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Hampshire Industrial Archaeology Society

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Front cover picture:

A group of Hooper & Co. brick workers in front of one of the drying sheds. The only photograph so far discovered taken on *The Main Site*. Date unknown but probably around 1890.
(© Copyright B. Hillier)
[see page 9]

Back cover pictures:

Top: The north face of Wharf Mill today as a block of apartments. On the left are the new 1971 apartments on the site of the grain storage.
[see page 22]

Centre: Three bricks by Chandlers Ford makers from the Bursledon collection, "H . & . Co" for Hooper & Co. and "JTW" and "W" for J. T. Wren.
[see page 6]

Bottom: A postcard of Woodmill from around 1905. The bridge carrying Woodmill Lane is out of the picture on the left.
(Southampton City Archives)
[see page 27]

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Hampshire Industrial Archaeology Society

(formerly Southampton University Industrial Archaeology Group)

Journal No. 28, 2020

Contents

Editorial

Welcome to issue **28** of our *Journal* which contains just three articles.

In our first article, Jim Beckett looks at the brickfields in Chandlers Ford. Wherever suitable clay was found local builders used to dig it out, set up a kiln and make the bricks as near to the building site as possible. The Chandlers Ford site contained several of these small enterprises together with a major undertaking which made thirty five million bricks for the construction of the Royal Courts of Justice in London. Nothing now remains as the site is now the Chandlers Ford Industrial Estate. Martin Gregory recounts some of the history of Wharf Mill, Winchester. One of Winchester's mediaeval mills owned by the Bishop of Winchester, Wharf Mill was the only one rebuilt in the later nineteenth century as a 'modern' roller mill less than ten years after the introduction of rolling milling to England. On its completion, its output exceeded that of all the rest of Winchester's mills put together. Howard Sprenger writes about some drawings of Woodmill, another ancient mill site on the River Itchen. They were drawn by Turpin de Crissé in the eighteenth century and are now in a Museum in France. Finally we have some follow-up on an article written by Howard in a previous issue of the *Journal*.

Martin Gregory
May 2020

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The Contributors

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Jim Beckett has been interested in Industrial Archaeology most of his life. He uses his hobby of photography to record disappearing industrial heritage. Past projects of this nature have included mechanical railway signals in Sothern Hampshire and Southampton Docks. More recently, he has turned his attention to brick manufacturing, and is a volunteer at Bursledon Brickworks Museum.

Martin Gregory
Martin Gregory is a retired schoolmaster. His interest in the history of industry and technology goes back over fifty years. He has researched full sized steam and Stirling engines, and built models of them, for very many years and also works on the history of the sewing machine. He has been a member of HIAS and its predecessor for well over forty years and has served as Secretary and Chairman. He is the present Editor of the *Journal*.

Howard Sprenger
After training as a teacher at St. Luke's College, Exeter, Howard spent ten years teaching in Staffordshire and Hampshire before joining IBM as a technical author. He retired twenty six years later as a software development manager, and has now retired from teaching Mathematics to adult students in Portsmouth. With his wife, he runs Kestrel Railway Books, and is the author of four railway books. He is a member of several industrial and railway societies and is the present Chairman of HIAS.

Acknowledgements

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Jim Beckett, (Figures 1-3, 6-12 & Back cover[centre]); British Library Newspaper Archive, (Figures 14, 15); Martin Gregory, (Figures 16 & Back cover[top]); Hampshire Cultural Trust, (Figures 17, 18, 20-23);Hampshire Record Office, (Figures 4, 19); B. Hillier, (Front cover); Musées d'Angers, (Figures 26, 28, 31, 32, 35); National Library of Scotland, (Figures 5, 13); Southampton City Archives, (Figures 29, 33 & Back cover[bottom]); Howard Sprenger, (Figures 24, 25, 27, 30, 34, 36-40).

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The Chandlers Ford Brickworks, 1860-1915

Jim Beckett

Introduction

For those who share the writer's enthusiasm for Industrial Archaeology, particularly with regard to the brick industry, the research and study of local brick makers generally remains of interest only to those who have a connection to the area in question. The history of brick manufacture in Chandlers Ford, however, is worthy of a wider audience for the following two reasons. Firstly, for a brief period during the 1870s bricks made there achieved national fame and secondly, the village was home to the forerunner of Bursledon Brickworks which now houses one of the very few museums in Britain dedicated to the display of bricks and brickmaking machinery.

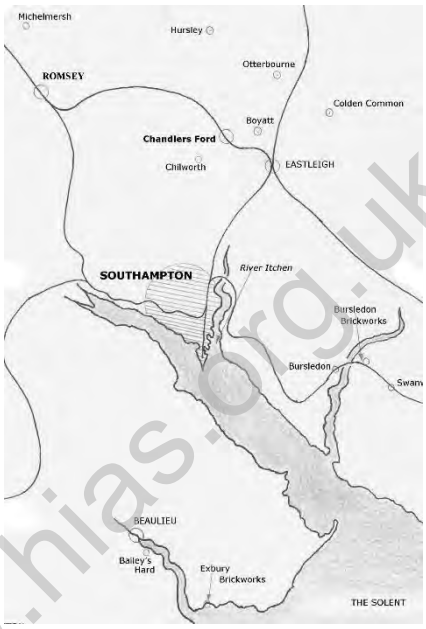

Figure 1. Central Southern Hampshire showing the main railway lines and some of the places mentioned in the text.

Chandlers Ford lies in Southern Hampshire, midway between Southampton and Winchester *(Fig. 1).* When the railway arrived in 1847 a station was built near the point where the line crossed the turnpike road. At this time the village was no more than a hamlet centred in an agricultural area six miles from the nearest town and the village did not become a civil parish until 1897. Before this date it remained a small part of six parishes, the most important being North Stoneham.

The brickworks described are those situated within the modern boundary of Chandlers Ford *(Fig. 2).* The basis for inclusion of a works is that it has appeared on one or more editions of the maps produced by The Ordnance Survey.

Geologically, the area lies mainly on strata from the Wittering Formations, part of the Eocene Epoch.[1] The Tertiary clays and sands which extend in a wide band from west to east in southern Hampshire have given rise to numerous brickworks, perhaps most notably those around Fareham, about 12 miles south east of Chandlers Ford and Bishops Waltham, 7 miles to the east. The description *brickyard* or *brickworks* used in the following pages includes works producing not only bricks but tiles, pipes and other similar products.

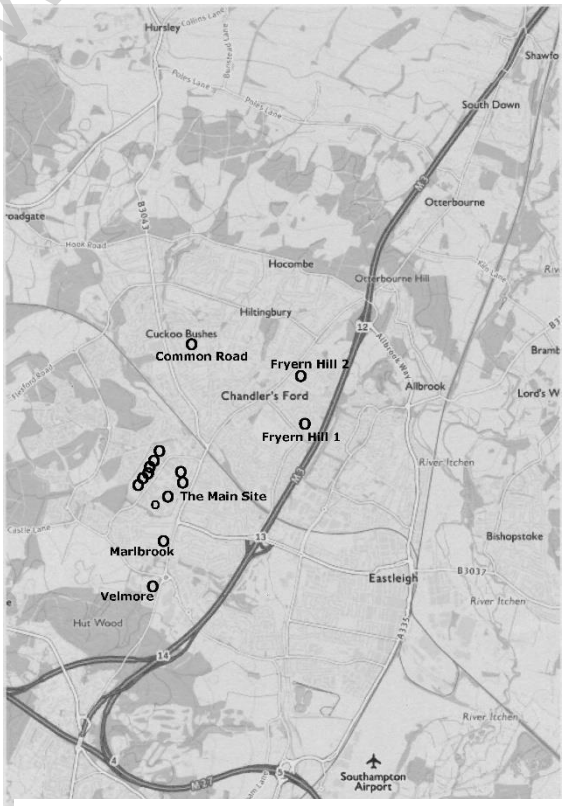

Figure 2. Chandlers Ford and surrounding area (2018), showing the location of the Main Site and other brickyards mentioned in the text. The M3 Motorway marks the South-Eastern boundary of the modern village.
(Contains OS data © Crown copyright and database right 2018)

Brick Industry Beginnings

The earliest brickworks of any significance was situated at the southern extremity of Chandlers Ford in the parish of North Stoneham (opposite the ASDA superstore at Grid ref. SU428189) and is shown on the OS First Series, one-inch map. This does not help with dating but the census record for 1861 confirms the existence of a brickyard. The six-inch OS map surveyed 1867/8 shows this brickworks as a disused clay pit with no buildings, but a new yard, with kilns and buildings, is shown some quarter mile to the north and is

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marked as Marlbrook Brickyard. The land was part of Velmore Farm and the 1861 census shows that the head of household was Francis J. Bull, age 17, born in Southampton and one of the sons of Joseph Bull. In a nearby dwelling described as *"Brick yard"* lived William Steele, Brickmaker, his wife and three sons.

A report of the proceedings of The London Bankruptcy Court [2] during March 1883 shows that the lease to Velmore Farm was then in possession of Messrs Joseph Bull and Sons, building contractors of Southampton and that brick making was one of the activities taking place on the land. From this it can be deduced that the farm and brickyard had been operated by that company for over twenty years. Further evidence of brick making on this site is provided by a newspaper report from 1869. This tells of William Reading, agricultural labourer and carter, in the employ of Francis Joseph Bull, who was found drunk in charge of a horse and cart while taking a load of bricks to Chandlers Ford.

Bull's main workshop was in the St. Mary's district of Southampton. A description of the works by George Measom,[3] around 1860, stated that the company employed over 600 hands and the various workshops contained numerous steam driven machines. He adds that, *"The planing mills, the steam-engine, and the tramway, are all objects of interest"* but does not refer to any brickmaking activity. It may be that Joseph Bull had not yet engaged in brick manufacture or that the existence of the yard had not been reported to George Measom. The William White *Directory of Hampshire* for the year 1878 lists Joseph Bull & Sons as brickmakers and the *Kelly's Directory for Hampshire* has a similar listing for 1885. Both show the location as North Stoneham, which was the civil parish containing much of Chandlers Ford at the time.

35,000,000 Bricks

Figure 3. The Bell Yard side of the Royal Courts of Justice displays some of the 35 million bricks used in construction.

Joseph Bull and Sons were appointed building contractors for the New Law Courts in London on the 7th of February 1874 *(Fig. 3)*. Situated in The Strand, and costing £750,000 for the building fabric alone, it would be one of the costliest construction projects of the era. The architect was George E. Street, a master of the Victorian Gothic Revival style. He began his career in Winchester, where, for three years from 1841, he was a pupil of Owen B Carter. He designed churches all over England, including Southampton, where St. Mary's Church was also built by Bull and Sons. Street wrote a book in 1855, *"The Brick and Marble Architecture of Northern Italy."* He was clearly interested in brick as a construction material for high status buildings.

Such was the importance of this building project that progress was followed weekly in detailed newspaper reports, and by being the source of the bricks used in construction, Chandlers Ford became famous during the late 1870s. It was a fame that lasted many years. For example, in January 1933, The *Hartlepool Northern Daily Mail*, reporting on the fiftieth anniversary of the opening of the Royal Courts of Justice reminded readers that, *"Thirty-five million bricks, brought from Chandlers Ford, Hampshire,"* were used in the construction. Over the ensuing years, this snippet of information has been taken up by writers, particularly of local history and

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repeated on numerous occasions, but from where did it originate? Initially, Chandlers Ford was not named as the location of the brickworks being used.

A report published in *Hampshire Advertiser*, soon after building had begun, stated: *"The brickwork, of course, will be the first care, and for the whole of the substance of the building the best hard burnt stock bricks are being used. The brickwork that is to show will be laid in red bricks of a new shape, specially designed for the work by Mr. Street and made by Messrs. Bull and Sons at* ***Chilworth near Southampton****. These red bricks of fine clay, as sharp as terra-cotta are 10 inches by 5 by 2¼, and 5 courses will equal four ordinary shaped bricks, making for a far neater job."* (2nd May 1874, abridged from *The Standard*)

The report suggests that only the facing bricks were to be made by the contractors. The brickyard at Chilworth may have been a works shown on the 1868 OS 6inch map about 2 miles south west of Chandlers Ford (SU410183). Perhaps the initial supply began here but then moved to a site nearer Chandlers Ford station. The earliest mention linking Chandlers Ford with the bricks was in the *Times* newspaper of the 24th October 1877, when, referring to building progress, they wrote, *"The Carey Street front and that towards Bell Yard will be of stone, combined with a peculiar long red brick, which is made by the contractors, from Mr. Street's design, at* ***Chandlers Ford****, Hampshire."* As the building approached completion the *Times* published the following on the 10th January 1882, *(The structure) "is throughout of Portland stone and brick, stock-brick, and red brick from Chandlers Ford. A million cubic feet of brown stone have been brought round from the Portland quarries to be piled up here and 35,000,000 bricks have been used in the edifice."*

It is slightly ambiguous regarding the bricks from Chandlers Ford. Did stock bricks *AND* red bricks come from there? Stock bricks were often referred to as those originating around London. The scant evidence so far discovered points to the probability that the bricks destined for the Royal Courts were made in three different yards. Chilworth, Marlbrook and a yet to be identified works near to the station at Chandlers Ford. The advantage of having direct access to the railway would have meant that the bricks would not have had to be taken to the station by horse and cart.

The writer will now turn his attention to the most important location in Chandlers Ford for brick making which was near to the railway and was probably where Bull and Sons had a works between about 1877 and 1882.

Chandlers Ford Brickworks. The Main Site.

In 1876 the area of land south of the railway fell into the ownership of Tankerville Chamberlayne, having inherited the estate from his late father, Thomas Chamberlayne. The Chamberlayne Estate owned land in central southern Hampshire and on the Isle of Wight, and through his agent, Archibald Hodgson, Tankerville was happy to exploit the increased rents received from letting land for mineral extraction rather than agriculture.

Figure 4. Chamberlayne Estate Sketch map of Main Site brickworks
(Reproduced with permission of Hampshire Record Office: Chamberlayne papers: 139M71/B20/5)

Some legal documents and correspondence have survived and are held in the Hampshire Archives. Several of these records have been vital in building the story of brick manufacture in Chandlers Ford and the most important among these is a sketch map, drawn around 1885 *(Fig. 4)*. This shows the extent of land, let by the

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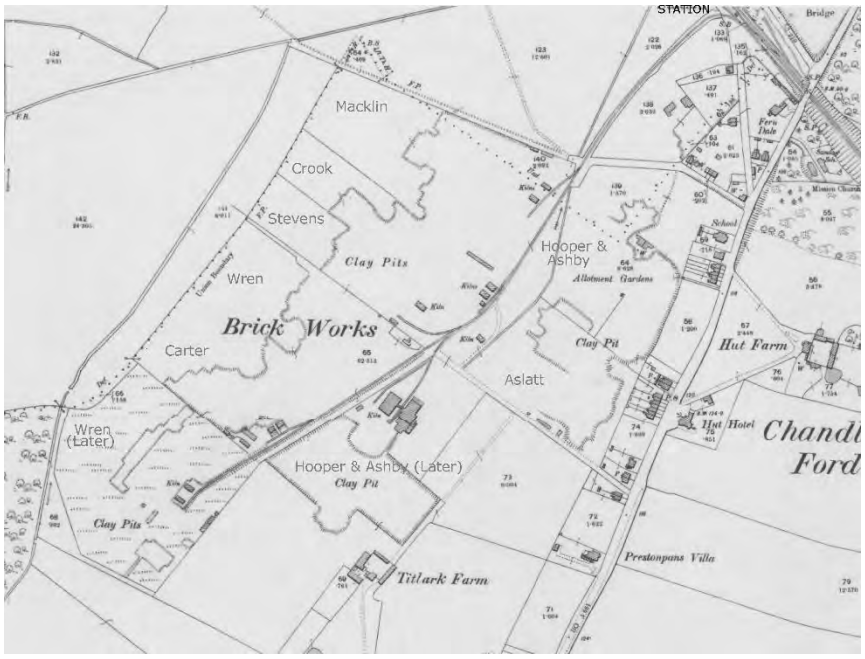

Figure 5. The Chandlers Ford Main Brickworks Site, showing the various yards mentioned in the text. (Based on the 1895, 25-inch scale, O.S. map. Reproduced with permission of The National Library of Scotland)

Chamberlayne Estate, with, an *"Option of Working-out Blue Clay",* for brickmaking. The area was about half a mile wide by about three quarters of a mile long and extended south from Chandlers Ford Station and west from the main Southampton to Winchester turnpike road. It had the same footprint as the land presently occupied by Chandlers Ford Industrial Estate. In the following pages this area will be referred to as ***The Main Site***. The sketch map also showed the names of the lessees who were occupying the various parcels of land at the time of drawing in 1885 *(Fig. 5)*. Bull and Sons name was not one of those recorded on the map but that does not mean to say they were not present prior to 1885. So far, the exact location of Bull and Sons' brickworks on *The Main Site* has not been established. The fact that it has been impossible to prove that all thirty-five million bricks were made in Chandlers Ford does not detract from the fame and importance the village received from the publicity.

The brickyard operators named on the 1885 sketch map were the starting point for research into the owners of the seven works shown.[4] Surprisingly, only two appear to have had brickmaking as their main business at the time the map was drawn. They were Ann Macklin and John Thomas Wren.

Ann Macklin (1819-1903) inherited the brickworks along with a Winchester based building business on the death of her husband in 1882. She sold the building business but decided to keep the brickyard which she ran until her death in1903, at the age of 84. The yard was taken over by Mr W. L. Mills but only lasted until 1907, when he became insolvent.

J. T. Wren (1830-1908) was a builder who, in 1865, acquired the Mottisfont Clayworks, near Romsey. He moved to Chandlers Ford during the 1870s but appears to have kept the Mottsifont Works, as well as owning a brickyard at Michelmersh, sand pits and chalk pits, and a house building business. Despite this he settled in Chandlers Ford and evidence suggests that brick manufacture was his primary occupation.

Four other names appeared on the 1885 sketch map and these were as follows:
Francis Aslatt (1858-1917) was a grandson of John Aslatt, founder of an important coach building business based in Southampton. In the 1880s he was a partner in the brickmaking business, *"Pemberton and Aslatt"*, with yards in Bitterne and elsewhere. The partnership was dissolved in 1885 and in 1888 the brickworks in Chandlers Ford came under the ownership of Alfred Watts, a builder and property developer specialising in workers' housing in Southampton.

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Figure 6. A terrace of cottages in Bournemouth Road, Chandlers Ford. These were built for brick workers around 1870, probably by Alfred Watts.

Edwin Carter (1826-1890) was based in Winchester where he ran a building business. His main preoccupation, however, was lime burning, which he continued for many years, advertising, *"White lime for plaster, Grey Lime for Brickwork",* regularly in the local press. He appears to have begun making bricks in Chandlers Ford as early as 1872 and continued until at least 1915, although by this time the business was run by his son, Lewis.

John Crook (1830-1904) was another building contractor and by 1880 he owned a works on the *main site* and was able to advertise, *"RED BRICKS of superior quality, equal to the celebrated Fareham Bricks, put on rail at Chandler's Ford, for any other station. For price and samples apply to John Crook, York House, Northam, Southampton."* John Crook executed major building works in Hampshire such as Churcher's College in Petersfield but the complexity of building the prestigious Head Post Office in Southampton was his undoing and he filed for bankruptcy in 1894. The brickworks appears to have closed soon after.

Alfred Watts (1832-?) was a Southampton based builder who operated the yard shown on the sketch map as being in possession of Francis Aslatt. He was lessee of that parcel of land from 1878 or earlier but had vacated it before the sketch map was drawn. Nevertheless, his name is shown on the map as renting a small plot alongside the main turnpike road to Winchester. This suggests he was the builder of a row of cottages, around 1870, erected for local brick workers. *(Fig. 6).*

Samuel Stevens (1817-1903) built the standard gauge tramway connecting the seven yards on the main site to the branch line at Chandlers Ford station *(Fig. 7).* This was at his own expense and the work was undertaken around 1870 at the request of the landowner, Thomas Chamberlayne. The tramway is described later. Samuel, and later his son, Harry, (1854-1950) were building contractors based in Northam, Southampton. They operated a brick works on the *Main Site* from 1870 until about 1903, but the building company, under the name of H. Stevens & Co. continued trading for many years.

Figure 7. Chandlers Ford station from Bournemouth Road, looking NW. The single track line curving off to the left served the brickyards. (c1900).

Hooper & Ashby were major suppliers of materials to the building trade. Established around 1864, in Southampton, they manufactured Portland cement and bricks, white bricks coming from The Exbury Brick Works in the New Forest and, after 1881, red bricks from Chandlers Ford. Hooper & Ashby were of such importance to the Chandlers Ford brick industry that they will be considered again later, under Samuel Batley.

The seven names mentioned above have all been researched in some detail, but the scope of this article does not allow sufficient space to reproduce the findings here. Of greater importance, perhaps, are the terms agreed between landowner and lessee on this, the *Main Site,* for brick making in Chandlers Ford. We shall probably never know from whom the idea originated to use this particular area for the exploitation of clay, but a major

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factor must have been the close proximity of the railway. When Samuel Stevens was asked to build the tramway, the intention of Thomas Chamberlayne would have been to offer the advantage of rail transport to brick manufacturers in the terms of their leases. By connecting each of the yards individually to the main line at Chandlers Ford Station, he would be able to charge higher rents and royalties. Stevens probably did well out of the scheme because in return for building and maintaining the permanent way he was able to use the tramway for his own brickyard, free of all royalties. In addition, he would receive half of the royalties paid by all the other brickyards on the *Main Site.* The tramway was built to standard gauge and wagons belonging to the LSWR were shunted around the various works by horses. It lasted for over thirty years and in 1904 the agreement was ended when Thomas Chamberlayne's son, Tankerville, purchased the rights from Samuel Steven's son, Harry, for £65. [5]

The area let for each brickworks was around five acres (two hectares) and most of the leases were for 21 years with a break clause at 7 and 14 years. Sand, which was a requirement for brick moulding here, was included at no charge from a pit situated nearby. Water was not mentioned but there were several streams adjacent to the yards. The landlord specified that the clay and sand must be used for brick making only on site and not taken elsewhere. A record of manufactured goods outwards and coal inwards was to be kept in a special book which was to be available for inspection by the Estate Steward or his agents. The annual rent was fixed in such a way as to maximise profit for the landowner but at the same time not discourage potential clients. The royalties would be calculated on an estimate of the likely quantity of bricks produced so that a balance might be achieved.
Table 1 (below) shows how the rent and royalties varied over time. The inflation rate was almost zero throughout the period and the charges reflect demand for brick making land in Chandlers Ford and perhaps the varying quality of the available brickearths. [6]

NAME	DATE OF DOCUMENT	APPROX. RENT/ACRE	ROYALTY INCLUDING USE OF TRAMWAY
Alfred Watts	1878	£10.00	1 shilling (5p) per 1000 bricks or tiles. 4d (2p) per ton of coal inwards.
Edwin Carter and Son	1878	£11.50	2/6 (12½p) per railway wagon, approx. 3000 bricks or 10 tons of coal.
J. T. Wren	1888	£10.00	As Carter above.
Hooper & Ashby	1889	£10 plus £8 for clay pits	2 shillings (10p) per railway wagon, approx. 3000 bricks or 10 tons of coal.
C. C. Stuart *	1899	£6.60	9d (4p) per wagon in or out.
W. L. Mills *	1903	£20.00	10d (4p) per 1000 bricks transported on the tramway. 8d (3p) transported by road. Minimum quantity of bricks to be made, 300,000
Lewis Carter * Fryern Brickyard (*draft leases)	1894	£6.00	1/3 (6p) per 1000 on the first 300,000 and 1s (5p) for the remainder. This yard was not connected by rail.

Other Brickworks in Chandlers Ford.
From around 1890 the demand for bricks increased dramatically, largely due to the decision of the LSWR to move their carriage and wagon works to Eastleigh, a few miles to the east. In addition to construction of the works, houses had to be built for the workers, and at the same time Chandlers Ford was expanding rapidly. The Hooper and Ashby brickworks had already run out of clay at their first yard on the *Main Site* and had to move to a second location nearby. Even here they soon exhausted the clay and, during 1889, extended the area which could be dug.

Two other brick yards opened at about this time. One was in Common Road, about half a mile from the *Main Site* (Grid ref. SU432217). It is thought this was owned by W. C. Kenny, a prominent Southampton businessman, and was named, *"The Brownhill Park Brick Co."* It was listed in Kelly's directories from 1895

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until 1915 and was sufficiently large to employ an engine driver. It re-opened for a short time in 1939 called, *"Common Road Brickworks"*, owned by H. J. Penny. The other brickyard opened around 1890 was, *"Fryern Hill Brickworks",* (Grid ref. SU445215), about a mile to the north of the *Main Site.* The works here appear to have been owned by Isle of Wight born John Bignell, a brickmaker, who moved here with his family in the 1880s. The brickyard is shown as "*disused"* on the 1908 revision of OS six-inch map, but another works appears close by, also called *Fryern Hill Brickworks* (Grid ref. SU445215) on the site of present day Scantabout. It was this works that was established by Lewis Carter, Edwin's son, around 1897.[7] The foreman here was Herbert G. Hillier, grandfather of well-known local historian, Barbara Hillier. The brickworks was listed in Kelly's Directory until 1915 and appears to have closed in July 1920, when the brick making plant and utensil-in-trade were sold by auction.[14]

This concludes details of the brickworks so far discovered in Chandlers Ford. There were, however, several other operators. Notable among these were: Playfair & Toole, Southampton based building contractors with a headquarters in Northam, John S. White, a Winchester coal merchant and property developer and Charles Noyce, an agricultural machinery engineer and builder who was based in Chandlers Ford. These last three were active at the very end of the 19th Century but it has not been possible to attribute a definite location for any of their brickyards although at least some must have occupied yards on the *Main Site* as these became vacant due to bankruptcy, retirement or death.

Chandlers Ford, the brickyards, the workers and the village

Throughout the 19th century the village of Chandlers Ford and its surroundings remained entirely rural, with the one exception of the brickmaking industry, which provided employment for a large section of the local inhabitants. Agricultural labourers accounted for most of the remaining workers in the area and these would have often been employed for casual work in the brickfields.

Table 2 (right) shows that the number of men describing themselves in census returns as working in the brick industry increased from 6 in 1861 to 54 in 1901. The actual numbers employed during busy periods would have been swelled by agricultural workers, some of whom may have travelled several miles into work, and family members, wives and children. In 1901 there were around nine brickworks in Chandlers Ford which equates to an average core personnel in each works of six men, although the Hooper and Ashby works would have employed a larger number than this *(Front cover)* and John Wren was employing 20 men and 2 boys in 1881. No photographs or contemporary accounts have been discovered for the brickworks in Chandlers Ford so any description must be purely speculative. Based on the 1895, 25-inch Ordnance Survey Map, it is possible to give approximate external dimensions of the kilns sited on each yard.

Trade	**1861**	**1871**	**1881**	**1891**	**1901**
Brick Makers	5	3	11	13	21
Brick Labourers			10	14	21
Brick Burners	1		6	6	2
Management			3	4	6
Totals	**6**	**3**	**30**	**37**	**54**

Figure 8. Remains of a Scotch Kiln just outside Chandlers Ford (now demolished). Dating from around 1900 it is thought to be similar to many of the kilns used on The Main Site.

MAIN SITE

Wren (new) 2 kilns, each approx. 40' x 20' (12.2 m x 6.1 m)

Carter, 2 kilns, each approx. 20' x 15' (6.1 m x 4.6 m)

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Stevens, 1 kiln approx. 40’ x 20’ (12.2 m x 6.1 m), 1 kiln approx. 25’ x 20’ (7.6 m x 6.1 m)
Crook, 2 kilns, each approx. 40’ x 20’ (12.2 m x 6.1 m)
Macklin, 1 kiln approx. 35’ x20’ (10.7 m x 6.1 m), 1 kiln approx. 40’ x 15’ (12.2 m x 4.6 m)
Hooper and Ashby, 1 multi chamber kiln approx. 85’ x 50’ (26 m x 15 m)

OTHER SITES
Fryern Hill (First Site), 1 kiln approx. 30’ x 30’ (9 m x 9 m)
Common Road, 2 kilns, each approx. 20’ x 15’ (6.1 m x 4.6 m)

Except for the Hooper and Ashby works, which will be considered separately, the remaining yards show rectangular kilns, almost certainly of the intermittent, updraft, Scotch, type *(Fig. 8)*. The width of the kilns listed may have included a *lean-to* roof built on the sides to protect the operators from rain, when stoking the fire holes. The capacity would have been around 40,000 to 50,000 bricks per burning. Each burning would have lasted for about five days. Assuming two burnings per kiln, per month and a season of six months, the annual output of each works could have been over a million, although documentary evidence from Carter suggests he was making just 600,000 annually.

In most of the works, the clay would have been dug by hand and moved by barrow to a stockpile, where it would have been weathered over winter. Winning the clay would have been hard work and was often carried out by agricultural labourers. After tempering and removing any stones the clay would have been thoroughly mixed in a pugmill, possibly powered by a horse. In some yards this may have been the only machinery in use.

The brick moulder would have started making bricks in March and continued through until late Autumn. The green bricks would be dried in hacks, although some yards would have built drying sheds. An eyewitness who was familiar with the *Main Site* during the 1940s testified to the existence of numerous hack boards littering the ground after all brickmaking had ceased.

Not all the brickworks on the *Main Site* were small hand-moulding yards, two were highly mechanised. One of these was owned by Thomas J. Wren, Master Brickmaker who moved to Chandlers Ford in the 1870s. On the 26th of July 1876 the following advertisement appeared in the *Hampshire Advertiser*: *“Wanted at Chandlers Ford, to take charge of a Steam Brick Machine and to Temper, make and set by the 1000. Apply J. Thos. Wren, Chandlers Ford or Mottisfont.”* There is evidence that Wren built his Steam Brick Factory in 1879, some three years after advertising for a manager.[8] The dates suggest the possibility that in 1876 he was managing the works for Joseph Bull & Sons, later purchasing the machinery for himself. The 1881 census record shows that he was living in Chandlers Ford and was a *“Master Brickmaker, employing 20 men and two boys”.*

On the 25th of March 1888 John Wren moved his works a short distance from his existing brick yard, to another on the *Main Site.* Perhaps the clay had been exhausted on the old site. In September of the same year auctioneers were instructed by Wren to sell brick making machinery which would no longer be required. Included were, *“A 25 H.P. horizontal engine by Barker of Leeds, a superior 20 ft. Lancashire boiler, a small vertical boiler, a portable steam engine, an expensive brick making machine by Barker, a clay mixer, a nearly new steam brick press, clay crushing rolls, perforated grinding pan, No. 2 Pulsometer pump, shafting, pulleys, 300 feet of leather belting and a Whitehead brick machine.”* The reason for the sale of machinery and the layout of his new works has not been discovered but Wren continued making bricks for another twenty years.

The exact date John Wren’s brick yard closed is unknown but a year before his death in 1908 he was still listed as a Chandlers Ford brickmaker in the Hampshire Kelly’s Directory. He was one of two highly important individuals who helped shape the Chandlers Ford brick industry and the life of the village itself. The other was the manager of the Hooper & Ashby works, trading as Hooper & Co., Samuel Batley.

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Samuel Richard Short Batley (1852-1909)[9] and Hooper & Ashby

Samuel Batley was born in March 1852 in Gillingham, Kent. The youngest of four sons, his brothers, William, Robert and Alexander would have been about 22, 5 and 3 at the time of his birth. During the 1850s the family moved to Rawmarsh, Rotherham, South Yorkshire and Samuel's father became employed as a brickmaker. It is likely that Samuel's father moved to Yorkshire in order to join his son William, who was, by 1861, employed as a *brick and sanitary pipe maker* at Meadow Works. By 1871, William owned his own business manufacturing sanitary pipes, employing 26 men and 5 boys. Samuel probably went to work for his eldest brother during the late 1860s and would have received excellent tuition from William, who was inventor and patentee of at least four *Improvements to brick making machines* between 1871 and 1878.

Another of Samuel's brothers, Alexander, had moved to South Wales and by the late 1870s set up a business in Briton Ferry as an *Earthenware and sanitary pipe contractor* and *employer of two engine drivers.* Alexander was joined by two of his brothers and their families. Robert a *Kiln burner in sanitary pipe works* and Samuel who was an *Earthenware manufacturer and foreman in a pipe works.* In June 1879 Samuel Batley addressed a public meeting of The Briton Ferry Abstinence Society. This report was an early indication of the young man's concern for social conditions, a theme that would guide him for the rest of his life.

Around 1882 Samuel moved away from Wales and entered into partnership with Ezekiel Hugh Phillips at Totley on the Derbyshire Yorkshire border, near Sheffield. The two men operated The Totley Fire Brick and Terracotta Company for several years, but the partnership was dissolved in March 1887, the reason is not known.

Meanwhile, 200 miles to the south, in Hampshire, Hooper & Ashby were manufacturing red bricks on the *Main Site* in Chandlers Ford. They already owned The Exbury White Brickworks, which was being run by Charles Hooper, as a separate company called Hooper & Co. Hooper and Ashby, builders' merchants and cement manufacturers, was under the management of **Edmund Ashby (1842-1934)**, his partner and founder of the business, Edward Hooper having died in 1869. At some time in the 1880s Edmund Ashby was joined by his brother, **Robert Ashby (1843-1923)**, who was very wealthy and had recently married Elizabeth Carr, of the Carr's Water Biscuit Company. The couple were happy to move to Southampton and invest in Hooper & Ashby, bringing a financial boost which would enable further expansion, especially in their manufacturing ventures. In addition, Robert and Elizabeth brought with them the two sons who would eventually continue brick manufacture far into the twentieth century. Herbert and Robert Claude Ashby.

White facing bricks from Exbury would continue to be offered as late as 1888 but before then Hooper and Ashby decided that the local manufacture of red bricks would enhance their range of stock. No doubt, being aware of the suitability of the clay on offer at Chandlers Ford, they took out a lease on about 6 acres (2.4 hectares) of land there in, or about, 1879 *(Fig. 9).* It is not known exactly which member of the Ashby family began the companies' involvement with Chandlers Ford but the second and third leases were both

Figure 9. The view towards the west overlooking Chandlers Ford Industrial Estate. The steep drop would have been the edge of the excavations for the Hooper& Co. works but by 1895 it was disused and marked on the map as allotments.

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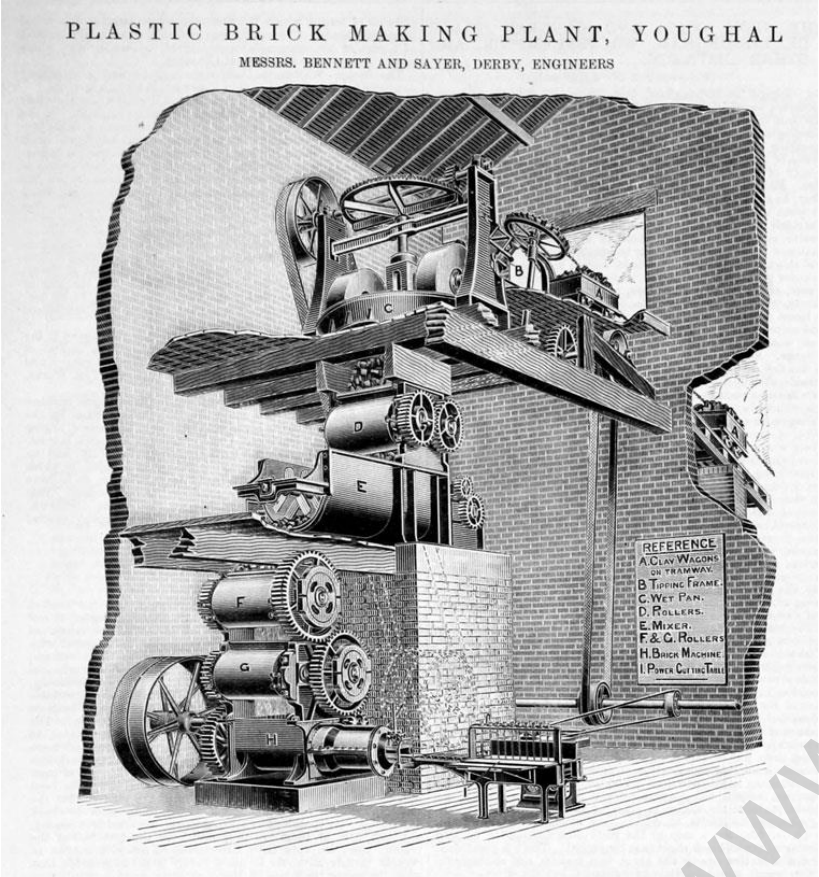

Figure 10. Bennett & Sayer brickmaking machine and pug mill as possibly installed in the Hooper & Co. brickworks in Chandlers Ford around 1890. (Grace's Guide to British industrial history).

signed by Edmund Ashby. The name of Hooper and Co. was kept for the brickmaking business. Most pressed bricks bore the mark, **"H & Co"**, until 1903.

The following advertisement was published in the *Hampshire Advertiser* on 30th April 1881: *"RED BRICKS. – HOOPER AND ASHBY are prepared to supply Best and Other Building Bricks from their Works at CHANDLERS FORD. Apply Hooper and Ashby, Portland Cement Manufacturers, Southampton."* Around 1885 Hooper & Ashby moved their works to another part of *The Main Site* and embarked on a major investment in Chandlers Ford which enabled them to manufacture bricks in very large quantities without the requirement of skilled brick moulders. They purchased a Bennett & Sayer brick making machine *(Fig. 10)*. This extruded a rectangular column of clay which could be cut into about eight bricks, by wires, every few seconds. These "wire-cuts" could be produced at a rate of perhaps 20,000 or more per day. The clay was hauled up an inclined plane to where the wagons could be emptied into the top of the machine. An identical machine is on display at the Bursledon Brickworks Museum. In addition, the drying of the bricks was carried out in heated sheds, thus avoiding delays in production caused by damp, cold weather. Finally, a continuous kiln was employed, with multiple chambers, some heating up while others cooled down. The heat from the latter being re-cycled into the former.

Running a modern brick making plant would have required an expert and, although the brick machine could have been operated with unskilled labour, setting up the process, especially creating the right plasticity of the clay, would not have been easy. The company required an experienced man and probably advertised nationally in the hope of finding the right person. Eventually they found Samuel Batley.

Samuel Batley's experience would have enabled him to apply for a managerial position in the new works. He may have lost money in his previous ventures and the opportunity to work for a company with wealthy owners was probably attractive. It could offer some stability after the last few years of moving around. He was possibly interviewed by Edmund and Robert Ashby and it is likely they would have been looking at the character of Samuel as much as his qualifications. The Ashby's were Quakers and they would have been impressed by his Methodist background and liberal views on employee / management relations. In addition, Samuel Batley, as a sanitary pipe maker, would have been familiar with clay extrusion processes and with the latest steam powered machinery. In his mid-thirties, Samuel would have been at an ideal age for Hooper and Ashby, having gained some twenty years' experience, but also being young enough to offer his employers the hope of lengthy service.

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The exact date Samuel Batley came into the employ of Hooper & Ashby is uncertain but would probably have been very soon after he finished working in Totley, around the summer of 1887. The evidence for this is provided by a report that in March 1888 he was involved with The Bible Christian Band of Hope, in nearby Eastleigh. The 1891 census shows that he was living at 2 Hillview, Winchester Road, North Stoneham (Chandlers Ford) with his second wife, Elizabeth and only child, Arthur. Samuel and Elizabeth also employed a lady's maid. His occupation was described as that of, *"Manager of Sanitary Pipe and Brick works"* although there is no evidence that pipes were an important feature of the works.

Throughout the 1890s Samuel Batley was a workaholic, finding time not only to manage some 20 or so men working in the brickyard but also engaging in local politics and designing an improved hand operated brick press.[10] This was the second patent from the inventive Batley, an earlier one being granted in 1896, along with Edmund and Robert Ashby, for a an improved Drying Shed Floor.[11]

Figure 11. One of the few remaining signs of clay removal in Chandlers Ford Industrial Estate. This steep slope was part of the Hooper & Co. second yard and can be traced through successive O.S. maps to the present day.

Batley's involvement in local affairs led to his being elected onto the Hursley District Council representing Chandlers Ford in 1897. He already was serving on Eastleigh Parish Council, North Stoneham Parish Council and was a member of The Hursley Board of Guardians. It seems certain that Samuel Batley's involvement in local politics was not due to any ambitions of rising social standing but rather in his attempts to make improvements in the conditions of his fellow human beings. He was strongly involved with The Primitive Methodist Chapel in Eastleigh and this branch of Methodism was well known for its working class and trade union roots. He also appears to have been a good public speaker, much in demand to preside over public and church meetings involved in charitable work. As manager of the Hooper & Co. works in Chandlers Ford, this popular man with his liberal views appeared to have perfectly bridged the gap between workers and owners. Midway through the 1890s Edmund and Robert Ashby could see that the future in Chandlers Ford was limited. Perhaps the clay was being exhausted too quickly *(Fig. 11)*. Despite being offered a site at Fryern Hill by Chamberlayne, the Ashbys decided to acquire some land at Swanwick, on the banks of the River Hamble, to build a new brickworks. This was a perfect location, being close to a navigable waterway and next to a railway line and having, unlike Chandlers Ford, ample room for expansion.

Samuel Batley would almost certainly have been involved in the plans for the new works but with the continuity of supply of bricks being paramount, he continued to live in Chandlers Ford, and manage the existing yard. The new works was built in 1897 so most likely it incorporated the improvements in drying shed floors invented by Batley and the Ashby brothers. Samuel Batley probably found his time divided between Chandlers Ford and the new brickworks near Bursledon. In 1899, the year Samuel Batley filed a patent for an improved brick press, he also received a highly commended certificate at the Romsey Fanciers Association Show when he entered an Orpington Duck in the competition. These shows were very popular among the public in late Victorian times and in 1879 his brother, Alexander, had won similar acclaim in Glamorgan.

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The new century found Batley still resident in Chandlers Ford, and now living in a large house, Prestonpans Villa, *(Fig. 12)* on the main road just a short distance from the works. He was also a member of several local councils. It is interesting to note that in the 1901 census Samuel described himself as, *"Manager of Brickworks and Employer"*. This perhaps gives an indication of how his relationship with the Ashbys had progressed during the previous 14 years. The lease on the brickyard at Chandlers Ford would expire soon and the new brickworks at Swanwick was doing well, so towards the end of 1902 Samuel and his family moved to Hamble Cottage, Lower Swanwick, to take up full time management of the new Hooper & Ashby yard, the Chandlers Ford works closed at about this time.

Figure 12. The house in Bournemouth Road occupied by Samuel Batley and his family around 1892-1902. He named it Prestonpans Villa and it appears as such on the 1895 O.S. map.

These were busy years at Swanwick. In 1903 the part of Hooper & Ashby trading as Hooper & Co. disposed of the cement making business in Southampton and created a new company called **The Bursledon Brick Company**[12] concentrating only on brick manufacture. About the same time a major expansion took place at the brickworks involving construction of a second, larger works including wire cut machine, drying sheds and kilns. Batley would have been intimately involved in the building of the second works at Swanwick but despite this, soon after moving into the area, he became interested in local affairs, just as he had in Chandlers Ford. He also became involved with the Free Church at Sarisbury and The Providence Chapel in Swanwick Lane. He became a member of the Fareham Board of Guardians and of Fareham Council. Samuel always involved himself with his men and with their wellbeing, attending their outings and sporting fixtures and taking part, himself, in their work. He was a popular man both within The Bursledon Brick Company, where he did much to expand and develop the business, as well as in the local community.

It was a great shock when Samuel Batley died, after a short illness, in March 1909. He was 57 years old and had been overseeing the erection of a new drying shed during the winter. The work had been almost completed when he was taken ill. A few days after his death, his widow, Elizabeth, also died. Samuel's funeral took place in Swanwick and was reported in the local press. It was attended by members of the Ashby family, the brickyard workers, Free Church and Wesleyan minsters, both local and from Eastleigh, town councillors from Southampton and Fareham, his son, Arthur and several other relatives. The funeral cortege of about a mile was lined by about 200 local people. The event was a fitting tribute to an energetic and popular man.[13]

Samuel Batley left £1818 to his wife and son Arthur but his legacy to The Bursledon Brick Company, although of no monetary value, was probably very much appreciated by Herbert and Claude Ashby, who would go on to run the brick works Batley had helped create, far into the twentieth century.

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Decline of the Chandlers Ford Brick Industry

Output from the brickyards reached a peak around 1900 after which there was a steady decline. Kelly's directory for Hampshire listed just three brickworks in Chandlers Ford in 1915 and one in 1923. None was listed after this other than in 1939 when an attempt was made to re-open the yard in Common Road. There may have been some activity on the main site in the 1930s as the Ordnance Survey map for 1938 shows a brickworks but no evidence to confirm its existence has been discovered.

Excerpts from the Chandlers Ford School logbooks give some interesting examples of how the work in the brickyards affected both children and adults.[14]

Page 53. Uncertain date. About 1890. "Mr. Chandler, The School Board officer for this neighbourhood called yesterday afternoon. I gave him the names of 3 children who were not attending very regularly. One of them, Thomas Mansbridge, a boy of 9 – a farmer's son – they sent me word, 'was not working, but helping his father in the brickfield".

(The 1891 census shows that the boy's father was a 54-year-old farmer and retired builder living at Titlark Farm and that his son was a scholar.)

Page 150. 31st October 1893. "For some weeks sickness has hindered work a great deal. The children who return from such attacks seem to have no energy at all. Spelling is terrible, owing to the extreme ignorance of parents. Through the summer months the boys are kept at work every minute they are out of school and are constantly up all night burning bricks, as a consequence, they are ill fit for being taught during the next day."

Page 163 18th June 1894. "Not a single boy in Standard 4-6 attended scripture lesson. Only about three of them ever attend till 10 O'clock being at work in the brickfield till that time."

Page 173 31st October 1894. "Fifty-two children have been admitted. The fluctuation of the population is greater than ever. The brickyard employs a great number of boys from early morning till 10 O'clock and immediately after school they have to trudge off to work again till dark, they are in consequence tired out before school time and it is doubly difficult to interest an already overworked child."

Page 55. 12rd June 1901. "Attendance not so good as usual. Several are suffering from influenza again. 116 at school out of 134 on books. There are not so many names on books as corresponding period last year owing some brickyards being closed in Hursley Road. Several families have left the parish." (Which brickyard is being referred to has not been established.)

Page 81 22nd September 1902. "126 present and properly staffed. The number on books has fallen owing to the closing of brickfields and migration of families."

The Edwardian period was one of relative prosperity with no economic depressions but at the bankruptcy hearing for Blacknel's Brickyard, in Colden Common, a few miles from Chandlers Ford, Arthur White, the owner, cited the following reasons for his failure in 1907:

1. Loss caused by bad debts.
2. Competition, chiefly by the introduction of brick making machinery.
3. Want of capital
4. Heavy interest on borrowed money.

The list gives an illustration of the problems affecting small yards. By comparison, in 1907, the new brickworks in Swanwick (Bursledon) was expanding and probably had an output of at least 13 million bricks annually, equivalent to 10 – 15 small yards. The Bursledon Brick Company also had direct access to the main railway line and a jetty onto the River Hamble for delivery by barge. Add to this substantial capital, provided by wealthy owners, and the expertise of an experienced manager and it becomes clear just how difficult it would have been to compete.

The legacy of brick manufacture in Chandlers Ford may at first appear negligible but it could be argued that without the brickyards it would, today, look a very different place. The land occupied by the brick makers on the *Main Site* was never developed for housing but remained unoccupied until the 1960s when it became an

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industrial estate. The main entrance road is called Brickfield Lane and nestled among the warehouses and industrial units is the headquarters of the 1st Chandlers Ford Scout Group.

Their headquarters was erected in 1962 and the Group was granted permission to demolish two derelict brick kilns at the end of Brickfield Lane. The bricks were used in the foundations and base for the wooden building. Some of the bricks were used to construct a fireplace within one of the rooms. The group's badge features an illustration of brick kilns, but these almost certainly were not of the beehive type shown. Nevertheless, every young person who joins the 1st Chandlers Ford Scout Group is reminded of what was happening, immediately next to their HQ building 150 years ago.

Notes and Sources

The author would welcome any comments or additional information and can be contacted by mail at the following address. Jim Beckett, c/o Bursledon Brickworks Industrial Museum, Coal Park Lane, Swanwick, Southampton SO31 7GW; or by e-mail at admin@bursledonbrickworks.org.uk and mark the email FAO Jim Beckett**.**

1. "Description of the lithology from a section in a brickpit at SU 4291 2002 (Hooper & Ashby yard?)" by W. Whitaker in 1895 (British Geological Survey) shows two bands of, *"Very dark grey clay",* which may be the *Blue Clay* mentioned on the Chamberlayne Estate sketch map.
2. *Hampshire Advertiser* 24th March 1883
3. The Official illustrated guide to The London and South Western Railway (1864) pages 391-395.
4. Information about the various owners and workers has been compiled from various sources, the main ones being census records, newspaper reports and advertisements. The sources have not been listed here due to limited space but are available in the full version of the account of *The Chandlers Ford Brick Industry*. Please see *Further Reading* below.
5. Hampshire Record Office documents ref. 139M71/B20/14
6. Hampshire Record Office documents ref. 139M71/B20/1, 2, 6, 7, 11 and 11A
7. Hampshire Record Office documents ref. 139M71/B19/6
8. *Hampshire Chronicle* (Re. Craig Ddu, Port Madoc Slates testimonial) 29th October 1881
9. The section on Samuel Batley has used census records from Chatham 1851, Rawmarsh 1861 and 1871, Briton Ferry 1881 Batley mis-spelt (Richard) Bartly, North Stoneham 1891, Chandlers Ford 1901. Newspaper reports and Advertisements from local papers.
10. Patent No. 24 568 24th November 1899
11. Patent No. 29 798 13th November 1897
12. *Hampshire Advertiser* 2nd May 1903
13. Obituary appeared in the *Hampshire Chronicle* 27th March 1909
14. Hampshire Record Office. Copies of the pages may be viewed at the Eastleigh Museum Archive.
15. *Hampshire Advertiser* 20th July 1920

A full list of sources can be found in *The Chandlers Ford Brick Industry* by Jim Beckett.

Acknowledgements

Hampshire Record Office, Winchester. Southampton Record Office. National Library of Scotland. David Hart (GSL 1st Chandlers Ford Scout Group). The British Newspaper Archive. The British Library. The British Geological Survey. Michael Hammett and Alan Cox (British Brick Society). Daniel Malloy (Eastleigh Museum). Linda Bradley, Barbara Hillier and Ann Coote for sharing information about their families.

Further Reading

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"The Story of Chandlers Ford" by Barbara Hillier. Pub. Cave, 1983 and later books by the same author.
"The Brickworks Museum-History and Guide" by Carolyne Haynes. (Bursledon Brickworks Museum)
"An Account of the Growth of Chandlers Ford" by Capt. A. A. J. Fortune. 1969.
"A Gazetteer of Brick and Tile Works in Hampshire" by W. C. F. White, *Hampshire Field Club*, 1983
"A True Victorian Company" (The story of Joseph Bull & Sons) by Steve Old, *HIAS Journal* No. **20**.
"Nineteenth Century Brickmaking Innovations in Britain. Building and Technological change" by Kathleen Ann Watt, University of York. 1990.
"Brick & Tile Making in Alderbury" by D. Algar, K. Grinstead and B. Johnson. Alderbury & Whaddon Local History Research Group, 2008. (The description of hand brickmaking at the Whaddon Brickworks, about 18 miles from Chandlers Ford, is excellent and this little book is well worth purchasing while it is still available.)
"The Chandlers Ford Brick Industry" by Jim Beckett can be read at Hampshire Record Office, Winchester (TOP63/1/4), Eastleigh Museum, Chandlers Ford Library, Bursledon Brickworks Museum, HIAS library

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Wharf Mill (Segrim's Mill), Winchester

Martin Gregory

The river Itchen through Winchester is a fast-flowing chalk stream on a significant gradient of around 11 ft per mile (2.1 m per km). The 'main' river channel was straightened by the Romans to flow just outside their city wall and there has been a string of small mills along it for over a thousand years. Mills may burn down and get rebuilt but the mill site, the weir and a drop in river level, usually remains in the same location. Through the centre of the City of Winchester there are three sites on the main channel which have been used continuously for the last millennium; Durngate Mill by the north-east corner of the old city, City Mill by the East Gate, and Segrim's Mill, now called Wharf Mill, by the south-east corner of the old city.

In the 12th century, it is claimed that the Itchen was navigable for flat-bottomed boats from the sea up to Alresford. Godfrey de Lucy, Bishop of Winchester from 1189-1204, restored the navigation and was given a charter by King John conferring on him the right to levy tolls both to and from the sea. Since the three mills on the main river were in existence long before Bishop Lucy's time, how did flat-bottomed boats ascend the river past the mills? To create the drop in river level necessary to drive a mill there would have been a weir across the river. A section of the weir, wider than the beam of the barge, would have been composed of stakes and stop boards which could be dismantled to haul the barge up the 'slope' of water to the higher level. Several of the Acts of Parliament relating to navigations mention 'ropes, winches and other engines' to assist in hauling barges over weirs. So the early mediaeval mills must have been much smaller wooden buildings at the side of the river. By the date (1665) of the first Act of Parliament for the Itchen Navigation, there was no suggestion of traffic beyond Black Bridge so the seventeenth century Winchester mills included structures, probably of brick, which obstructed the river to limit navigation to below Black Bridge.

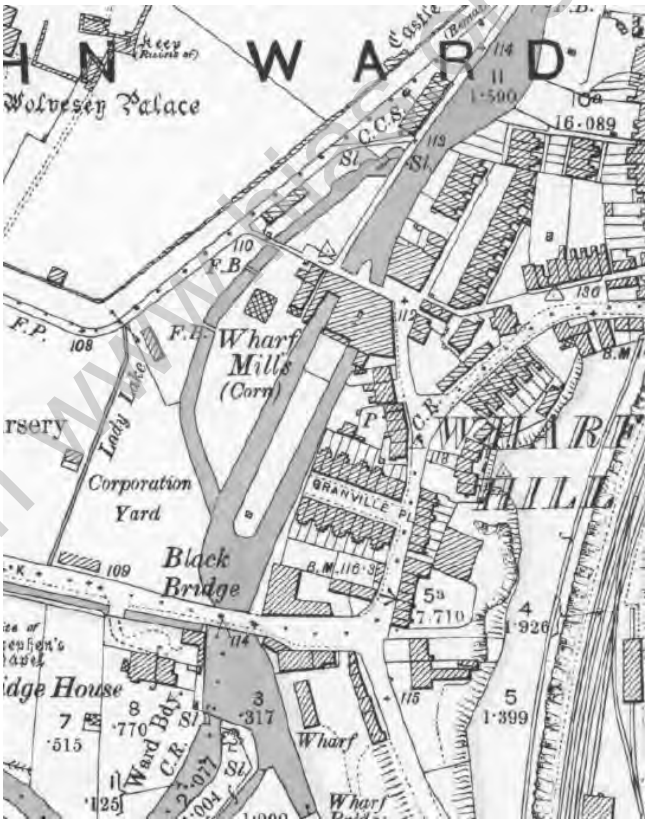

Figure 13. A Map of Winchester (1894) showing the area around Wharf Mill.
(Section of the 1894, 25-inch scale, O.S. map. Reproduced with permission of The National Library of Scotland)

So what are the origins of Segrim's Mill? In the first surviving Pipe Roll (1208) there are four mills, *Molinda Wintonie*, belonging to the Bishop as distinct from other mills paying *aquagium* as a water rate or tax. In mediaeval Winchester all the corn mills were in the hands of the church: the Bishop owning Segrim's, Durngate, Floodstock and Barton mills, the Abbess of Wherwell owning Eastgate (now City) mill. The first of the mills in the 'separate account' is *Molendium de Fonte Segrim*, called Segrim's Fount Mill because of a natural water spring in the field alongside. It was clearly not a new mill site in 1208 but there is no surviving documentary evidence before that date.

Segrim's Mill in 1208 was let for an annual rent of 6s 8d (33 p) on a long lease and was a 'corn' mill. It was extensively rebuilt in 1208; timber for its 'new making' cost 15s (75 p), 'bords' for the wheel cost 14d (6 p) and carriage of a millstone from Southampton cost 12d (5 p). The mill ground grain belonging to the Bishop,

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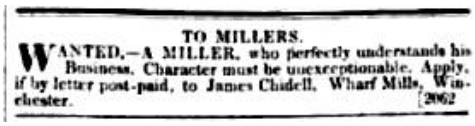

TO MILLERS.

WANTED,—A MILLER, who perfectly understands his Business. Character must be unexceptionable. Apply, if by letter post-paid, to James Chidell, Wharf Mills, Winchester. [2062

Figure 14. Advertisement for a Miller at Wharf Mill in the 'Hampshire Chronicle', 10th February 1840. (British Library Newspaper Archive)

some of which was sold off locally. Two horses were kept for the use of the miller. The horses were shod each half-year.

In mediaeval Winchester, all the mill buildings would have been of wood. There was no good local building stone, so stone was too expensive for buildings other than churches or royal palaces. Brick was not introduced until around 1500 and then only for chimneys at first. Segrim's Mill would have been an all timber construction up to the seventeenth century and maybe later, Mills went out of use, often due to fires and required much routine maintenance if they were to remain in use. Both the prosperity and population of Winchester decreased steadily through the thirteenth and fourteenth centuries due to its fall in importance as it was no longer the capital, and to the plague and the Black Death.

There were large flocks of sheep on the Hampshire downs so there was plenty of wool for making cloth to clothe the populace. There were Guilds in Winchester for the Weavers, the Fullers and the Dyers. The Fullers finished the cloth ready for dyeing; the process involved *scouring* the cloth with urine to remove grease from the wool, *whitening* with fuller's earth (hydrated aluminium silicate), and t*hickening* or *felting* (pounding) the cloth to matt the fibres together and make it more waterproof. In early mediaeval times this only required access to copious supplies of water for washing and rinsing the cloth so early fulling mills did not always have a water wheel as a source of power (the pounding was done by workers treading the folded cloth underfoot in water). The felting process was the first part of the woollen textile industry to be mechanised with water wheels lifting wooden hammers (fulling stocks) to replace the workers' feet.

Sometime in the thirteenth century a fulling mill or mills was/were added to the Segrim's Mill site. Needless to add, this increased the rent paid to the Bishop. By 1327, the annual receipts from the mill had risen to £6. In 1419, the Bishop's mills were let to John Arnold, the Bishop's bailiff, on a twenty four year lease. Arnold was a key man in the Bishop's household as he was also janitor of Wolvesey palace and keeper of the Bishop's prison. He was granted several small parcels of land along with Segrim's and Durngate mills for £30 per year.

It was Bishop Wayneflete who, in 1482, ordered that the spring called Segrim's well was covered over and fed through lead pipes to Winchester College as a source of fresh drinking water. It continued to be part of the College water supply until 1928 using pumps driven by a waterwheel in College Mill.

The Bishop continued to lease out Segrim's Mill, usually coupled with Durngate Mill, to 'tenants in chief' until the middle of the nineteenth century. These 'tenants in chief' were responsible for finding a miller to tenant the mill. The miller was responsible for the maintenance of the mill. For instance, in 1732, Paul d'Aranda, the bishop's tenant in chief let the mill to Alexander Pyott. With the death of Paul d'Aranda, the lease passed to his widow whose tenant at the mill was James Westlake. Writing to Mrs d'Aranda's solicitor in 1751, Westlake suggested that the business of the fulling mill was "entirely sunk" and that the building could be converted into a granary for the corn mill. He also proposed to rebuild the mill house. If all this work was done it was probably the last refurbishment of Segrim's Mill before its demolition in 1877 preparatory to building the present mill. A description of the mill in the 1870s described it as a "wooden building, so attractive even in a dilapidated condition."

At the beginning of the nineteenth century, the name changed to Wharf Mill presumably because of its location near the wharf at the head of the Itchen Navigation at Black Bridge. In 1852, the bishop sold the freehold of the mill to Henry Clark of Fareham. Clark was an agricultural merchant supplying animal feed, guano and manure in the area. The *Hampshire Chronicle* has advertisements nearly every week for materials supplied by Henry Clark of Fareham and, after 1852, of Fareham and Wharf Mills, Winchester. Clark let the mill to a

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succession of tenants too run as a flour mill. The last such tenant was William Frederick Gifford to whom he leased the mill for £450 *per annum* for 21 years from 1874. There was a fire at the mill in May 1873 and presumably repairs had been completed before Gifford took up his lease. Gifford also leased Abbey Mill in Winchester and traded as an agricultural merchant. In 1877, Clark sold the freehold of the mill to Mr Simmons who demolished the old mill and built the present one. The bill of sale for the old mill listed a breastshot waterwheel driving seven pairs of stones.

H. CLARK tenders his grateful acknowledgments to Colonel M'DONALD, the OFFICERS and MEN of the GARRISON—to the CIVIL AUTHORITIES, and to the PUBLIC, for their kind assistance at the FIRE which occurred on his Premises on the Morning of Friday last.

Wharf Mill, Winchester, May 23, 1863.

Figure 15. A nightmare for millers was fire at the mill. Mr. H Clark records his thanks for help in extinguishing a fire at Wharf Mill in the 'Hampshire Chronicle', 23rd May 1863. (British Library Newspaper Archive)

The first complete roller mill in England was finished by Henry Simon in 1878 for McDougalls in Manchester. Completed in 1885, the present Wharf Mill was, therefore, an early roller mill. To drive it, the breastshot wheel was replaced by a Knop turbine supplied by Henry Simon Ltd. of Manchester. By 1885, the triumph of roller milling over stone milling was well under way. A survey by the National Association of British & Irish Millers in 1887 identified 8,814 flour mills in use in the United Kingdom. Of these, only 461 were complete roller mills, although this small number already accounted for 65% of the country's total flour production.

Figure 16. The date stone with the initials of the Simmons family, on the north face of the mill.

The new Wharf Mill was built for Simmons & Gifford and driven by a Knop 'Action' water turbine installed underneath it and rated at 50 HP. Gustav Knop was a German engineer employed by Briegleb, Hansen & Co of Gotha, Germany. (The last Knop Turbine in operation (1987), in a water works in Kassel, Germany, is now preserved *in situ*.) The milling machinery was supplied by Thomas Robinson & Son of Rochdale. As a four sack per hour mill, it would have had an output of up to 1120 lb per hour (500 kg per hour) which emphasises the improved efficiency of the turbine over the undershot waterwheel of City Mill which is only 400 m away so that the water flow rate through the two mills is identical (there are no channels joining or leaving the river). Yet, even if all the water in the river passed through the undershot wheel at City Mill, the output of City Mill would only have been around 100 kg per hour. Faced with competition from the new Wharf Mill, City Mill went out of use within a decade because the mill owner, John Benham, and the miller, J. Butler Dance, did not have the capital to re-equip the mill with a turbine and more modern machinery.

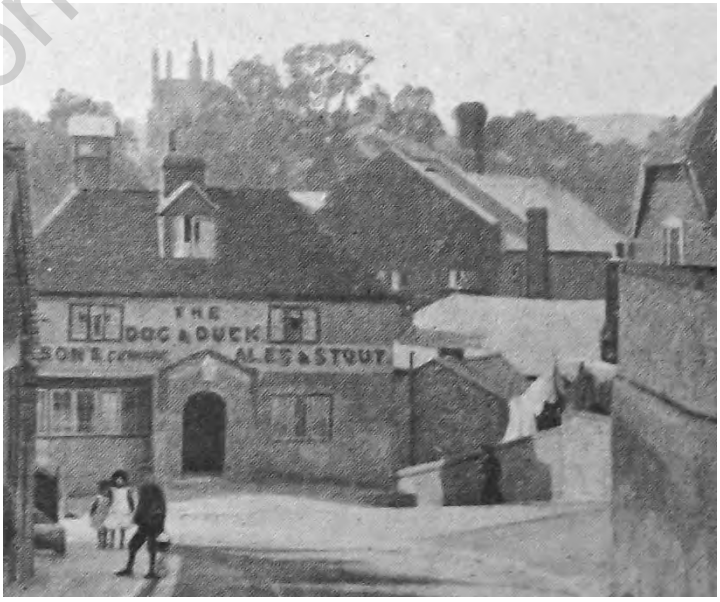

Figure 17. View looking down Wharf Hill with Wharf Mill in the background (c1905). Note the Chimney for the steam plant on the south west corner of Wharf Mill. The smaller chimney on the building in front of Wharf Mill belongs to Allen & Son's Mineral Water Works. The tower of College Chapel is on the skyline. (PWCM7822, ©Winchester City Council. Provided by the Hampshire Cultural Trust.)

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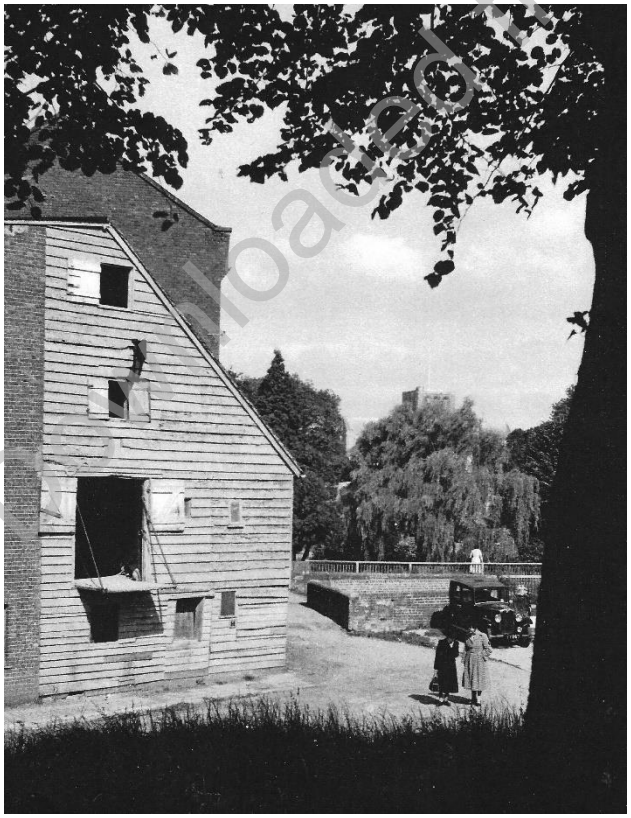
Figure 18. Wharf Mill towering over Wolvesey Lodge (c1920). Note the chimney is still in place on Wharf Mill and the added grain silos along the south wall of the Mill.
(PWCM18549, ©Winchester City Council. Provided by the Hampshire Cultural Trust.)



So successful was the Wharf Mill enterprise that, after three years working, a horizontal condensing steam engine by Woodhouse & Mitchell of Brighouse, Yorkshire, was added to supplement the turbine. As the load increased, this was compounded in 1905 and around 1914, the whole power train was re-constructed. The steam engine, it was claimed, was slow to respond to changes in load (I presume they meant from hour to hour as river levels and flow rates changed) and so it was removed. Simmons & Gifford went back to Henry Simon Ltd. to design an electric drive. The mill was to be driven by a 100 HP shunt-wound DC motor, capable of 25% overload for two hours, connected to the main shaft by a belt drive. The turbine was re-arranged to drive a DC generator and the

Figure 19. The bagging plant and sack store were added to the east end of the mill in the early 1930s. They were out of use when this picture was taken c1950 and were demolished soon afterwards.
(Hampshire Record Office, Barbara Carpenter Turner Collection: 120M94W/E346)

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remaining electrical load was taken from the City's electricity power station in Gordon Road. To enable this, a new cable was laid from the Broadway along the Weirs to Wharf Mill. Electricity was also used for lighting and heating and electric cookers were purchased so that staff could test the bread making qualities of the flour. The result of this re-construction was an appreciable improvement in the quality of flour produced by a more even flow of flour through the mill and greater cleanliness from the elimination of smoke and coal dust.

During and after the First World War the distribution of grain and flour was under government control until 1921. The 1920s and 1930s saw extensions to Wharf Mill on the east side, with sack filling plant and more grain storage between the house and the mill on the south side. As the Depression approached there was over production of flour and in 1929 the Miller's Mutual Association fixed quotas for flour output. The larger milling companies bought up the smaller ones to acquire their quotas. Thus it was that Simmons & Gifford sold the Wharf Mill business to Ranks in 1933 and production of flour at Wharf Mill ceased.

Figure 20. The main control wheel and tachometer for the turbine, on the first floor of the mill (1969).
(PWCM1690, ©Winchester City Council. Provided by the Hampshire Cultural Trust.)

This was not the end of its use as it continued as Provender Wharf Mills Ltd. milling animal feed. Changes were made to the extensions and loading facilities on the east side and milling continued until 1939. The Southern Counties Agricultural Trading Society (SCATS) purchased the mill in 1950 and used it for storage until 1968. Some of the 1920s extensions were demolished to provide loading bays for motor vehicles to access the storage. In 1968 it was sold to a developer for conversion into residential apartments: the core of the 1885 mill remains along with the miller's house. All the ancillary buildings and storage were demolished and the space released was utilised for new build apartments, the whole development being completed in 1971.

Figure 21. East end of the mill and site of the bagging plant. The old grain store is on the left. The sluices for the spillway and the old water wheel pit are at the north east corner of mill (A).
(PWCM7056, ©Winchester City Council. Provided by the Hampshire Cultural Trust.)

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Figure 22. The North face of the mill, neglected, empty and 'For Sale' (1969). The spillway and remains of the waterwheel pit of the earlier mill are on the left. The turbine was under the centre section of the mill. (PWCM7059, ©Winchester City Council. Provided by the Hampshire Cultural Trust.)

Figure 23. The Miller's House on the south side of the mill (1969) (PWCM7057, ©Winchester City Council. Provided by the Hampshire Cultural Trust.)

Sources:

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Drawings of Woodmill by Turpin de Crissé

Howard Sprenger

In late 2013, HIAS was made aware of some late 18th century drawings of the Southampton area when Jan Clark, a guide, speaker and researcher at Painshill Park, Cobham, wrote to ask for background information to some of the drawings that she had discovered in a sketchbook at the Musées d'Angers. These remarkable drawings included views of rope making by the city walls in Southampton and salt production at Lymington, together with five drawings of Woodmill. They were made in 1793 by Henri Roland Lancelot, Marquis Turpin de Crissé, a French army officer and amateur painter born in 1754 in Paris, who came to England to escape the French Revolution. He spent a year in the south-east of England before travelling on to America without his family, where he died bankrupt in Philadelphia around 1800. While he was in England, he made over 90 drawings, many of them around Hampshire. His sketchbook was bequeathed to the Musées d'Angers by his son, Lancelot-Théodore, Comte de Turpin de Crissé, himself a writer and painter in post-revolutionary France. (The copyright of the drawings belongs to the Musées d'Angers, and they are reproduced here with their permission.)

Coincidentally, between 1804 and 1809, the South Stoneham estate was owned by Jean Louis Bazalgette, himself a French refugee. Bazalgette was born in Ispagnac, in the south of France in 1750 to a family of tailors, and around 1770, he began to travel. By 1775, he was in London, where he became tailor to the Prince of Wales, later George IV. This established his place in Society and led to wealth sufficient enough to purchase South Stoneham, of which the area around Woodmill was a part. His grandson was Sir Joseph William Bazalgette, the renowned Victorian civil engineer who was responsible for the creation of London's sewer network. Could de Crissé and Bazalgette have known each other? Based on these dates, they would not necessarily have been in Hampshire at the same time, but it is interesting to speculate that their paths might have crossed before de Crissé left for America and Bazalgette moved to South Stoneham.

There has been a mill at Woodmill since Saxon times, as a charter of 1045 for South Stoneham refers to "an eyot at Port's bridge" and "the millstead at Mansbridge" (probably Gater's Mill). These references imply that there were also bridges at both locations, and it is assumed here that "Port's bridge" must relate to Woodmill, despite the name implying a location nearer Portswood, as there is no evidence for there ever being a bridge that far downstream until recent times (Cobden Bridge, opened 1883). This is reinforced by an entry in the Domesday Book (1086) that mentions two mills owned by Hyde Abbey at North Stoneham, which probably refers to the same two, despite an apparent change of parish (since reversed).(1)

By law, "the sea" was considered to reach as far up any river as the first bridge, and the Admiralty claimed a right to exercise its powers as far as Redbridge on the River Test, and Wood Mill on the River Itchen.(2) It is reasonable to assume, therefore, that this was the lowest point on the river to have been bridged from earliest times, but if the crossing at Woodmill was the furthest south on the river, it was not the most important, that honour falling to Mansbridge, about 1km further upstream. The first crossing at Woodmill might have been built primarily to serve a mill, with local traffic also using it to cross the river.

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Just to the north of the mill is the confluence of the Monks Brook with the River Itchen, and it is the combination of this brook, fed by seven chalk streams that rise on the South Downs, and the tidal river, that made this the ideal site for the creation of the salmon pool, which dates back to before Domesday.(3) Woodmill was also the site of the first lock on the Itchen Navigation – a sea lock, which had an additional pair of gates pointing downstream to prevent salt water flowing into the navigation on a high tide.(4)

A 1741 lease refers to "two mills within one roof called Woodmills" (presumably because they were of wooden construction) "together with bank, bridges, etc" ("bridges" plural, as there is a bewildering number of bridges here, carrying the road and footpaths across the river and the Itchen Navigation, and also connecting the salmon pool and fishpond that lie between them.) In 1781, Walter Taylor built a block mill alongside the two existing corn mills to make wooden blocks for the Navy to his own design. He also designed wooden casings for ships' pumps, and these were also probably made here along with elm water pipes that were used for waterworks improvements in Southampton.

Taylor also built a house on the site, but did not live there, and although his mill was originally water-powered, he later converted it to steam power, and installed a circular saw, Taylor being one of at least three individuals who might be credited with its invention. He acquired the adjacent corn mill in 1785, and possibly rebuilt it. Over 100 workers were employed at the mills, but the contract with the Admiralty for wooden blocks was lost in 1803, the year of Taylor's death. The business was continued by his sons until 1810, after which the mills reverted to grinding corn.(5)

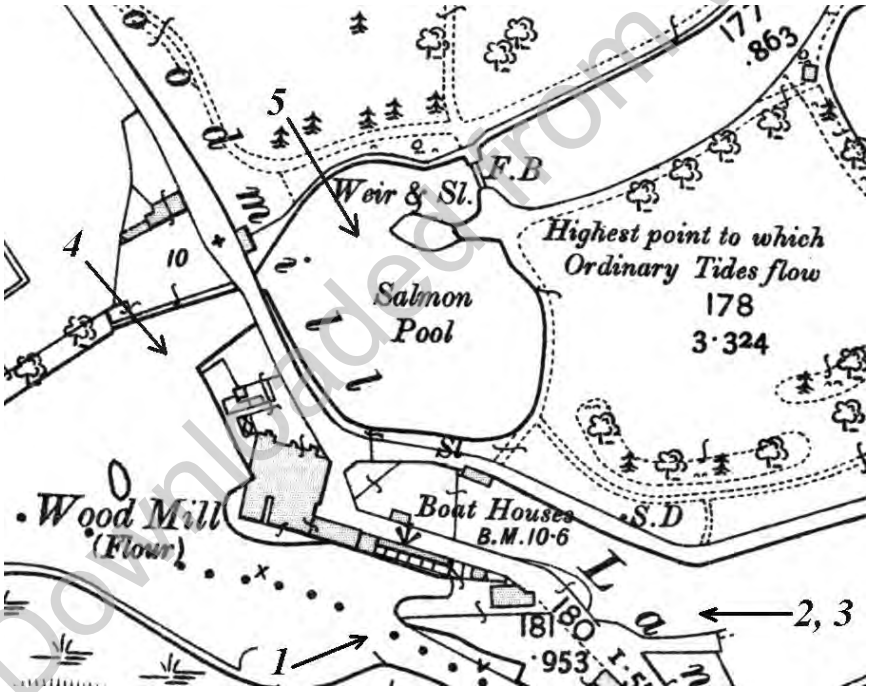

Figure 24. Extract from the Ordnance Survey 25-inch map of 1910, showing Woodmill. The arrows show the directions from which the pictures were drawn.

All the mill buildings were destroyed by fire in around 1825, the current buildings therefore dating from no earlier than this, and the sea lock was last reconstructed in 1829. A wooden bridge across the lock was also built at around the same time but had fallen into a poor state of repair by the middle of the century. Following complaints, a detailed survey of the bridge was made by J. Hill in February 1862. He describes it as having 23 ft-long timbers spanning the 15 ft wide lock at an angle of 40 degrees. It was made of oak, with trussed outer beams, cross beams and a deck of wooden planking.(6) In a report published in May 1863, Turner P. Clarke, manager of the Andover Canal, observed that "the bridge is quite dilapidated and very unsafe for the traffic which is drawn over it".(7) The road now crosses the remains of the Navigation on a causeway.

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The current mill building is of three storeys, described by Pevsner and Lloyd as "a pleasant late-Georgian functional building".(8) Construction is of brick with a slate roof, timber beams and floors with iron columns between the floors and tie-plates on the end walls. An annexe is of two storeys, also brick built with a slate roof. The mill house has been demolished but although the mill ceased operating in the 1950s, the turbine was reported to be *in situ* in the 1960s,(9) and it is believed that this is still the case following a survey by Hampshire Mills Group in 2013. The buildings and grounds have since been converted to an outdoor pursuits centre specialising in water sports such as canoeing.

In addition to the mills, the drawings by de Crissé show a number of bridges and other features quite clearly, and these are described individually below; these descriptions should be read in connection with the annotated 1910 OS 25-inch plan of the area. The style of de Crissé's drawings suggests that he was trying to achieve accuracy in his depictions of architecture and landscape, so we must assume that his drawings do not suffer much from artistic licence. We are seeing what he saw, which helps greatly in comparing the late-18th century view with what remains today.

The South Stoneham estate surrounded Woodmill. South Stoneham House was built in 1708, and has been attributed to Nicholas Hawksmoor. A mid-18th century painting shows that the early gardens had a series of terraces leading down to the salmon pool with the bridge acting as a focal point on the far side. In 1773, the gardens were redesigned by Lancelot "Capability" Brown, and judging by de Crissé's drawings, he retained the bridge.(12) The house has been altered a lot over the years, and the gardens were further redesigned by L. R. Guthrie early in the 20th century. (Interestingly, Guthrie also designed nearby Townhill Park, although its grounds were laid out by Gertrude Jekyll.) It is a great shame that the decorative balustrade has been lost. Was it taken away for use elsewhere, or do remnants of it still lie on the bed of the salmon pool?

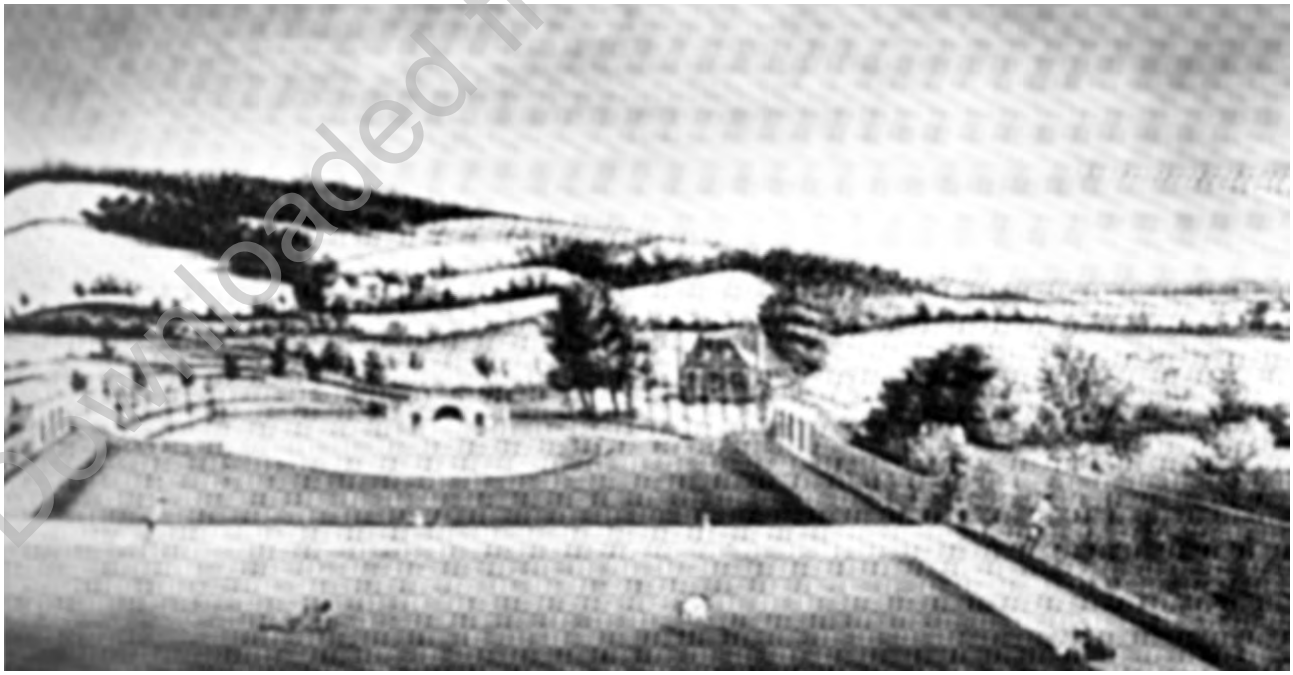

Figure 25. South Stoneham Gardens. A very poor view of the original terraced gardens at Stoneham House looking towards the salmon pool with the ornamental bridge on the far side. This painting could predate de Crissé's drawing (and therefore the construction of Taylor's block mill) by as much as 50 years. The building to the right is taken to be a depiction of the mill, although it doesn't look much like the buildings that de Crissé drew.

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Figure 26. Drawing Number 1 by Turpin de Crissé, 1793. (Courtesy of the Musées d'Angers)

Drawing No 1

This view equates closely to the present-day view from the riverside path looking north-east, and appears to have been drawn at low tide. The twin-roofed building is taken to be the corn mill (the "Woodmills" of the 1791 lease) on the site of the present building with the sluices beneath clearly shown. Taylor's mill must be hidden behind it, with the building between the mill and the tree being the house that he built, or just possibly a view of the distant South Stoneham House. The wooden bridge to the right is in the position of the current causeway carrying Woodmill Lane through the site from Bitterne Park and must be a predecessor of the 1829 bridge described by Hill and Clarke. Below it is the sea lock on the Itchen Navigation with

Figure 27. A recent view looking north-east, taken at high tide. The concrete causeway which carries Woodmill Lane has replaced all the previous bridges in this area, and the fence behind indicates the route of the entrance drive to the outdoor pursuits centre. (Author)

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an impression of water pouring through from the Navigation and a boat possibly having just left the lock or waiting to enter it. In this respect, the drawing is slightly difficult to interpret – the boat could be on a separate watercourse that is known to have connected with Gater's Mill independently of the Navigation. This is visible at the bottom of the OS plan, and was the subject of an article by Currie in 1997.[10] The ornamental bridge is of particular interest and will be addressed more fully in the description to drawing No 5.

Figure 28. Drawing Number 2 by Turpin de Crissé, 1793. (Courtesy of the Musées d'Angers)

Drawing No 2

Here we are looking north-west from the road by the sea lock towards the wooden bridge seen in Drawing No 1. The sea lock gates are not visible through the bridge, so are thought to be open with the river at the same height throughout. Again, the twin-roofed corn mill is in the centre of the picture and Taylor's mill is largely hidden, but possibly poking out behind the chimney, with the house behind as shown in drawing No 1. Behind the boat is a low wooden footbridge. The ornamental bridge in drawing No 1 is not visible in this view.

Figure 29. A similar view to Drawing No 2, depicted on a postcard from the 1930s. (Southampton City Archives)

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Figure 30. A present-day view of the same scene. (Author)

Figure 31. Drawing Number 3 by Turpin de Crissé, 1793. (Courtesy of the Musées d'Angers)

Drawing No 3

Given the shape of the bridge, particularly the fences on the left-hand side, this appears to be a view from a similar position to that in drawing No 2, but showing the gates of the sea lock closed to protect the Navigation at high tide. The two people leaning on the balance beam of the left-hand gate are intriguing – are they preparing to open the gate against the head of water?

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Figure 32. Drawing Number 4 by Turpin de Crissé, 1793. (Courtesy of the Musées d'Angers)

Drawing No 4

This view is easier to interpret. Looking south-east from the opposite bank of the river, Taylor's mill dominates, with nine sluices visible beneath, and the corn mill beyond. To the left is the bridge which still exists today, albeit in much more solid form to carry Woodmill Lane over the Itchen towards Swaythling. Without access to one of the gardens on Oliver Road, it is impossible to recreate this view now.

Figure 33. (Upper) This postcard from around 1905 shows a similar view to that in drawing No 4, although the bridge carrying Woodmill Lane is out of picture to the left. (Southampton City Archives)

Figure 34. (Lower) Posted in 1913, this postcard view taken from a little further downstream, includes the bridge.

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Figure 35. Drawing Number 5 by Turpin de Crissé, 1793. (Courtesy of the Musées d'Angers)

Drawing No 5

Possibly the most interesting drawing of the five, and initially the hardest to place. The three-arched bridge is the same one seen in drawing No 1 but viewed from the other side. There is a clear representation of water coming through sluices in the central arch, which we are viewing from across the salmon pool, with the channel from the Monks Brook pouring into the pool from the left. The reason why this is a particularly interesting view is that the three-arched bridge still exists, although it has long-since lost its decorative balustrade. It carries the entrance road to the outdoor pursuits centre from Woodmill Lane, and the sluices underneath still regulate the level of the pool. It is Grade II listed (1268516), the description being as follows:

Figure 36. Probably dating from the 1910s, this postcard is looking across the salmon pool in approximately the same direction as drawing No 5, but the site of the three-arched bridge is hidden by trees on the right. Nevertheless, the scene is very similar today, including the Monks Brook flowing in from the left and the slipway in the centre.

"Sluice bridge to fish pond. Circa early l8th century. Red brick with rusticated stone arches and stone coping to parapet. Tripartite round arches, the flanking arches smaller. Moulded stone parapet coping with small stone pedestals and moulded bases to ball finials; the balls are missing. The sluice bridge

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is situated on the south side of the Salmon Pool, which was formed from the River Itchen, and was in the grounds of South Stoneham House."[11]

Figure 37. A view of the remains of the three-arched bridge taken from the grounds of the outdoor pursuits centre. It is hard to believe that this is a Grade II listed building! (Author)

Acknowledgments

My thanks are due primarily to Jan Clarke who first made HIAS aware of the drawings. Jan has also provided much background information together with the name of a contact, Clémence Alexandre, at the Musées d'Angers, to whom grateful thanks are due for her help and permission to reproduce the drawings in the museums' care. For his help determining the locations where de Crissé made his drawings, particularly for Drawing No 5, I am very grateful to Rob Fish; it is fair to say that we have both developed quite an extensive knowledge of the history of South Stoneham House and its gardens as a result. Finally, my thanks go to Eleanor Yates, for confirming recent details about the mill.

References

1. There has been some debate about which mills are being referred to in the documents from the Middle Ages. The arguments, together with much additional detail about the history of Woodmill and Gater's Mill, are well set out by Christopher K. Currie in *A Possible Ancient Water Channel Around Woodmill and Gater's Mill in the Historic Manor of South Stoneham* (Proceedings of the Hampshire Field Club & Archaeological Society, Volume **52**, 1997).
2. Sidney and Beatrice Webb, *The Manor and the Borough*, (Archon Books, 1963).
3. Currie, *op cit*.
4. Edwin Course, *The Itchen Navigation* (Proceedings of the Hampshire Field Club & Archaeological Society, Volume **24**, 1967).
5. https://www.heritagegateway.org.uk/Gateway/ (Heritage Gateway).
6. Course, *op cit*.
7. http://www.whitenap.plus.com/itchen/itchen_manwood-v5.htm (Southampton Canal Society).
8. N. Pevsner and D. Lloyd, *The Buildings of England: Hampshire and the Isle of Wight*, Penguin, 1967.
9. C. M. Ellis, *A Gazetteer of the Water, Wind and Tide Mills of Hampshire* (Proceedings of the Hampshire Field Club & Archaeological Society, Volume **25**, 1968. Entry for Woodmill by Dr Edwin Course.)
10. Currie, *op cit*.
11. https://historicengland.org.uk/listing/the-list/list-entry/1268516 (Historic England).
12. http://research.hgt.org.uk/item/south-stoneham/ (Hampshire Gardens Trust).

Addendum to 'The Didcot, Newbury & Southampton Railway in Southampton'

Howard Sprenger

In my article, published in HIAS *Journal* **26** pp12-23 (2018), I wrote that the 1881 plan for the Didcot, Newbury & Southampton Railway (DN&SR) extension to Southampton showed it crossing Winchester Road at its junction with Wilton Road, and that this is the most likely location for the proposed Shirley station. I also recorded that a story had grown up over the years that the line would have crossed at the junction with St James Road, and that St James Park being in a dip has been interpreted as a cutting for the railway and the site for the station. I noted that no work had been carried out in the area by the DN&SR, but that the St James Park

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Figure 38. This is Wilton Road at its junction with Winchester Road. The DN&SR would have run towards the camera and to the left, which is the likely site for the proposed Shirley station. (Author, 26-08-2019)

Figure 39. (Above) The S&WGWR line would have run from right to left across what is now St James Park. This view is looking directly at Stratton Road, which was originally named Station Road. (Author, 26-08-2019)

site had been a gravel pit from 1897 to 1911, and these later excavations explained its sunken appearance. However, I could not explain the presence of a Didcot Road, Newbury Road, and Station Road (later Stratton Road) to the south-west of the park.

Elsewhere, I mentioned that in 1900, after the DN&SR extension had been abandoned in 1889, the Southampton and Winchester Great Western Junction Railway (S&WGWJR) had obtained a Bill to build a line on almost the same route as planned in 1881, "except at Shirley where a more westerly course was proposed".

Following publication of the article, I was in correspondence with Vicki Stacey and Alan Matlock of Shirley Local History Group, and as a result, it has become apparent that this more westerly course would indeed have crossed Winchester Road where St James Park now is, and that the site had been earmarked as the location of the S&WGWJR station – hence the naming of the roads in the area at that time. Nothing whatsoever came of the S&WGWR proposal, and it was abandoned in 1905, but we must now conclude that the story of the proposed site of Shirley station being at St James Park is as a result of the later S&WGWJR plan and not because of anything proposed by the DN&SR.

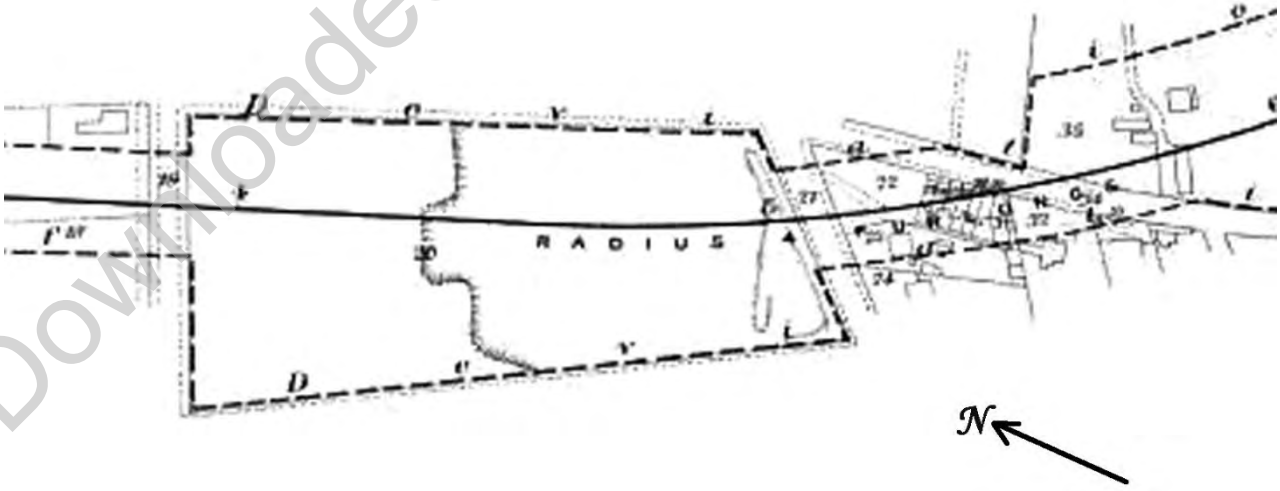

Figure 40. Station site at Shirley, S&WGWJR Plans & Sections 1901.
The site of St James Park, showing the area excavated by gravel extraction, and the proposed line of the S&WGWJR running through.

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