



Guide Lines

The *Occasional* Newsletter
of the
Winchester Area Tourist Guides Association

Issue of Spring 2021

Contents:

- Item 1: Abbotstone Medieval Village - Colin Cook
- Item 2: Safari Tips - Denis Howe
- Item 3: Covid–19: An article from The Times - Karen Dagwell
- Item 4: Popham to Winchester Road- Patrick Craze

Item: 1	Title: Abbotstone Medieval Village
Date: Mar 2021	Contributor: Colin Cook

One of my recent walks took me along part of the Candover Valley I hadn't visited before where I came across the site of the medieval village at Abbotstone.

It is marked on the OS Explorer Map 132 Grid reference SU567345. My photograph shows that the land where the village was situated has been left fallow with very little evidence of any buildings except for some raised grassy banks which mark the outline of the village church. Access is possible through a farm gate.



Site of St Martyn's Church, Abbotstone (later believed dedicated to St Peter)

There is no shortage of material on the internet telling of the village's existence. From the researches of the Alresford Historic and Literary Society, we find that:-

“The origin of Abbotstone is said to derive from 'Abeds Dune' the fortified hill or dune of a Celtic chief of that name, or 'Abbotston' the settlement of a Saxon tribe. There is much evidence of early occupation in the surrounding hills and valleys, and there is a charter of Ethelred in 1010 that tells us the church at Winchester *'held ten hides of land at Abbotston'*. Archaeological investigation confirms the site of the settlement or village that developed on the high ground adjacent to the Candover stream, straddling the ancient highway, or trade route, from early Winchester and the south passing through to the 'Alder' ford (Old Alresford village green) and on to the north and east of the country. Later records in the Domesday Survey for Hampshire in 1086 tell us *'In Bountisborough Hundred Hugh de Port holds Abbotstone from the Bishop It is and was of the Bishopric Before 1086 and now it answered for 9 hides....land for 5 ploughs...a mill at 15s.... Hugh de Port also held Basing, he was a close companion of William the Conqueror and held in Hampshire '55 manors directly of the King' together with the '12 he held of Oda the Bishop of Bayeaux'*. Research confirms that the de Port family descendants owned, and intermittently occupied Abbotstone from the Conquest until the year 1819 when the entire estate was sold to Alexander Baring, the first Lord Ashburton. By then, through successive marriages the family name changed to St. John, then Poyning, followed by Paulet. During the reign of King Edward VI, Sir William Paulet was made the Marquis of Winchester and in 1689 the 6th Marquis was created the 1st Duke of Bolton. Abbotstone is today classified as a *'deserted village'*. Lord Ashburton continues to farm the lands together with the adjacent Northington and Itchen Stoke estates. The manor of Abbotstone was united with manor of Itchen Stoke in 1539 being granted to Sir William Paulet by the King; previously Itchen Stoke was held by the Abbess of Romsey Abbey but had been sequestered by the dissolution of the monasteries. Historical evidence suggests that the decline of the community and village of Abbotstone was linked with the growth of nearby Alresford Burgus in the thirteenth century. The trade route had changed, for gradually traders and journeymen took the lower southern route from Winchester and Southampton, passing over the newly constructed embankment (holding the new fishpond) at Alresford, and so on to London. Less travellers used the old route through Abbotstone, and the de Ports and St. Johns were content. No attempt was made to revitalize the old trading post probably because the family had so many important estates in Hampshire requiring constant attention. The major family seat was firmly established at Basing, in the north of the county, but there is evidence that from time to time a prominent member of the family - an important brother or son - would take up residence at Abbotstone. The village declined and the church of St. Martyn, sited in the north west corner of the village - now known as Chapel Close - became derelict and all its structure was removed. In 1589, at the request of the patron the Marquess of Winchester, the Rectory of Abbotstone was consolidated with the acquired Vicarage of Itchen Stoke *'as the church was in ruins and had been so for a considerable time'*. Excavations in 1896 uncovered the plan of the church building, some 75'0 by 30'0 constructed of flint with stone quoining and having a circular porch at the west end. Pieces of stained glass, fragments of pottery and deer's horn were recovered. A deep trench cut across - north to south - revealed a grave enclosed

with large slabs of hard chalk; it had been disturbed and the well preserved bones left in a pile. The site of the graveyard was not excavated. A large house was built by William Paulet, 1st Marquis of Winchester, in the mid sixteenth century, probably on the site of the present farmhouse.

The Importance of Abbotstone – Raymond Elliott, Alresford Historical and Literary Society

<http://www.alresfordhistandlit.co.uk/66%20The%20Importance%20of%20Abbotstone.pdf>

In a long article for the Hampshire Field Club, Isabel Sanderson provides more detail about the church:-

“..... One of the most conspicuous features in the 12-acre field called Chapel Close is a well-defined rectangular area surrounded by earth banks in which grow some tall elms and maple trees. About 1930, one of the elm trees was blown down and attached to its roots were several human vertebrae and part of a lower jaw containing a few teeth, leaving no doubt that this was an old burial ground.

Corroborative evidence is contained in the will of Nicholas Clapsho, dated 29th day of October 1505, which records that he wished to be buried in the church of Saint Martyn's at 'Abbottiston. Later it seems that the church was dedicated to Saint Peter.

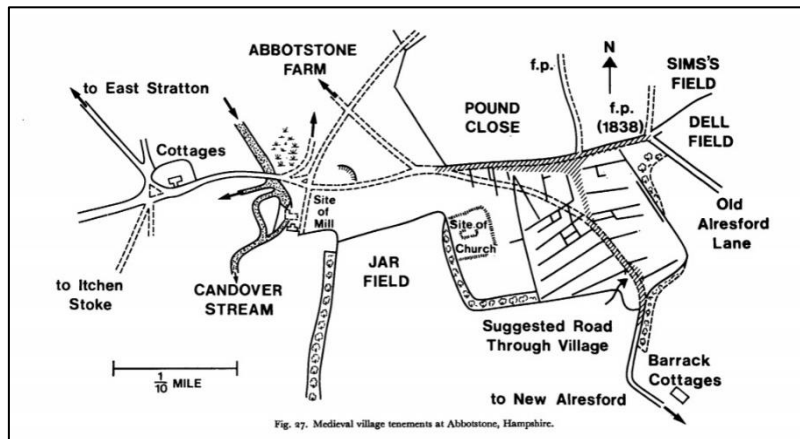


Fig. 27. Medieval village tenements at Abbotstone, Hampshire.

Within this enclosure is an oval earth bank with its long axis pointing east-west. When a small piece of turf was removed from the bank, flint, mortar and some fragments of broken tile were found. These banks must indicate the position of the walls of the church which were probably built of flint. In Jar Field on the western boundary of the churchyard, several pieces of tile have been found, some showing peg holes indicating roof tiles. These fragments of tile doubtless came from the church roof. Writing in 1892, Ella Conybeare, whose father was the incumbent of Itchen Stoke parish, mentions half of a large stone bowl in a rockery at Abbotstone and continues, '*tradition says that it is the remains of an old font belonging to Abbotstone church or chapel, that it was dug up in Chapel Close*'. A stone, similar to the one described, was for many years in the garden at Abbotstone Farm. It appears to be the rounded arch of a Norman window and could well have been part of the fabric of Saint Martyn's Church at Abbotstone.”

Abbotstone: A Deserted Medieval Village Volume VII Part I

<http://www.hantsfieldclub.org.uk/publications/hampshrestudies/digital/1970s/vol28/Sanderson.pdf>

As summer approaches a walk around Abbotstone is highly recommended!

Item: 2	Title: Safari Tips
Date: 22 Mar 2021	Contributor: Denis Howe

Denis Howe has recently worked his way through the new iPadOS software version 14 and has kindly offered to share some tips gained from his recent experience with the new version.

Tip 1

The Apple iPad is a wonderful tool - BUT some new features added via the recent software updates can be downright confusing and frustrating. These come together in version 14 of the iPadOS...

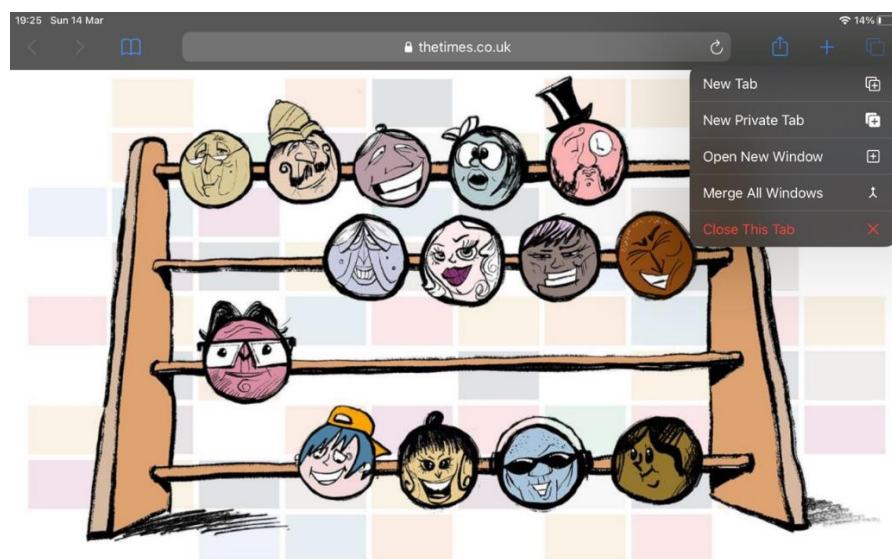
These are SPLIT SCREEN = where you can divide the screen into two parts to see different things in each half, and MULTIPLE INSTANCES of Safari (so that you can browse different things in each half).

The problem seems to be (for me at least) is that these features can happen when you don't expect them.

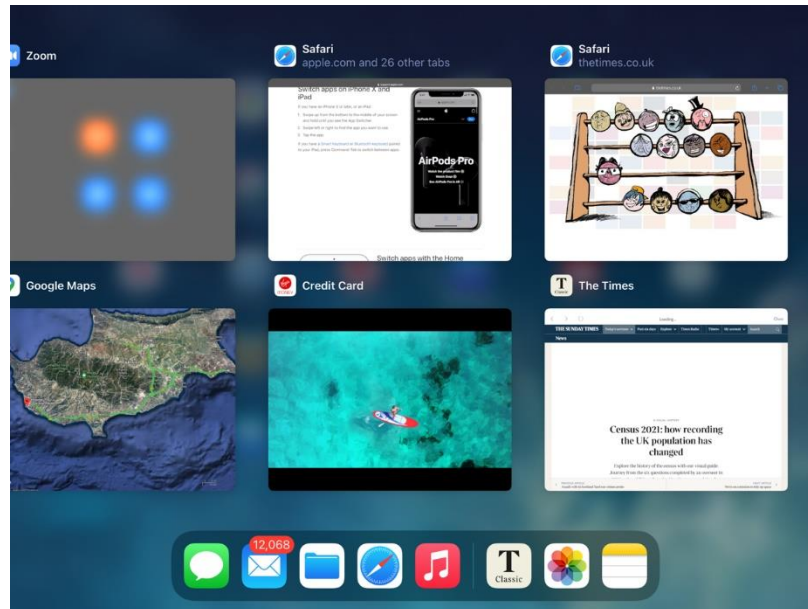
SPLIT SCREEN -You suddenly get a split screen for no apparent reason and have to get rid of it (quite easily by touching the mid-point of the dividing line and swiping it to the right). I have disabled it on my iPad. It can be turned off in Settings -> Home Screen and Dock -> Multitasking and disable multitasking with the slider.

A second INSTANCE of Safari - Sometimes when you click on a link in a document you will find that Safari is showing just the one active tab and that all the previous tabs that you were using seem to have totally disappeared. They haven't been lost - it is just that you are seeing a new instance of Safari. There are two ways of seeing those tabs again:

1) Press and hold the Tabs (double squares) icon at the top right of the Safari screen. Then chose the option "merge all windows". All the tabs that you have used recently will reappear at the top of the safari screen. See first screen shot below.



2) Double click the home key and you will then have a screen that shows all active apps. You will find the two instances of Safari there and you can click on the one that you were previously using or close the new instance by swiping it upwards so that it disappears. See second screen shot below.



Tip 2

It is said to be a good thing to occasionally “clean up” your iPad by going to the “all active apps” screen and closing down ALL the apps (by swiping them upwards so that they disappear). Then do a restart (by holding down the “on/off” switch at the top left corner and then swiping “Slide to power off”)

Tip 3

If an app seems not to be working as expected, sometimes the problem can be solved by going to the “all active apps” screen and closing down just the offending app by swiping it upwards and then restarting the app again from the home screen or the “dock” (the bar at the bottom of the screen that shows some of the app icons)

Tip 4

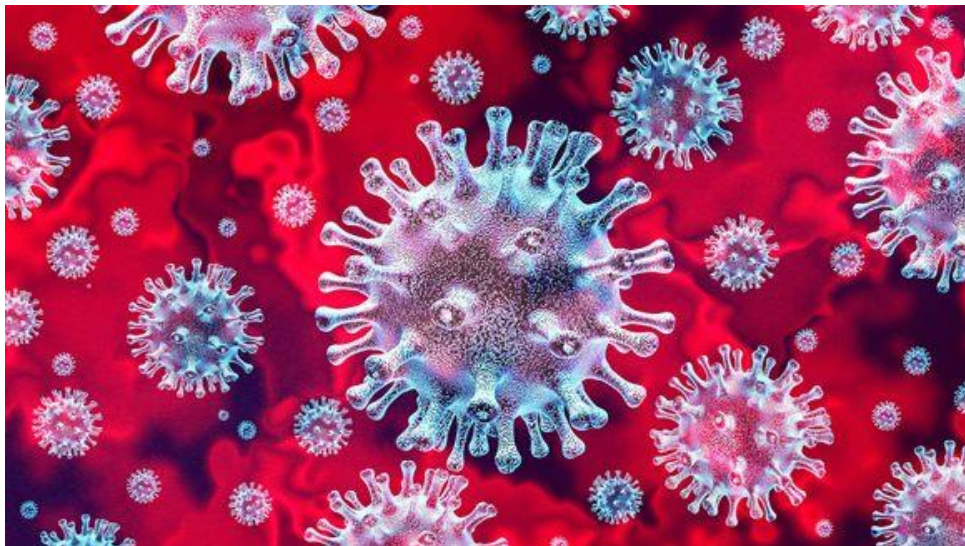
In Safari new tabs gets started very easily and sometime you may want to do some “spring cleaning” by throwing out some of the old (and no longer interesting) tabs.

An easy way to do this is to click the tabs icon (the double square) at the top right and then go through and delete the unwanted ones by hitting the X on the thumbnail of the tab.

If you want to delete ALL the tabs - you can go to the “All apps” screen (by double clicking the home key) and close the Safari app by swiping it upwards...

After either of these activities - you may suddenly realise that you have deleted a tab that you really wanted to keep. If so, go to History (the Clock icon) in your bookmarks (Open book icon) to relocate and reload it...

Item: 3	Title: Covid–19: An article from The Times
Date: Apr 2021	Contributor: Karen Dagwell



On Saturday Denis Howe sent me an article from The Times entitled ‘Clouds lift as data shows a single case in 1,000 is caught outdoors’.

The article is based on an analysis of contact tracing data from the Republic of Ireland alongside other research from around the world and suggests that there is minimal risk to people meeting outdoors where particles of the virus rapidly disperse. As Denis says – ‘good news for our active guides’.

Although mass meetings such as pop concerts may still carry a high risk, visits to the beach elicited this response – “You don’t get better ventilation than from the sea, so people congregating on a beach is likely to represent a minimal risk”. However, I for one will be giving Bournemouth a miss for a while.

The article did go on to say that it’s impossible to accurately compare the indoor and outdoor risks of transmission of the virus but Public Health England’s own view is as follows;

“Evidence continues to suggest that the vast majority of transmission happens in indoor spaces ... the small number of cases where outdoor transmission may have occurred are associated with gatherings that facilitate close interactions, particularly extended duration. If out of doors and you are talking to people, just don’t get into each other’s faces”.

This is again good news especially given that our guides will be following the 2 meter rule.

Thank you Denis - an interesting article which I can forward to anyone who is interested.

Item: 4	Title: Popham to Winchester Road
Date: Apr 2021	Contributor: Patrick Craze

The place name Stratton comes from the Roman Latin ‘via strata’, meaning a paved way, and the Anglo Saxon ‘ton’, meaning a farmstead or village, indicating that a settlement is on, or near, a Roman road. The villages of East and West Stratton are located east and west of the Roman road between Venta Belgarum (Winchester) and Calleva Atrebatum (Silchester) which cuts north to south through Micheldever Parish.

By the middle of the 18th century the old Roman road from Winchester to Silchester, was little more than a track, its stone robbed out over the centuries for other purposes. The route was often impassable and dangerous to travel on for fear of robbers. The main route from Winchester to London at this time was via Alresford, Alton, Farnham and Guilford, what we know today as the A31.

In 1756 a Draft Agreement was drawn up between the local gentry for the construction of a road from Popham to Winchester using local labour. In 1759 Parliament passed the necessary Turnpike Act enabling the road to be built and a ‘toll’ to be levied for using the road. Goods wagons and passenger coaches travelled the road in relative safety changing horses at the Wheatsheaf Inn and Bradley Farm but not at Lunways Inn (formerly New Inn). (1)



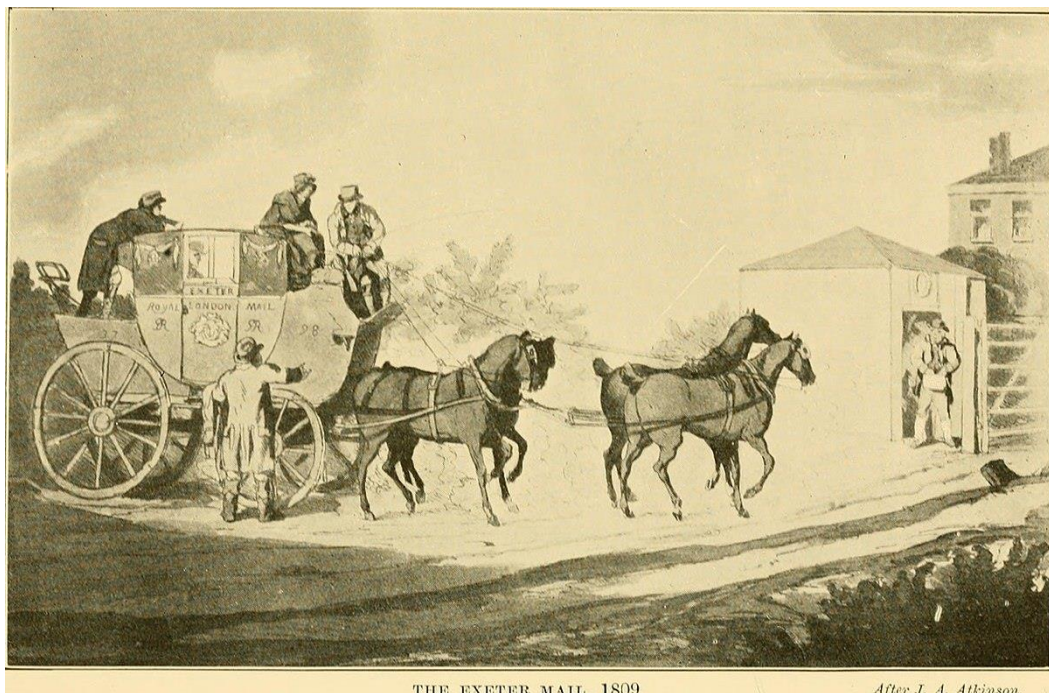
Thomas Milne’s map of 1791 showing the turnpike crossing the Parish from the Wheatsheaf Inn, Popham at the north end to Lunways Inn at the south. (2)

Note an Inn is recorded at what would later be known as Bradley Farm.

The Popham to Winchester Turnpike passed through the greater part of the Duke of Bedford's estate in Micheldever Parish, skirting the western boundary of Stratton Park, one the Duke's seats. The new Turnpike was just one section of a network of toll roads linking London with Southampton. The toll gate at the north end of the Turnpike was located at the Oxdown Gate, Popham Lane, near the Wheatshef Inn and at the south end the toll gate was on the Worthy Road, just before the turning for Hyde Street.

In 1801 Sir Francis Baring bought the Stratton estate, and the greater part of Micheldever Parish, from the 5th Duke of Bedford. He immediately set about making improvements to his estate and commissioned Humphry Repton to draw up plans for the relandscaping of Stratton Park. Repton considered the Turnpike was too close to Stratton House, Sir Francis Baring's seat, and his recommendation was to move the Turnpike further west. It is not clear if Repton completed the landscaping commission but his proposal to move the Turnpike was adopted and the road was moved further west in a gentle curve extending from Winchester Lodge at the southern end of Stratton Park to London Lodge at the northern end.

By the 1830's, five passenger coaches were operating on the route, the Independent, Eclipse, Quicksilver, Alpha and Telegraph. The coaches were operated by large London firms running coaches to destinations throughout the country. The coaches carried four passengers inside, up to eleven outside and charged 5d per mile.



THE EXETER MAIL, 1809.

After J. A. Atkinson.

The Reverend Herbert Smith was made curate of East Stratton in 1828 and he quickly found an issue which propelled him into national recognition: Lord's Day Observance. Southampton to London coaches daily used Bradley Farm within the parish as a changing place for horses, denying the stable-keepers and ostlers who worked there the opportunity to attend divine worship on Sunday. Smith took up their cause, ultimately brokering a short-lived agreement between the 23 coach proprietors on the Portsmouth and Southampton roads, including Benjamin Horne and the Chaplin's, voluntarily to suspend Sunday services. Part of his published correspondence was used as evidence before the Select Committee of the House of Commons on the Observance of the Lord's-day in 1832. (3)

In addition to the letters of support Smith received from the clergy for his cause, including The Bishop of Winchester and the senior clergy of Southampton and Portsmouth, he also received support from the major land owner in the Parish:

Letter from Sir Thomas Baring, March 1, 1830. I am gratified to hear that you are likely to succeed in prevailing upon the proprietors of the coaches to give up the practice of running their coaches on the Sundays; any influence I may possess I shall be happy to contribute to prevent their suffering by the establishment of any other conveyance on that day.

Railway



The first train arriving at Micheldever Station 11th May 1840 by Richard Baigent.

Image courtesy of Hampshire Cultural Trust

The opening of the last section of the London to Southampton railway at Micheldever Station in 1840 heralded the end of the toll road as almost overnight passenger and goods traffic transferred to the faster cheaper transport. The toll road struggled on for a few years catering for those who feared rail travel and by providing a local service. Coach proprietor Mr William James Chaplin, who ran the 'Independent' with 68 coaches, could see that the railways would destroy the coaching trade and he moved his investments and interests into the London and Southampton Railway (later London & South Western Railway) and he became the Deputy Chairman by 1839 and Chairman in 1843. The Popham to Winchester Turnpike Trust was finally wound up in 1875 and the road opened to the public toll free.

Motorised Road Transport

In June 1895 the Honourable Evelyn Ellis (1843-1913) ordered a left-hand drive motor car to be made to his own specifications from the Paris firm of Panhard-Levassour, powered by a Daimler petrol engine.

It was shipped across the channel and on by train to Micheldever Station, from where he drove 56 miles up to Ellis's home in Datchet on 5th July 1895, the first horseless carriage driven on England's roads. (4)



The Hon Evelyn Ellis in his Panhard-Levassour at Rosenau at Datchet 1895.

Image courtesy of the National Motor Museum Beaulieu

Frederick Simms, a pioneering engineer in his own right, was Ellis's companion on the 5th June 1895 and he described the journey in an article for the Saturday Review on July 11th 1895

We set forth at exactly 9.26 am and made good progress on the well-made old London coaching road; it was delightful travelling on that fine summer morning. We were not without anxiety as to how the horses we might meet would behave towards their new rivals, but they took it very well and out of 133 horses we passed only two little ponies did not seem to appreciate the innovation. On our way we passed a great many vehicles of all kinds (ie horse-drawn), as well as cyclists. It was a very pleasing sensation to go along the delightful roads towards Virginia Water at speeds varying from three to twenty miles per hour, and our iron horse behaved splendidly. There we took our luncheon and fed our engine with a little oil. Going down the steep hill leading to Windsor we passed through Datchet and arrived right in front of the entrance hall of Mr Ellis's house at Datchet at 5.40, thus completing our most enjoyable journey of 56 miles, the first ever made by a petroleum motor carriage in this country in 5 hours 32 minutes, exclusive of stoppages and at an average speed of 9.84 mph.

In every place we passed through we were not unnaturally the objects of a great deal of curiosity. Whole villages turned out to behold, open mouthed, the new marvel of locomotion. The departure of coaches was delayed to enable their passengers to have a look at our horseless vehicle, while cyclists would stop to gaze enviously at us as we surmounted with ease some long hill. Mr Ellis's motor carriage is a neat and compact four-wheeled dog-cart with accommodation for four persons and two portmanteaus. The consumption of petroleum is little over a halfpenny per mile and there is no smoke, heat or smell, the carriage running smoothly and without any vibration.

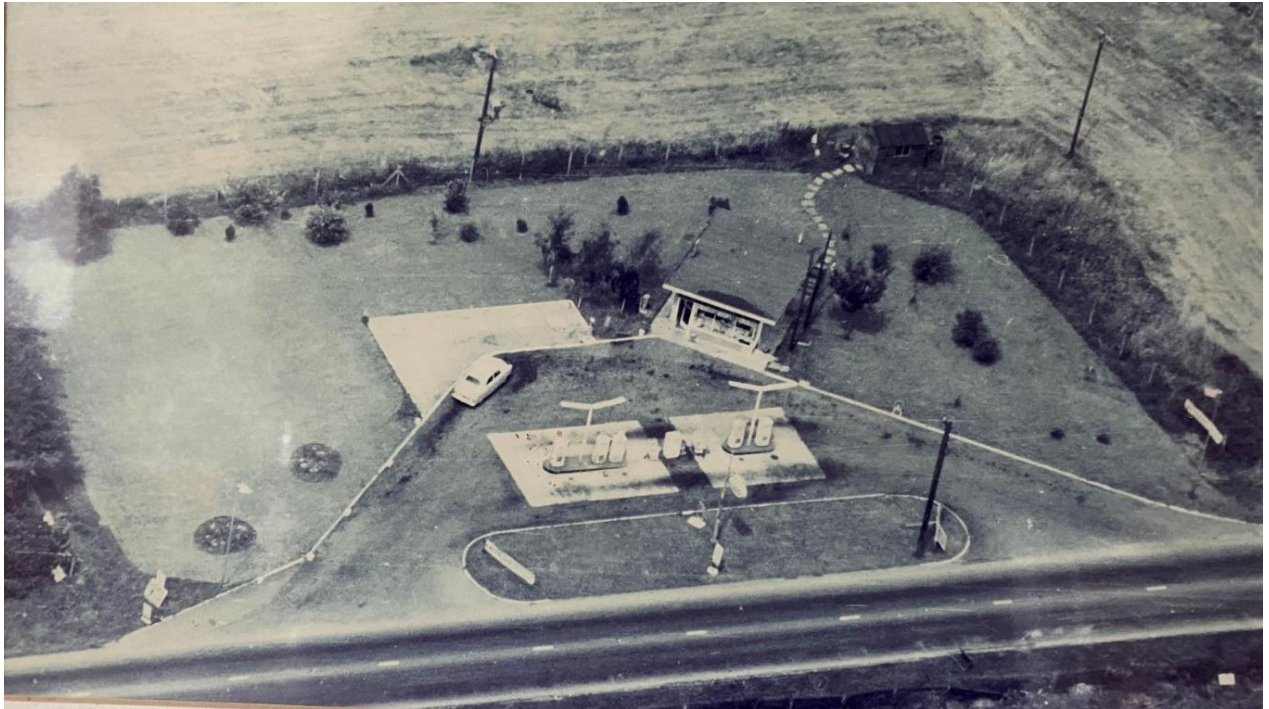
There is a certain irony in the fact that the first motorised vehicle to travel on England's roads was delivered to Micheldever Station by train, the very mode of transport which heralded the demise of the toll road.



Main Road (A33) looking south from London Lodge with the turning for Woodmancott on the left, c. 1910. Evelyn Ellis would have driven his horseless carriage on this section of road in 1895. Note the pile of prepositioned stone for repairing potholes. Image courtesy of the author.

With the arrival of motorised transport, the old toll road saw a revival in the 20th century and was reborn as the A33. During the Second World War, older residents recall seeing the road full of military vehicles carrying troops and equipment to ports on the south coast in preparation for the D Day landings.

By the 1960's the old A33 was creaking under the weight of ever-increasing road transport, and in an effort to ease the situation, sections of the A33 were dualled, including two sections in Micheldever Parish, one at the site of the former Lunways Inn and a section extending from Middle Lodge to London Lodge on the western boundary of Stratton Park. At Lunways the old A33 is the east carriageway and a new carriageway was built west of the old road. At the section between Middle lodge and London Lodge the old A33 is the west carriageway and a new carriageway was built east of the old road.



Petrol station at Inners Down on the west side of the old A33 before this section was dualled. C 1961 Now the site of Mervyn's Coaches. Image courtesy of Mervyn Annetts



New section of dual carriageway at the site of the former Lunways Inn looking north toward Micheldever. Note the large signs indicating the A33 was still the main road to London at the time the photo was taken and before the M3 was completed in 1985. Image courtesy of Motorway Services Online.

Despite major alterations to the old Turnpike over the last 260 years, relics of the old road still remain in the form of four Grade II listed stone milestones within Micheldever Parish. The milestones are carved with inscriptions detailing the *Miles From Hyde Park Corner* and *Miles To Winton*, the old name for Winchester. Milestones played an important role in the operation of the Turnpike since the carriage of passengers and goods was charged by the mile. The carriage of mail was also charged by the mile until the flat rate for postage was introduced in 1840.

With the demise of Turnpike Trusts in the middle of 19th century the responsibility for maintaining the roads fell to the local authorities and many fixed cast iron plates to the old milestones detailing the miles to major settlements. The 1983 Historic England Grade II listing for the four milestones in Micheldever Parish record that each stone had a cast iron plate detailing the miles to London and Winchester.

In February 2021 the author set out to locate and record the current condition of the four milestones within the Parish located on the A33, and sadly all four cast iron plates are now missing from the milestones. Even more surprising was that one of the milestones was no longer visible and is no longer recorded on the current Ordnance Survey map. The author found the milestone lying on its side, virtually buried and completely concealed by vegetation. Micheldever Parish Council have been notified of the current condition of this milestone and they have in turn requested Hampshire County Council Highways to reinstate the stone in its correct orientation.



Middle Lodge Milestone - *To Winton 8 Miles*



Duke Street Milestone – *56 Miles From Hyde Park Corner*

Thomas Milne’s 1791 map (above) records a curious anomaly in the distance between two milestones on the old Turnpike. The first milestone south of the Wheatsheaf Inn is recorded as *LII* indicating it is 52 miles from London. The next milestone south is recorded as *LIII one Furlong* indicating it is 53 miles and 1 furlong (220 yards = 201 meters) from London. A note on the Milne’s map records “*The mile between LII and LIII is a Furlong too much*”. Which begs the question are all the milestones continuing south to Winchester all out by one furlong?



Rediscovered Winchester Road Milestone



Lunways Milestone – *To Winton 5 Miles*

The four milestones are recorded in Roman numerals on the Thomas Milne 1791 map above indicating the distance in miles from London. At Lunways LVIII is recorded indicating 58 miles from London. The milestones were first listed by Historic England in 1983 and a description of their condition at that time, together with a location map, can be found on the Historic England website. Click on the link to view the listing:

<https://historicengland.org.uk/listing/the-list/results/?searchType=NHLE+Simple&search=Micheldever+Milestone>



Hunt meet
Lunways Inn,
at the junction
of the
Northington
road and the
A33, c1920

By the last quarter of the 20th century road transport had overtaken rail transport and road transport on the A33 had exceeded the roads capacity. In the mid 1980's construction began on the section of the M3 motorway between Popham and Winchester, bisecting the Parish through Micheldever Wood, and running parallel with, and to the east of, the A33. The route passes along the western side of Stratton Park cutting off Winchester, Middle and London Lodges from the park.



A33 at the West Stratton turning, Parkside Cottages centre foreground, Stratton estate carpenters' workshop right and walled kitchen garden in the background. The M3 passes between Parkside Cottages and the walled garden.



Clearing the course for the M3. Image taken from the site of the current motorway bridge on Church Bank Road looking North. The building centre left is the Stratton estate carpenters workshop and far left are Parkside Cottages all demolished as part of the M3 works. The Stratton Methodist Chapel was also demolished and was located just north of the current motorway bridge.

Archaeological excavations carried out before construction of the M3, revealed bronze age, iron age and Roman habitation along the route including a 2km section of Roman road on the western edge of Stratton Park. Click on the link to read more about the archaeology carried out before the construction of the M3:

<https://www.hantsfieldclub.org.uk/publications/hampshirstudies/digital/1980s/vol39/Fasham.pdf>



Image of the M3 looking North from the motorway bridge on Church Bank Road, East Stratton, taken at 4.17pm on 02 March 2021 during the third nationwide lockdown due the COVID-19 pandemic.

The last section of the M3 linking London to Southampton was between Popham and Winchester and opened in 1985 finally relieving the by then congested A33. Prior to M3 opening, local residents recall regularly being able to cross the A33 through stationary traffic in both directions. The remains of the Roman road in Stratton Park, the 18th century Turnpike, A33 and M3 mark almost 2000 years of road construction in Micheldever Parish. The prospect of electric powered vehicles will go a long way to reduce the environmental impact of roads in the future, although perhaps not quite a return to the halcyon days of the old Turnpike.

Sources:

1. The Turnpike Road Through The Worthys, Author: Peter Finn
2. Thomas Milne Map 1791 courtesy of Old Hampshire Mapped
3. Journal of the Southampton Local History Forum 12 Summer 2007, 'The eccentric and reverend Mr Smith': The Reverend Herbert Smith, 1800-1876, Author: Richard Preston
4. Datchet History website, Evelyn Ellis and the First Motor Car in England, Author: Janet Kennish
5. Ordnance Survey Map 1:50 000 Second Series Sheet 185 Revised 1987

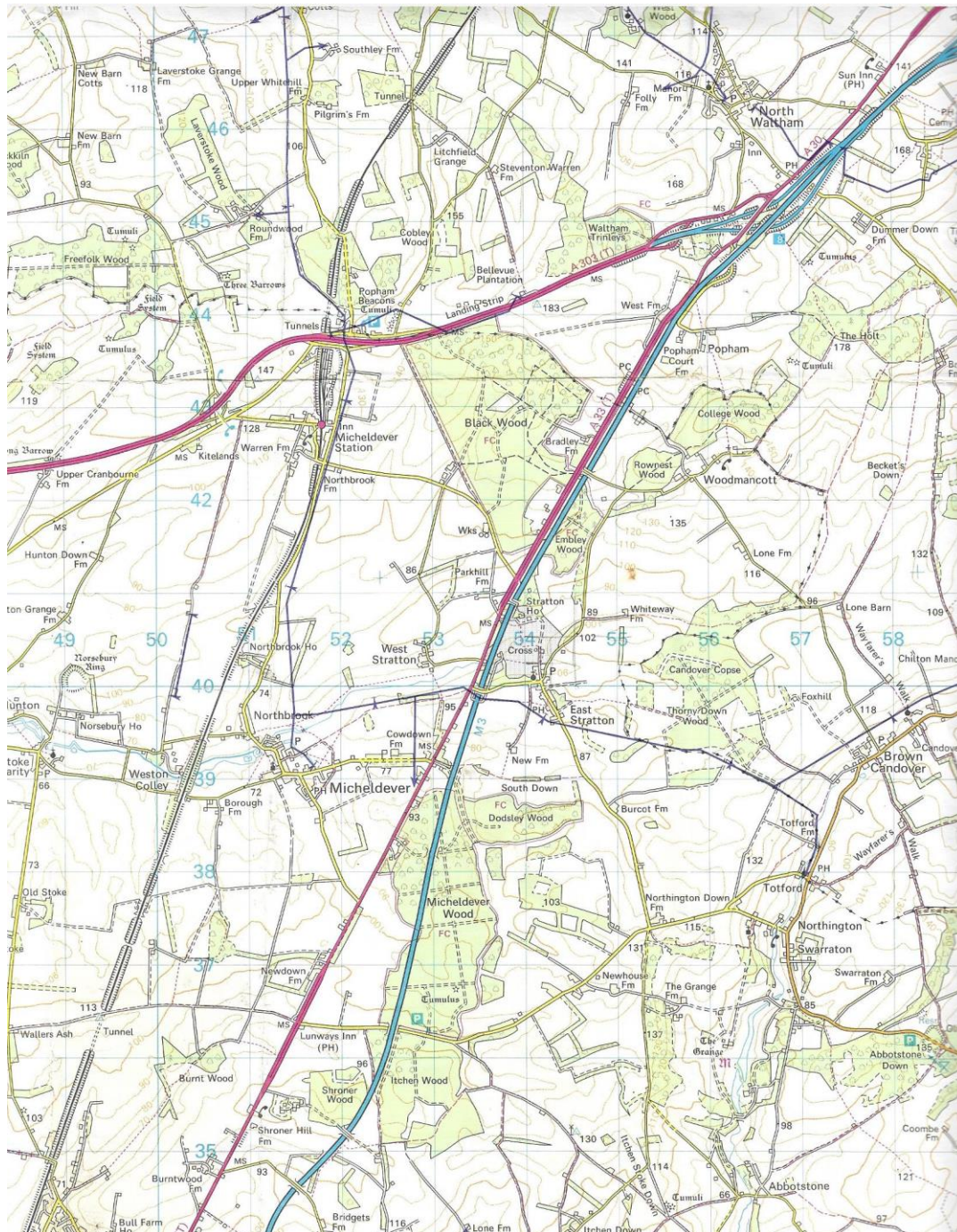


Image courtesy of Ordnance Survey

Ordnance Survey Map 1:50 000 Second Series Sheet 185 Revised 1987 (5)

Guide Lines Dates

- Summer Issue
 - submit copy by 20 June 2021
 - publish 30 June 2021
 - Autumn Issue
 - submit copy by 20 September 2021
 - publish 30 September 2021
 - Winter Issue
 - submit copy by 20 December 2021
 - publish 31 December 2021
 - Spring Issue
 - submit copy by 20 March 2022
 - publish 30 March 2022
-

WATGA takes no responsibility for the accuracy of the information in this Newsletter. Please contact individual contributors with any queries.

Send contributions to: patrick.craze123@gmail.com in editable format (Plain text or Word please)
WATGA Chair, Karen Dagwell watgachair@gmail.com and the Editor, Patrick Craze patrick.craze123@gmail.com
reserve the right to edit or omit any contributions received.