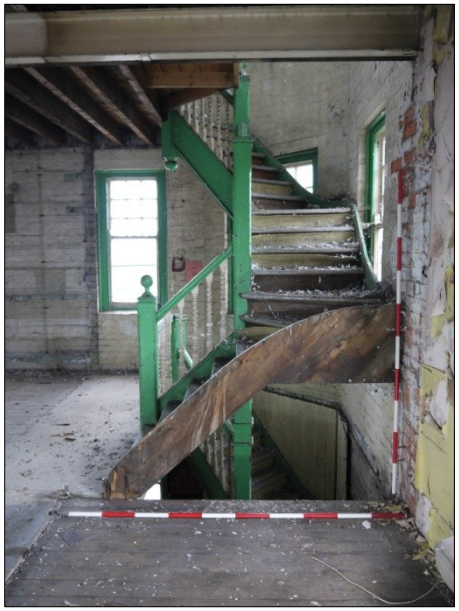
FIRST FLOOR



54. Bays 1 & 2. Facing W



55. Overview of Bay 1. Blocked window in NE wall. Facing ESE



56. Bay 1. Front staircase. Facing SE



57. Bay 1. Front staircase. Landing balustrade. Facing NW



58. Bay 1. Front staircase. Newel drop. Facing S



59. Bay 1. Blocked window in NE wall. Facing NE



60. Bay 1. C 19th Air vent in NE wall. Facing SE



61. Bay 2. Bay window casement stay (c.1930s). Facing SW



62. Bay 2. Bay window, latch (c.1930s). Facing W



63. Overview of Bays 1 to 6. Facing NW



64. Bay 2. Traction lift. Facing SW



65. Bay 2. Traction lift, counterweight. Facing SW



68. Overview of Bays 6 to 1. Facing SE



67. Bay 3. Blocked external doorway. Facing E



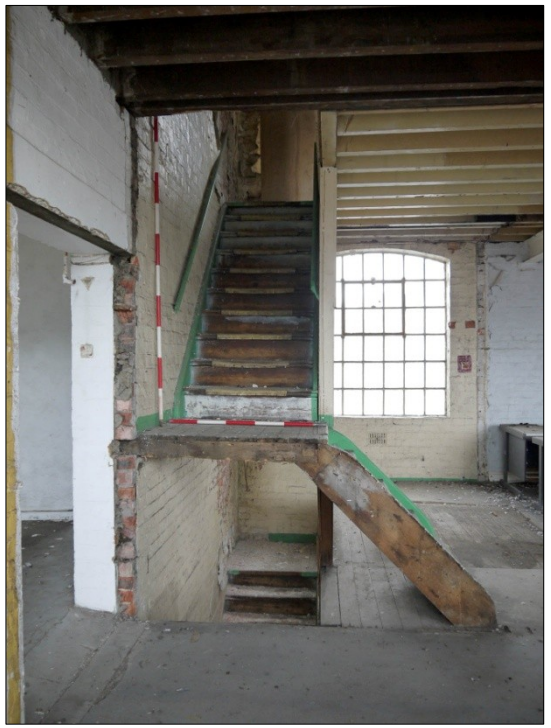
66. Lift call button Facing NW



69. Overview of Bays 6 to 1. Facing SSE



70. Overview Bays 4 to 6. Facing NW



71. Rear staircase (Bay 6) Facing NE



72. Bay 11 (over yard entrance) . Facing W



73. Bay 11. Loading bay. Lift in NE corner (L) .Facing NE



74. Overview of Bays 7 to 10. Facing E



75. Overview of Bays 7 to 10. Facing NE



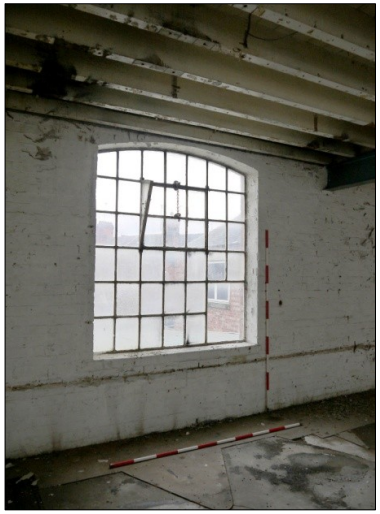
76. Bay 7. Former external wall with blocked window and pier. Facing SW



77. Overview of Bays 10 to 7. Facing W



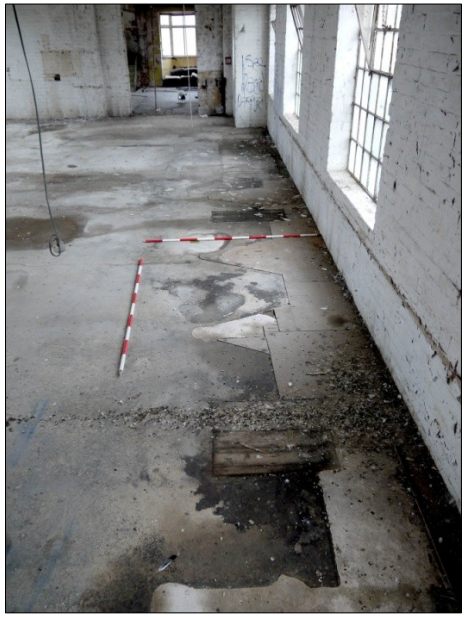
78. Bay 9, front windows. Facing SE



79. Bay 9, rear window. Facing N



80. Bay 8, window latch & chain. Facing W



81. Bays 10 - 7. Rear work-space scars. Facing WSW

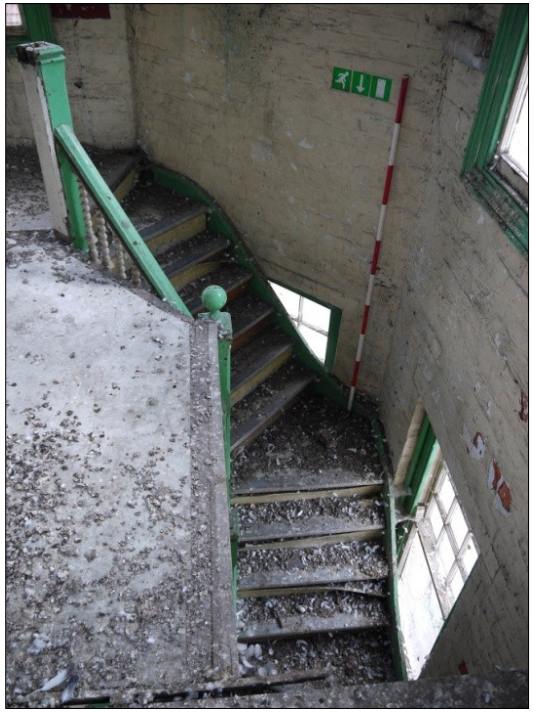


82. Bays 7 - 10. Rear work-space scars. Facing ENE



83. Bays 10 - 7. Front work-space scars. Facing WSW

SECOND FLOOR



84. Bay 1. Staircase, upper flight. Facing SE



85. Bays 1 & 2. Facing NW



86. Bays 1 & 2. Roof structure. Facing NE



87. Bays 1 & 2. Former external wall. Facing NE



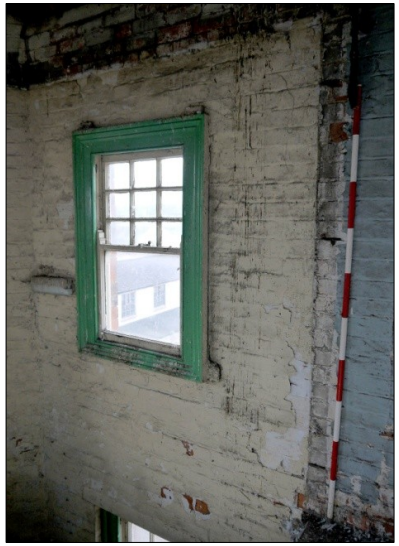
88. Bays 1 & 2. Facing SE



89. Bays 1 & 2. Facing SW



90. Bay 1. Sash window in SE wall. Facing SW



91. Bay 1. Sash window in SW wall. Facing SW



92. Overview of Bays 1 to 6 Facing NE



93. Bays 1 to 3. Overview of Roof structure. Facing NE



94. Bay 3. Lift. Facing SW



95. Overview of Bays 1 to 6 Facing NW



96. Bay 3. Blocked doorway in rear wall. Facing SE



97. Bay 4. Rear window. Facing SE



98. Overview of Bays 6 to 1. Facing S



99. Overview of Bays 6 to 1. Facing SE



100. Bays 6 to 4. Front windows. Facing SW



101. Bay 11. Loading bay. Facing NW



102. Bay 11. Loading bay, lift in NE corner. Facing NE



103. Overview of Bays 8 to 10. Facing SE



104. Overview of Bays 8 to 10. Facing NE



105. Hatch in NE gable end Facing E



106. Pier / steel cross-frame junction. (Bays 7 & 8) Facing SW



107. Bay 7. Former external NE face of factory wall. Facing WNW



108. Bay 7. Former external NE face of factory wall. Facing SW towards Bays 1 & 2

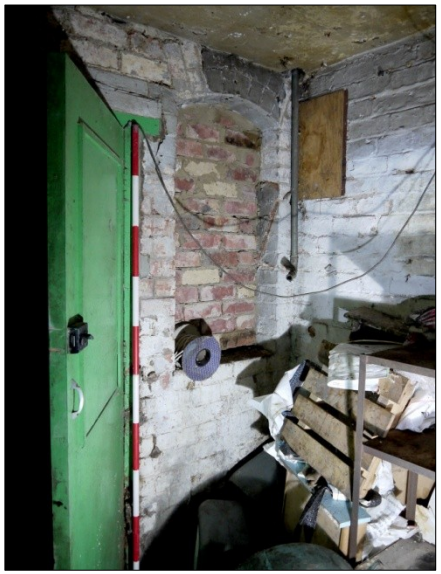


109. Bay 7. Blocked external doorway in NW wall Facing NNW

PROBABLE BOILER ROOM & GAS ENGINE ROOM



110. Probable boiler /engine room Facing N



111. Blocked window. Facing SE



112. Blocked ?light with vaulted brick structure beyond. Facing NE

BASEMENT (STORE)



113. Overview of basement/store. Facing S



114. Basement lights on Strode Road side. Facing NW



115. Former basement lights on rear yard side Facing SE



116. Pipework (probably gas) in NW wall.. Facing NW



117. Overview of basement/store. Facing NW



118. Goods entrance to basement from Strode Road. Facing NW



119. Basement lights (Bay 1) on Mill Road side. Facing S



121. Basement light (Bay 1) & of cast iron fuse boxes (c 1930s). Facing SW



120. Small room (store) off SE corner Facing SE



122. Typical c.1930s cast - iron fuse box. Facing SW

OUTBUILDING / WORKSHOP



123. Late C 19th workshop in NE corner of rear yard. Facing N



124. Late C 19th workshop in NE corner of rear yard. Facing N

WOODEN LASTS



125. Wooden lasts discarded in the rear yard



126. Wooden lasts. Child sizes, inscribed '9', '10' and '11'

APPENDIX 1. PHOTOGRAPHIC INDEX

(REPORT & ARCHIVE: CD)

PROJECT: ENN109221, Historic Building Record: Former Rudlen & Co. Manufactory, Mill Road Wellingborough, Northants				
No. in report	**Image No.**	**Direction (facing)**	**Description**	**Date**
Building Exterior				
1	1-IMG_0816	ENE	General view of the Rudlen & Co. factory on Mill Road	03.10.2018
2	2-P1150167	NE	The factory frontage and entrance on Mill Road	03.10.2018
3	3-P1150187	WNW	Factory frontage on Mill Road	02.10.2018
4	4-IMG_0807	SE	Factory frontage on Strode Road	02.10.2018
5	5-P1150173	NE	Main entrance to the factory	02.10.2018
6	6-P1150176	NE	Oculus window (second floor) and gable	02.10.2018
7	7-P1150180	NE	Main entrance, aedicule doorway	02.10.2018
8	8-P1150176	E	Panel with date of construction above the front entrance. The panel possibly bears the name of Rudlen & Co	02.10.2018
9	9-P1150208	NNW	Mill Road frontage, Bay 1	02.10.2018
10	10-P1150221	NNW	Mill Road, Bay 1, 2nd floor window	02.10.2018
11	11-P1150215	NNW	Mill Road, Bay 1, 1st floor window	02.10.2018
12	12-P1150223	NNW	Mill Road, Bay 1, ground floor	02.10.2018
13	13-P1150206	NW	Mill Road, Bays 7 & 8	02.10.2018
14	14-P1150189	NW	Mill Road, Bays 9 & 10	02.10.2018
15	15-IMG_3961	N	Mill Road, Bay 10, 2nd floor windows	02.10.2018
16	16-P1150202	NNW	Mill Road, 1st floor windows, Bay 8	02.10.2018
17	17-P1150201	NNW	Mill Road, ground floor window, Bay 8	02.10.2018
18	18-P1150227	NE	Mill Road, blocked basement windows, Bay 1	02.10.2018
19	19-IMG_0523	NE	Strode Road frontage. Bay 2	02.10.2018
20	20-P1150232	NE	Strode Road, frontage, bay 2. 1st and 2nd floor windows	02.10.2018
21	21-IMG_0529	NE	Strode Road, frontage, Bay 1. Ground floor window with signage	02.10.2018
22	22-P1150234	NE	Signage 'M. J. DAINTY CONTR**ACT** CLICKING' on ground floor window of Bay 1	02.10.2018
23	23-P1150240	NE	General view of Strode Road 1st and 2nd floor windows, Bays 4 to 6	02.10.2018
24	24-P1150238	NE	Strode Road frontage. Ground floor window, Bay 5	02.10.2018
25	25-P1150236	SE	Strode Road frontage. Basement, Bays 5 & 6	02.10.2018
26	26-P1150241	NE	Strode Road frontage (Bay 11). Yard entrance. (Bay 6 to right)	02.10.2018
27	27-P1150410	NW	Rear of building. Yard entrance(Bay 11) from Strode Road (Bay 6 to left)	02.10.2018
28	28-P1150517	NW	Rear of building. Bays 3 to 6 (Strode Road)	02.10.2018
Interior: Ground Floor				
29	29-P1150436	WSW	Bay 1. Main entrance and front staircase	02.10.2018
30	30-P1150441	SW	Bay 1. Front door	02.10.2018
31	31-P1150443	SW	Bay 1. Front staircase	02.10.2018

PROJECT: ENN109221, Historic Building Record: Former Rudlen & Co. Manufactory, Mill Road Wellingborough, Northants				
No. in report	**Image No.**	**Direction (facing)**	**Description**	**Date**
32	32-P1150447	WSW	Bay 1. Front staircase	02.10.2018
33	33-P1150440	NW	Front staircase, view of underside	02.10.2018
34	34-P1150449	E	Bays 1 and 2	02.10.2018
35	35-P1150435	SW	Loading bay (Bay 2) & lift (Bay 3)	02.10.2018
36	36-P1150419	NW	Overview of Bays 3 to 6	02.10.2018
37	37-P1150433	NE	Overview of Bays 3 to 6. (Rear goods entrance Bay 4)	02.10.2018
38	38-P1150423	NE	Overview of Bays 3 to 6	02.10.2018
39	39-P1150430	NE	Overview of Bays 6 to 2	02.10.2018
40	40-P1150425	NW	Front windows, Bays 5 and 6	02.10.2018
41	41-P1150428	ENE	Bay 6. Rear staircase	02.10.2018
42	42-P1150461	NE	Overview of Bays 7 to 10. (rear goods entrance Bay 9)	02.10.2018
43	43-P1150469	SE	Overview of Bays 7 to 10	02.10.2018
44	44-P1150459	NW	Overview of Bays 7 to 10. Former goods entrance to right	02.10.2018
45	45-P1150453	W	Bay 7. View west towards former external wall and goods entrance	02.10.2018
46	46-P1150455	E	Bay 8. Window and gas pipe from basement	02.10.2018
47	47-P1150465	NW	Bay 7. W.C. with array of lead water pipes	02.10.2018
48	48-P1150467	SW	Bay 7. C 19th air vent in former external wall	02.10.2018
49	49-P1150462	SW	Bay 7. C 19th air vent in former external wall	02.10.2018
50	50-P1150472	SE	Former outer rear wall of factory. Facing SE towards Bay 7 & 8 (from late C20th extension)	02.10.2018
51	51-P1150476	SE	Late C20th rear extension. View SE towards Bay 9	02.10.2018
52	52-P1150478	W	Former rear goods entrance to Bay 4. Facing W from late C20th rear extension	02.10.2018
53	53-P1150488	NW	Access to small basement (possible engine house) from late C20th extension	02.10.2018
Interior: First Floor				
54	54-P1150282	w	Bays 1 & 2	02.10.2018
55	55-P1150274	ESE	Overview of Bay 1. Blocked window in NE wall	02.10.2018
56	56-P1150277	SE	Bay 1. Front staircase	02.10.2018
57	57-IMG_0573	NW	Bay 1. Front staircase. Landing balustrade	02.10.2018
58	58-IMG_0593	S	Bay 1. Front staircase. Newel drop	02.10.2018
59	59-P1150269	NE	Bay 1. Blocked window in NE wall	02.10.2018
60	60-IMG_0565	SE	C 19th Air vent in NE wall	02.10.2018
61	61-IMG_0575	SW	Bay 2. Bay window casement stay (c.1930s)	02.10.2018
62	62-IMG_0577	W	Bay 2. Bay window, latch (c.1930s)	02.10.2018
63	63-P1150302	NW	Overview of Bays 1 to 6	02.10.2018
64	64-P1150295	SW	Bay 2. Traction lift	02.10.2018
65	65-P1150296	SW	Bay 2. Traction lift, counterweight	02.10.2018
66	66-IMG_0582	NW	Lift call button	02.10.2018
67	67-P1150313	E	Bay 3. Blocked external doorway	02.10.2018
68	68-IMG_4034	SE	Overview of Bays 6 to 1	02.10.2018

PROJECT: ENN109221, Historic Building Record: Former Rudlen & Co. Manufactory, Mill Road Wellingborough, Northants				
No. in report	**Image No.**	**Direction (facing)**	**Description**	**Date**
69	69-P1150322	SSE	Overview of Bays 6 to 1	02.10.2018
70	70-P1150304	NW	Overview Bays 4 to 6	02.10.2018
71	71-P1150325	NE	Rear staircase (Bay 6)	02.10.2018
72	72-P1150329	W	Bay 11 (over yard entrance)	02.10.2018
73	73-P1150331	NE	Bay 11. Loading bay. Lift in NE corner (L)	02.10.2018
74	74-P1150247	E	Overview of Bays 7 to 10	02.10.2018
75	75-P1150244	NE	Overview of Bays 7 to 10	02.10.2018
76	76-P1150265	SW	Bay 7. Former external wall with blocked window and pier	02.10.2018
77	77-P1150268	W	Overview of Bays 10 to 7	02.10.2018
78	78-P1150248	SE	Bay 9, front windows	02.10.2018
79	79-P1150256	N	Bay 9, rear window	02.10.2018
80	80-IMG_3986	W	Bay 8, window latch & chain	02.10.2018
81	81-P1150262	WSW	Bays 10 - 7. Rear work-space scars	02.10.2018
82	82-P1150259	ENE	Bays 7 - 10. Rear work-space scars	02.10.2018
83	83-P1150264	WSW	Bays 10 - 7. Front work-space scars	02.10.2018
Interior: Second Floor				
84	84-P1150365	SE	Bay 1. Staircase, upper flight	02.10.2018
85	85-P1150357	NW	Bays 1 & 2	02.10.2018
86	86-IMG_4074	NE	Bays 1 & 2. Roof structure	02.10.2018
87	87-P1150371	NE	Bays 1 & 2. Former external wall	02.10.2018
88	88-P1150356	SE	Bays 1 & 2	02.10.2018
89	89-P1150354	SW	Bays 1 & 2	02.10.2018
90	90-P1150360	SW	Bay 1. Sash window in SE wall	02.10.2018
91	91-P1150361	SW	Bay 1. Sash window in SW wall	02.10.2018
92	92-P1150378	NE	Overview of Bays 1 to 6	02.10.2018
93	93-P1150374	NE	Bays 1 to 3. Overview of Roof structure	02.10.2018
94	94-IMG_0628	SW	Bay 3. Lift	02.10.2018
95	95-P1150408	NW	Overview of Bays 1 to 6	02.10.2018
96	96-P1150350	SE	Bay 3. Blocked doorway in rear wall	02.10.2018
97	97-P1150345	SE	Bay 4. Rear window	02.10.2018
98	98-P1150338	S	Overview of Bays 6 to 1	02.10.2018
99	99-P1150343	SE	Overview of Bays 6 to 1	02.10.2018
100	100-P1150335	SW	Bays 6 to 4. Front windows	02.10.2018
101	101-P1150416	NW	Bay 11. Loading bay	02.10.2018
102	102-P1150415	NE	Bay 11. Loading bay, lift in NE corner	02.10.2018
103	103-P1150386	SE	Overview of Bays 8 to 10	02.10.2018
104	104-P1150383	NE	Overview of Bays 8 to 10	02.10.2018
105	105-P1150390	E	Hatch in NE gable end	02.10.2018
106	106-P1150384	SW	Pier / steel cross-frame junction. (Bays 7 & 8)	02.10.2018
107	107-P1150391	WNW	Bay 7. Former external NE face of factory wall	02.10.2018

PROJECT: ENN109221, Historic Building Record: Former Rudlen & Co. Manufactory, Mill Road Wellingborough, Northants				
No. in report	**Image No.**	**Direction (facing)**	**Description**	**Date**
108	108-P1150403	SW	Bay 7. Former external NE face of factory wall. Facing SW towards Bays 1 & 2	02.10.2018
109	109-P1150405	NNW	Bay 7. Blocked external doorway in NW wall	02.10.2018
Basement (Probable Boiler & Gas Engine Room)				
110	110-P1150481	N	Probable boiler /engine room	02.10.2018
111	111-P1150485	SE	Blocked window	02.10.2018
112	112-P1150484	NE	Blocked ?light with vaulted brick structure beyond	02.10.2018
Basement (Store)				
113	113-IMG_4164	S	Overview of basement/store	02.10.2018
114	114-IMG_0785	NW	Basement lights on Strode Road side	02.10.2018
115	115-IMG_0794	SE	Former basement lights on rear yard side	02.10.2018
116	116-P1150513	NW	Pipework (probably gas) in NW wall	02.10.2018
117	117-IMG_4150	NW	Overview of basement/store	02.10.2018
118	118-IMG_4149	NW	Goods entrance to basement from Strode Road	02.10.2018
119	119-P1150496	S	Basement lights (Bay 1) on Mill Road side	02.10.2018
120	120-IMG_4155	SE	Small room (store) off SE corner	02.10.2018
121	121-P1150500	SW	Basement light (Bay 1) & of cast iron fuse boxes (c 1930s)	02.10.2018
122	122-P1150503	SW	Typical c.1930s cast -iron fuse box	02.10.2018
Outbuilding (Possible Lasters' Workshop)				
123	123-IMG_0656	N	Late C 19th workshop in NE corner of rear yard	02.10.2018
124	124-P1150518	N	Late C 19th workshop in NE corner of rear yard	02.10.2018
Wooden lasts				
125	125-IMG_0801	-	Wooden lasts discarded in the rear yard	02.10.2018
126	126-P1150524	-	Wooden lasts. Child sizes, inscribed '9', '10' and '11'	02.10.2018

OASIS DATA COLLECTION FORM: England

OASIS ID: souterra1-336160

Project details	
Project name	The Former R. Rudlen and Co. Ltd. Boot and Shoe Manufactory, Wellingborough, Northants Historic Buildin
Short description of the project	A historic building record was made of a late 19th century and early 20th century boot and shoe manufactory in Wellingborough, Northamptonshire, prior to its conversion to residential apartments. Formerly known as R Rudlen and C. Ltd., the building is located in the north-western quarter of the town, an area once known as the Victoria Estate characterised by rows of late 19th century terraced houses, former boot and shoe factories, schools and places of non-conformist worship. The report greatly expands on a preliminary study of the building and record of its exterior, made by English Heritage in the course of the 'Northamptonshire Boot and Shoe Survey' (2000). Principally, the present study uses primary sources to place the building into its historical context, particularly its early years as a boot and shoe manufactory. It identifies four main phases. The first phase, completed in 1898, consisted of a three-storey rectangular block with its frontage on Strode Road, an enclosed yard to the rear with a detached outbuilding. The second phase witnessed a doubling of the size and capacity of the factory with the addition of a three-storey Mill Road wing; and probably outbuildings at the rear. In the late 1920s or 1930s a three-storey bay was added to the Phase I wing, an existing lift was upgraded and a second lift installed. The final phase saw the building converted into an engineering tool-making factory in the 1970s. Outbuildings were demolished to create a modern factory floor. The report provides a descriptive and illustrative account of the building's interior and exterior in its present 'as found' state by means of photographic catalogue, scaled elevations and plans.
Project dates	Start: 02-10-2018 End: 28-11-2018
Previous/future work	No / No
Associated project reference code	ENN109221 - HER event no.
Associated project reference code	SOU18-617 - Contracting Unit No.
Associated project reference code	WP/16/00737/FUL - Planning Application No.
Associated project reference code	APP/H2835/W/17/3191201 - Planning Application No.
Associated project reference code	HER3884/0/141 - Related HER No.
Type of project	Building Recording
Site status	None
Current Land use	Industry and Commerce 1 - Industrial
Monument type	FACTORY Post Medieval
Monument type	FACTORY Modern
Significant Finds	LAST Post Medieval
Methods & techniques	''Measured Survey'',''Photographic Survey'',''Survey/Recording Of Fabric/Structure''
Prompt	National Planning Policy Framework - NPPF
Prompt	Planning condition
Project location	
Country	England

Site location	NORTHAMPTONSHIRE WELLINGBOROUGH WELLINGBOROUGH Former R. Rudlen and Co. Ltd Boot and Shoe Factory, Mill Road
Postcode	NN8 1DT
Study area	1911 Square metres
Site coordinates	SP 8960 6811 52.303397851281 -0.685781436418 52 18 12 N 000 41 08 W Point
Height OD / Depth	Min: 65.53m Max: 65.53m
Project creators	
Name of Organisation	Souterrain Archaeological Services Ltd
Project brief originator	Contractor (design and execute)
Project design originator	Souterrain Archaeological Services Ltd
Project director	M D Wilson
Project supervisor	M Wilson
Type of sponsor/funding body	Developer
Name of funding body	Mr Muddasir Shakoor Dada Esq.
Project archives	
Physical Archive recipient	landowner
Physical Archive ID	ENN109221
Physical Contents	''Wood''
Digital Archive recipient	Archaeological Data Service
Digital Archive ID	ENN109221
Digital Contents	''none''
Digital Media available	''Images raster / digital photography''
Paper Archive recipient	Northamptonshire Historic Environment Record
Paper Archive ID	ENN109221
Paper Contents	''none''
Paper Media available	''Report''
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	The Former R. Rudlen and Co. Ltd. Boot and Shoe Manufactory Mill Road, Wellingborough, Northamptonshire Historic Building Record
Author(s)/Editor(s)	Wilson, M.D and Planas, M
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