

A SHORT HISTORY OF EASTLEIGH



Eastleigh & District Local History Society

PREFACE

This paper has been written with the intention of setting down basic facts in the history of Eastleigh as they are known, and of drawing attention to the vast amount of detail still needing to be discovered and recorded.

The very name of Eastleigh has its history and, together with all the other place-names in our modern Borough, a long one, with variations in spelling, popularity and expanse of land indicated by the name.

Research already carried out by members of the Eastleigh and District Local History Society has been published in a series of Occasional and Special Papers. Reference to these and other publications is made in the text so that more detailed information may be obtained when needed.

The reader is encouraged to set himself in the right mood by making sure that he knows the history of his own patch. Who built the house? Why was it so designed? What materials were used and where did they come from? Why was the road so named? What is the nature of the garden soil and how was it composed? Find out the answers to these and other questions and, above all, remember that today's events are tomorrow's history.

This may inspire you to seek further information or advice and, possibly, to meet others with similar aims. Local History Societies exist for this purpose; they welcome visitors and new members.

The Eastleigh and District Local History Society meets on the fourth Thursday of the month, the Botley and Curdridge Society on the last Friday of the month, and the West End Society on the first Wednesday of the month, except in July and August when outside visits are usually organised. The Secretaries' addresses may be found in the Borough's "What's On", obtainable at Council Offices, Information Centres, Libraries or in the Eastleigh Museum.

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It is generally accepted that, after the Ice Age, a huge river ran through Hampshire with its north bank on the Otterbourne Ridge and the southern bank somewhere in the New Forest. Its waters have long since receded, leaving us with various rivers, mere streams by comparison, from Beaulieu to Langstone Harbour and Southampton Water, with the Isle of Wight at the delta. We can still find in our area a lot of sandy silt, and obviously water-rounded large and small pebbles in our gardens. Sometimes we can dig up fossilised remains of water creatures.

Subsequently, trees grew on most of the land. It is difficult for us to imagine the denseness of this woodland, but there are patches of Forestry Commission property at Bishopstoke, Knapp, Hut Hill and Knightswood that can help us appreciate what the area was like in those far-off days. IBM United Kingdom Laboratories Limited at Hursley possesses an old map dating from 1580 which shows a vast deer forest covering a wide area between Hursley and Chandlers Ford.

In the grounds of Hursley Park is Merdon Castle, which is basically a ring of earthworks credited as belonging to the Iron Age about 100 BC. Why the site was chosen originally is not clear because it does not have the size, the location or the communication channels associated with a hill fort of that period. What is certain is that its inhabitants would have depended on the surrounding forest for support, and that it was something of a hide-out. (For further information on the uses to which the fort has been put over the years, see 'The History of Hursley Park' published by IBM.)

There are other indications of early human occupation in our district, mainly in the form of barrows or burial grounds. Sadly, farming and housing developments have destroyed most of these. A few are listed in the Hampshire County Council's publication 'Hampshire Treasures'. Some, on Cranbury Common, were excavated in 1882 and the findings were described in 'Memoranda' by Lady Heathcote, who lived at Hursley Park, and reported in the Papers of the Hampshire Field Club. In them were found broken earthenware urns containing fragments of bones and burnt earth, indicating an early form of cremation. (See Occasional Paper No 4.) These relics are now in God's House Archaeological Museum in Southampton.

Flints, axeheads, arrowheads and Stone Age tools have been unearthed, particularly in the Bishopstoke area, and a member of the Local History Society has built up a considerable collection. Recently, a piece of metal was turned up and identified by experts as a Bronze Age palstave, probably used for felling and trimming timber. Remains from the time of the Roman occupation include gold coins and two coffins. One of these coffins was

dug up by a gang of railway workmen in January 1864, between Twyford Road and the railway line. It was made of lead and contained the remains of a Roman lady of small and delicate frame, aged not more than 25. The other coffin, of stone, was found at Chickenhall at the end of November 1911. It was covered by a large lid in two pieces, and contained human bones, the skull of a rodent, and a potsherd. (See Occasional Paper No 14.)

The discovery of Roman remains is not surprising because the Romans had built a road between Venta Belgarum (Winchester) and Clausentum (Southampton) which passes through Eastleigh. Traces of this road can be seen at Otterbourne, in the woods and beside the main road near the entrance to the Waterworks, and also in Thornden School grounds. The road divides at Otterbourne, one branch going to Nutshalling (Nursling), and part of its track can be seen off Castle Lane in Chandlers Ford. The other branch goes nearer the centre of Eastleigh to cross the river Itchen near Portswood. But don't believe those who state that Bede's famous Ad Lipidem was at Woodside or at North Stoneham. It wasn't! (See Occasional Paper No 1.) It is a great pity that there has been no archaeological excavation in Eastleigh's open spaces as there has been in Southampton and in Winchester. We may well have beneath our feet a wealth of past history, which will disappear as the foundations of modern buildings are constructed. If in your own digging you find anything interesting, **do** leave it where it is and call in an expert.

You may well ask what has happened to all these bits and pieces that have been discovered. Mostly, they went to the Hartley Institute (which developed into Southampton University) and later found their way into Tudor House Museum. They are now in store, but you may see some at God's House Museum where there is an excellent exhibition explaining early development in the Region.

We move on to the time when the name 'Eastley' was being used. The forest was being cleared in places, and small farms were being established – mostly pasture land. Old maps indicate numerous such farmhouses with a few associated buildings clustered round; many of these maps also give the names of the fields and the names of the people entitled to use them in return for payment of some kind to the lord of the manor. Not long ago, a map of this kind covering the North Stoneham estate of the Fleming family was found, and it now has a treasured place in the Southampton archives where copies may be purchased. There was a well ordered rural management system, and courts were held regularly to settle arguments and ensure proper accession to property by heirs. When a farmer died, his will was accompanied by an inventory of his possessions, with valuations, and, as these are listed in the rooms where they are found, we are able to form a fairly accurate idea of how the farmer and his family lived.

We have a copy of the will and inventory of William Wharley, who lived at Eastley farm in the early 17th century. The Eastleigh he knew differed greatly from the Eastleigh we know today. "Take away the large housing developments and all the shops. Take away the tarmacaded roads and the railway – station, yards,

lines and all. Even take away the Itchen Navigation. Imagine instead a large arable plain sloping down towards the coast. On its periphery, several ancient settlements of population – the villages of South Stoneham, North Stoneham, Bishopstoke, Otterbourne and Hursley. Eastleigh might well have grown into such a site, but instead, during the course of its history, it developed into a series of small farmsteads – Barton Farm, Ham Farm, Allbrook Farm, North End Farm, Home Farm and Eastley Farm. They are all small with an average size of about 200 acres.”

There were few roads apart from the route between Southampton and London (along the present A335 for the most part) which passed through Swaythling, South Stoneham, the site of the railway station, and Allbrook, and so on towards London. Leading from this road there was a fairly wide dirt track, roughly following the course of what is now Romsey Road, Leigh Road and Dew Lane to link up with a similar track to North Stoneham. A side-track led to Eastley Farm. Nothing remains of the farmhouse today, but it stood just off the present Nutbeem Road, some fifty yards on the right hand side after leaving Leigh Road. Its site has been absorbed into the Pirelli complex. (For the story of William Wharley’s life and loves, his will and inventory, see Occasional Paper No 2.)

Let us pass on to the 19th century. Eastley still had its farms and small population, smaller even than that of Barton and Bishopstoke. All were tithings of South Stoneham; St Mary’s was the parish church where births, marriages and deaths had to be registered. The area was now in the possession of various landowners, notably the descendants of the Wells family at Brambridge, the Chamberlaynes at Cranbury Park, and the Flemings at North Stoneham, although the interest of the last lay mainly to the north of what is now Passfield Avenue and included part of Chandlers Ford. (For the story of Swithun Wells, see ‘Swithun Wells and the Brambridge Story’ by K Downs.)

Suddenly the peace and serenity of the area was to be disturbed by plans to build a railway between Nine Elms in London and Southampton. (It is true that there had been other disturbances due to the Cromwellian War, the building of the Itchen Navigation (see ‘The Itchen Navigation’ by E Course) and the Agricultural Riots (see Paper No 16), but these were all minor matters compared with the coming of the railway.

Land had to be acquired and redesigned with cuttings, embankments, tunnels, level-crossings, stations and sidings, all interfering with the natural movements of men and cattle. It was to bring death and danger, as can be seen in events reported in contemporary newspapers, both during construction and after completion. There was to be an increasingly detrimental effect upon the stage coach system, and formerly secluded areas were to be invaded by outsiders, often coming from London. (There was horse racing at Chandlers Ford, illegal prize

fighting at a venue in the nearby countryside, and cricket matches between Hampshire and the Marylebone Cricket Club at Otterbourne, supporters being allowed off the train at Allbrook (see Paper 4).

The first train was to pass through Eastley (or more correctly, Barton) on 10th June 1839. It left the station at New Road, Southampton (the terminus in the Marsh not yet being completed) shortly before 8 am. Hampshire newspapers reported that thousands of people came to witness the event.

“Booths had been erected with the double view of affording opportunity for obtaining refreshment and a sight of the departing or arriving train; and, in addition to the great numbers that availed themselves of such accommodation, the skirting of the road on every accessible part was lined with a living mass which, in some places, was five or six persons deep, extended a considerable distance without any interval, and then a series of broken groupings studded the green pastures or crowded the verdant slopes, or thickly lined the battlements of bridges, as far as the eye could reach.” The locomotive was called Pegasus: “a very powerful engine, beautifully made, and glittering in a profusion of brasswork”. The train consisted of the steam carriage, four other carriages, and truck to carry a stagecoach from the Royal Hotel, which arrived late and delayed the start scheduled for 7.30 am. The train took twenty-six minutes to reach Winchester and, on its way, it passed through the tithing of Barton in the parish of South Stoneham. The train couldn't go on to Nine Elms as the track between Winchester and Basingstoke had not been finished. (See Paper No 13 for “The Station at Barton – now Eastleigh”.)

That was really the beginning of the town of Eastleigh. According to the census of 1841, in which the tithings of Barton and Eastley were dealt with together, the total population was 80, living in 13 houses, one of which was empty and two in course of construction. Eight of these houses were in Barton and were the property of the Cranbury estate (except for Barstow's shop). The five houses in Eastley were Great Eastley farmhouse, Little Eastley farmhouse (at the corner of Leigh Road and Romsey Road), the Home Tavern, and two semi-detached farm cottages, all belonging to the Brambridge estate.

Originally the owners of the London and Southampton Railway appear to have considered having a Barton station, but there is no evidence that the name was ever used officially. Research tends to prove that 'Bishopstoke' was the first name given to the new station. After all, Bishopstoke was, in most ways, the more important place at the time. The word 'Junction' was added in 1852 after the line to Fareham was opened, and it so remained until July 1889 when the name was changed to 'Eastleigh and Bishopstoke', finally becoming 'Eastleigh' in July 1923.

Obviously accommodation had to be provided for the men working the railway, and the first house to be built was for the Inspector of Rails, named Thomas Teesdale. It was a detached house on the south side of the Station

front. It was called 'The Elms' and survived in Southampton Road until comparatively recently. Further houses were built for porters, for a level-crossing keeper on the Salisbury line, and a number of cottages on Southampton Road, all of these being demolished during the last 30 years.

Then came Dutton Lane – about 1890. Originally there was an elaborate scheme to create a kind of small garden city, being described in 'The Builder' thus: "These cottages have been designed to accommodate the workmen engaged in the carriage factory which the Company are about to move from Nine Elms. There are 100 cottages in all, arranged in one irregular and one complete quadrangle, enclosing village greens. Each cottage has a garden of a ¼ rod, and arrangements are made to supplement this by as much allotment as the men like to take up. The material is to be red brick, in a selentic mortar, with tiles for the roofs, and the windows are to be of imperial stone, all wood and paint being thus avoided. The ground floors are to be bedded on six inches of selentic concrete laid to leave a clear one foot of air space beneath, above the ground level. The cost is calculated, on estimate of work already executed, not to exceed an average of £200 per cottage, exclusive of the value of gravel, for concrete, which will be dug on the spot. The architect is Mr Ralph Neville, FSA, and the original drawing was exhibited in the Royal Academy last year."

The scheme for Dutton Cottages was modified and produced what can now be seen on the west side of Dutton Lane, so named after the Chairman of the Railway Company. They were intended to house the firemen and police, near the factory where their services might be needed.

The last effort by the Railway Company to provide accommodation for their staff resulted in the Campbell Road dwellings (for details about Eastleigh's early houses, see Paper No 3).

The house-building referred to so far was all undertaken by the Railway authorities and was owned by them, except for the Junction Hotel which occupied a position to the north of the Station front. It was demolished in 1970 to make way for the station car park. It had been built by a Mr David Nicholson, of Wandsworth, who was responsible for the building of most of the stations of the Railway Company, but apparently he erected the Junction Hotel for himself, albeit to a design of the Railway's architect, Mr Tite. It quickly became a centre for dinners and similar functions, particularly after the opening of the Salisbury Line and the setting up of the Cheese Market between the main railway line and Dutton Lane off Bishopstoke Road; even more so when a new owner, Peter Young of Twyford, added the Market Room to the Hotel and associated himself with the Market in which he bought shares. It remained an important centre until the Railway Institute took over most of its functions at the end of the century. (See Paper No 7 for the history of the Junction Hotel).

Other developments had taken place, but progress was very slow. The 1861 census shows a population of 253. Obviously, Eastleigh (combined with Barton) was still a very small place. But more rapid changes were about to take place.

A gentleman called William Craven, who inherited the vast Brambridge estate from his mother, got into debt. All his possessions were heavily mortgaged, and eventually he was forced to sell them off in 1861. (William Craven was related to Maria Fitzherbert who married secretly the Prince of Wales, who became George IV – see Special Paper No 8). A copy of the sale prospectus can be seen in the Map Room of the British Museum. It is an elaborate document and includes a large colour print of the house and gives details of the grounds. The estate comprised 415 acres and included six farms, amongst them Great Eastley Farm and Little Eastley Farm. These were bought by Thomas Chamberlayne of Cranbury Park. He already owned the manor of Barton Peveril, and he set up the Barton and Eastley Building Estate, leasing land for building purposes. The first 300 feet of land near the station in Southampton Road was bought by Matthew Tate, a building contractor, and he built the famous row of cottages known as Tate's Terrace which were demolished recently. Eastleigh's first post office was at the southern end of Tate's Terrace.

Not far away in Otterbourne lived a lady called Charlotte Yonge, a Christian lady who displayed a keen interest in church development, and also had a certain literary talent, using the proceeds from her published works to support various religious enterprises. One of these was to encourage the building of a church near the newly established and growing railway centre, towards which she gave £500 and made other gifts jointly with her mother. The church was completed (this early church is still intact, being the small part of the present ruin with the roof still on) and, by an Order in Council at the end of 1868, Queen Victoria constituted a new Ecclesiastical District, comprising the ancient tithings of Barton, Boyatt and Eastley.

What was the new District to be called? Charlotte Yonge was invited to choose between Barton and Eastley. She chose the latter, but modernised the spelling with '-leigh' rather than '-ley' at the end. Her choice was based on the fact that the new church had been erected on land belonging to Little Eastley farm. It was, of course, an old name which can be found in William's Book of Winchester, or Domesday Book, spelt as 'Estleie' and, even earlier, in a survey attached to the Charter by which King Athelstan granted to the then Alfred land at North Stoneham in 932, where the name appears as 'Eastlea'. Lea (in various spellings) meant a clearing in woodland. Why East? Obviously to the east of something important – probably the Roman Road between Venta Belgarum and Clausentum.

The next development took place in the 1880s, when it became known that the London and South Western Railway (as it was now called) was to move its Carriage and Wagon Works from Nine Elms to Bishopstoke. Jonas Nichols acquired all the land available for sale in Eastleigh and prepared a layout plan for a new town on a

grid pattern. First, the three existing roads, Southampton Road, Market Street and Tankerville Street (now High Street), crossed by Brewery Road (now part Wells Place, part Factory Road), were extended southwards, and three new roads were laid out – Chamberlayne Road, Cranbury Road, and Arthur Road (now Blenheim Road).

Originally, the terraces of houses were named after the home towns of the builders who erected them, such as Amport, Gloucester, Oxford, Putney Terraces, or by association with other railway towns. However, the street names finally adopted were based on the land owner, Tankerville Chamberlayne; his family home, Cranbury; his Law Agent, Desborough; or his Land Agent, Arthur.

By 1892 Eastleigh had a population of 6,000 who, for religious matters, were now independent with registers kept locally, but, for civil matters, the town was still dependent on South Stoneham Parish Council. The inhabitants were complaining bitterly of neglect over dirty, muddy streets, lack of lighting, and particularly, of no sewage system. After much agitation, an Eastleigh Local Board was created in 1893, becoming the Urban District of Eastleigh in January 1895, with powers to deal with sanitation in its own area. Reluctant Bishopstoke joined in the following year. The detailed history of this Council and of those that followed can be read in "Eastleigh: an Illustrated History of the Council, 1895 – 1986" by Norman Norris.

A great deal happened in Eastleigh during the ten or so years on either side of 1900. The Carriage and Wagon Works were now established and a new railway town had been created. Large buildings were erected (notably Lloyds Bank on the corner of Upper Market Street, or Park View as it was called at first; the Eagle Building, where Woolworth's is now – two of the original five pinnacles are still there; and the Railway Institute (now replaced by Safeway's) which became the centre of social and educational life in Eastleigh. The Council met there at first: dances, dinners and dramatic entertainment took place; technical classes were held; there was a library of books (now in store in Winchester) and, in 1904, Miss Annie Smith started a Pupil-Teacher Centre which developed into Barton Peveril School when it moved into the farmhouse of that name, in due course becoming the present Sixth Form College for Eastleigh. The early school beside the church in Winchester Road (now Twyford Road) soon became too small, and other schools were built in Chamberlayne and Cranbury Roads. Entertainment was provided in various ways, leading to the opening of two cinemas in 1911 and 1912. The Bonfire Boys started carnivals in 1887; there were frequent processions organised by the Band of Hope and the churches, whilst other benevolent organisations rivalled each other in providing treats and outings for the young and for members of the many clubs that sprang up. All varieties of religion flourished. The original church in Eastleigh was enlarged; a new All Saints church was built to the south of the parish; there was a large new church at Bishopstoke; a Roman Catholic church was erected; and 'chapel' sects provided new buildings, many of which still exist, although sometimes used for non-religious purposes. In 1987 the Salvation Army celebrated its 100th anniversary. The importance of Eastleigh can be appreciated in the number of local post-

cards available, and the chinaware souvenirs depicting local buildings such as the Town Hall and the Railway Institute, some of which are to be seen in the Eastleigh Museum and in the Eastleigh Library.

Eastleigh, then, had become a well-established town in its own right, led by Councillors whose aim was the well-being of the townsfolk, when war broke out in 1914 to halt for a while any further development. The town now became a resting place for troops on their way to the front; a supply base and a hospital centre for returning wounded men, the Recreation ground being covered with hutted hospital accommodation. The Royal Flying Corps and the Americans took over the flying field off Wide Lane. Wide Lane, still little more than a dirt track, provided stabling for mules and horses awaiting transport across the Channel.

It took time to recover from the aftermath of war, followed by the national depression and the general strike. Nevertheless, progress was made with alterations to the Council Offices in Leigh Road, and the addition of a hall at the back; the acquisition of land for sporting activities to be known as Fleming Park; and the coming of Pirelli's to establish a new cable factory on Great Eastley farm-land which the firm was already using as a sports ground. The growth of Pirelli's was welcomed as a further assurance of work for the men of Eastleigh. Before long, Eastleigh was described as "the most progressive town in Hampshire"; Councillors and their offices aspired to higher status.

The aim was for the town to become a Municipal Borough. The idea, first mooted in 1918, took time to mature into a carefully worded petition to the King, and a final grant of a Royal Charter by King Edward VIII in 1936. The Council thereby gained greater powers, and the boundaries were extended to include Chandlers Ford, not entirely to the satisfaction of people living there. In 1937, some 4,000 refugee children from Bilbao and district, under attack during the Spanish Civil War, came to England and were accommodated in a camp at North Stoneham, roughly where the Chestnut Avenue/Falkland Road roundabout stands today. The camp lasted four months; it was run by volunteers but health and sanitation were the responsibility of Eastleigh officials, who coped admirably with the hazardous conditions. (See Paper No 18 for details of the Charter, and Special Paper No 3 for an account of the Basque Camp.)

Forebodings of a second world conflict were to be realised when England entered the war against Hitler in September 1939, thereby putting an effective brake on further developments in the new borough. During the war, Eastleigh was designated a reception centre for evacuees from Gosport, North End School in Leigh Road becoming the temporary home for Gosport Grammar School, and Barton Peveril School accepting pupils kept by their parents in Southampton, where all the schools were occupied by troops. Although suffering no damage comparable with that caused by bombing in Southampton and Portsmouth, incidents did occur in Eastleigh and people were killed (see Special Paper No 5 for "Air Raids over Eastleigh"). The Railway Works kept going, and

the auxiliary fire and ambulance services gave considerable help to neighbouring towns in trouble (see Special Papers No 9 and No 35).

After the end of such a devastating war, return to normal life took time, with priority being given to the restoration of war damaged areas. Nevertheless, within a few years Eastleigh was able to build a new estate on its south-west border, often referred to as "The Aviary" since most of the roads are named after birds. In Europe, there was a surprising spirit of co-operation, and the idea of twinning between towns was conceived. In 1961 the French town of Villeneuve-Saint-Georges twinned with the German town of Kornwestheim, and sought a link with Eastleigh. All three towns were then of similar size (c. 30,000 inhabitants) and were closely associated with railways. In 1963 the Mayors of Eastleigh and Villeneuve-Saint-Georges signed twinning documents, but the link with Kornwestheim had to wait until 1978 before it earned official approval by the Eastleigh Council. These links play an ever-increasing role in affairs in the three towns.

Rumours of important changes proposed by British Rail, which would have a serious effect upon Eastleigh, proved to be true. The Carriage Works were sold and the building of locomotives ceased. The Eastleigh Works were reduced to the status of a repair depot. The Council countered this loss of employment by trying to attract new industries to the Borough. The traditional tie between town and railway was weakening.

Further changes were imminent. During the post-war years, a spirit of criticism and re-examination of all established practices led in most cases to reform. In due course, this brought about the Local Government Reform Act, a major piece of legislation whereby urban Eastleigh became responsible for the administration of an added area of countryside and villages, generally known as the Southern Parishes, with a total of 19,688 acres and a population of some 80,000 people, and giving access to a coastline and the Hamble river. Borough status (although now of less significance) was renewed, and a new Coat of Arms was granted by the College of Heralds. Another major reform was the publication of the much discussed and long awaited South Hampshire Structure Plan indicating areas of considerable growth west of Chandlers Ford, at Hedge End, Horton Heath, and elsewhere.

The years since 1974 have seen such change in the Borough that a separate work is needed to deal satisfactorily with all the developments. It must suffice to include here some of the more obvious new features of the post-war period.

The centre of administration has moved from the old Town Hall to the new Civic Offices on land beside the preserved Home Farmhouse, which contains features dating from the 16th century. Not far away is the Fleming Park Indoor Leisure Centre, opened in October, 1975, by Mary Peters, an Olympic Games Gold Medallist (Tommy Green, of Eastleigh, had already gained an Olympic Gold Medal at Los Angeles in 1932). Opposite the

Civic Offices is the imposing Law Courts Building and, on the other side of Leigh Road, North End School, opened in 1936, has become the Headquarters of the Hampshire Fire Brigade, the school having moved to Chandlers Ford to become Thornden School. Toynbee School has also moved to Chandlers Ford from its original building in Toynbee Road in the town centre. Alderman Quilley School, commemorating an Eastleigh man who became Chairman of the Hampshire County Council Education Committee, was built to take over part of the former Toynbee Road Boys' and the Chamberlayne Road Girls' Schools catchment areas. The Chamberlayne Road building now houses the new Norwood School, whilst the Toynbee Road building is now occupied by the Crescent Junior School, which moved there when it was decided to pull down the first school in Eastleigh sited beside the Church of the Resurrection and opened in 1870 by the Bishop of Winchester. Crestwood School in Boyatt Wood is the latest of new schools in Eastleigh, and the style of comprehensive education adopted in the Borough has meant that Barton Peveril School has become a Sixth Form College, accepting older students from all secondary schools in the area. Several schools have been designated Community Schools, and, at Wildern, another Recreation Centre has been created for the people of Hedge End.

Hamble, Bishopstoke and Botley have been declared to be conservation areas. The Royal Victoria Hospital at Netley has been demolished apart from the chapel, and the area made into a public park. The Hampshire Farm Museum has been set up at Botley, and the Upper Hamble Country Park established. Bursledon and Hamble have increased moorings and marinas for thousands of sailing boats, and the BBC has made Bursledon the base for its "Howards' Way" serial. Also at Bursledon, an old windmill has been restored and is the only working windmill in Hampshire. Recently an Eastleigh Museum has been opened in the former Salvation Army citadel. Perhaps the achievement showing the greatest foresight has been the purchase of 256 acres of land to the east of the airport, which may now be preserved as a nature reserve for the people of Eastleigh. With new industrial areas scattered over the Borough, conveniently placed hotels, a promising covered shopping centre, and easy communications by rail, road and air, past history seems to have assured the people of Eastleigh of a secured future.



A present
from
Castleroyh



CASTLEROYH AND THE TOWER OF THE T. J. AND H. B. 1783