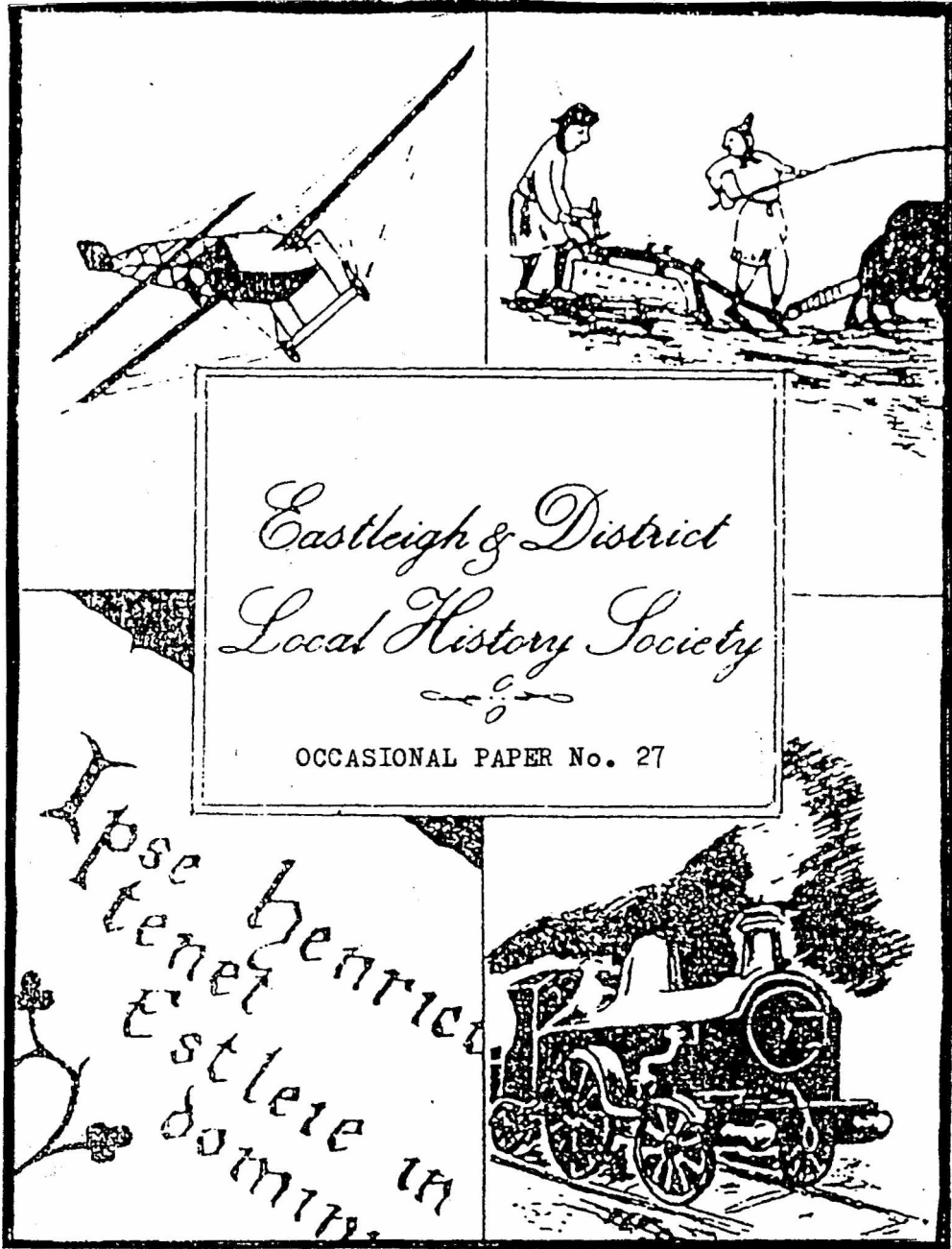
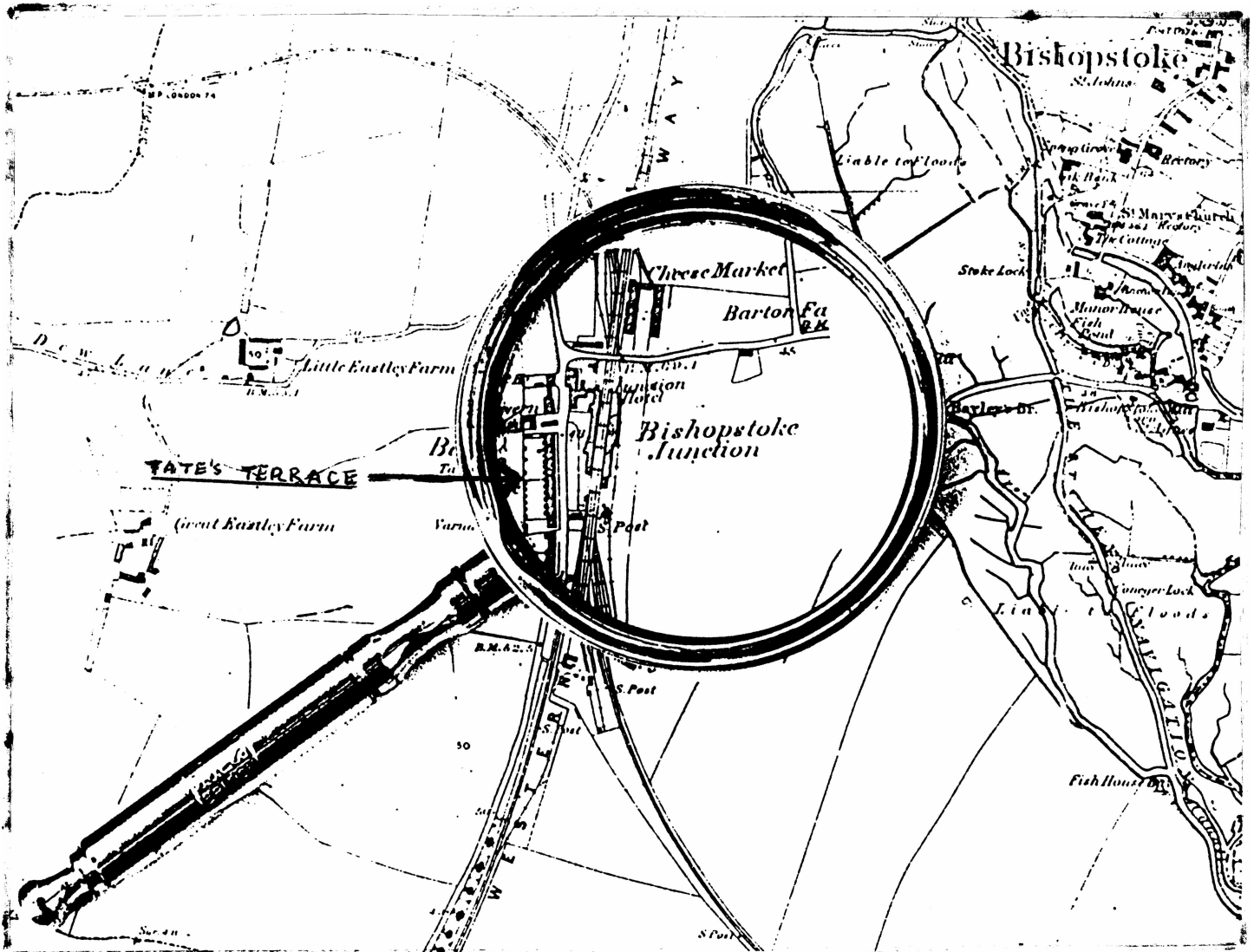


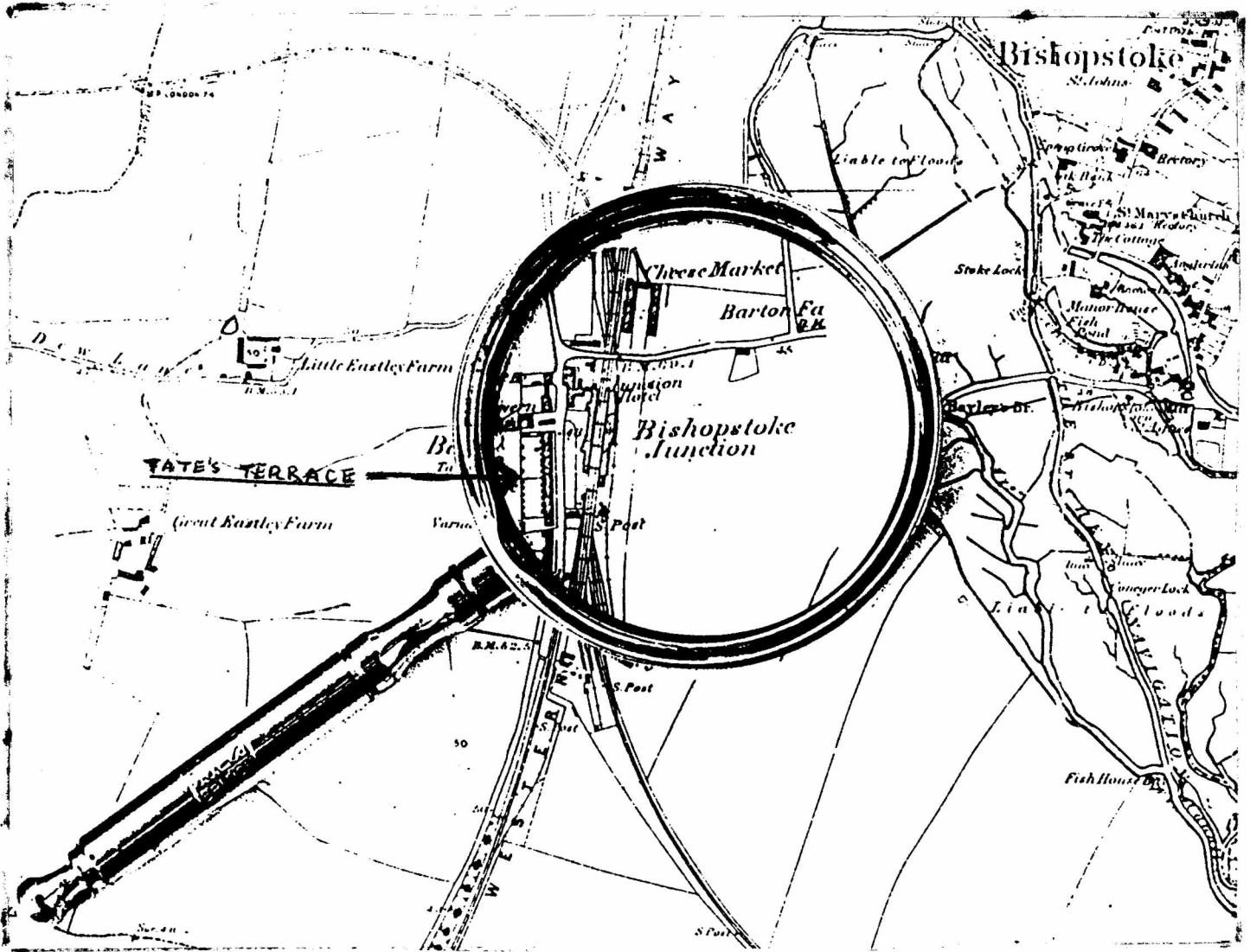
Matthew Tate. 1813-1883.





1283 FAREHAM, SEPT. 2.
 AGENTS AT FAREHAM FOR THE "HAMPSHIRE ADVERTISER" Messrs. G. AND H. J. SUTTON, Printer, and Booksellers, West-street.

OBITUARY.—We regret to announce the death of Mr. Matthew Tate, of West End, Fareham, which took place on Sunday, at his residence. The deceased was 71 years of age; came to Fareham about forty years ago, as inspector, to take charge of Fareham tunnel when it fell in, and was afterwards made inspector of the permanent way from Bishopstoke to Gosport. In 1845 he extended the line from Gosport to the Clarence Yard. In 1847 he constructed the line from Fareham to Cosham, after which commenced the direct Portsmouth line from Godalming to Havant. These works were carried out under the firm of Messrs. Brassey and Ogilvie. For thirteen years afterwards he was under the London and South-Western Railway Company as superintendant of permanent way in the Bishopstoke district.



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MATTHEW TATE 1813 -1883

This is the story of Matthew Tate, a man who played an important part in Eastleigh's beginnings. He was born in 1813 in Darlington, Durham, the third son of Robert Tate and Mary (nee Pattison). His father farmed at St. Helen's, Auckland, County Durham. He had at least three brothers, John, Robert and William, and a sister, Anne.

When Matthew was sixteen in 1829, George Stevenson had just won a prize of £500, offered by the builders of a railway between Liverpool and Manchester for building his ROCKET, the successful steam engine which caused the railways to forge ahead.

Although Matthew had farming in his blood, he was not the heir to his family farm, so, being forced to strike out on his own, he found the prospect of this new form of transport very exciting and he set out to follow in the wake of the railway. His brother, William, who was six years younger, later joined him. Robert, four years younger, was also a railway employee and, in 1851, was found to be living in 'Railway Cottages', West Auckland, with his wife Isabella and five children.

In 1838, at the age of 25, Matthew Tate was a 'plate layer' on the railway, working at that time in Leighton. It was here that he met and fell in love with Hannah Jackson, who was in service in the town. They travelled to her home in Nantwich, Cheshire, to be married on 29th January, 1838. She was seventeen. Her father, Thomas Jackson, was a blacksmith.

By 1851, the family was living at No. 2 Unicorn Row, Fareham, and they had two children, John, who was born in 1848, and William Henry, who was born on 22nd August, 1850, at Fareham. It is unusual and sad that Matthew and Hannah had been married for ten years before they had a child that survived.

The London and South Western Railway accounts (under traffic) show that Matthew Tate was paid two totals of £26.0.0. and £49.3.0. for 'horse keep'. This was on 31st December 1842. This account also mentions the firm Hopkinson & Co. One can assume that Matthew kept horses for his construction work on the London and South Western Railway. Horses were used as the power to remove earth from cuttings when the railways were being built. A rope over a pulley led to a wheelbarrow full of earth and the horse was led forward to bring the load to the top, balancing it precariously on a narrow plank road. This dangerous process was repeated time and time again.

A particular problem Matthew had to contend with was the Fareham tunnel. This-half mile long tunnel was a continual headache for the contractor, Thomas Brassey. The soil was very erratic, being too hard in dry weather and particularly unstable in wet weather.

Matthew came to Fareham, as Inspector, to take charge of the Fareham tunnel when it fell in. Thomas Brassey, Matthew Tate and their men tried one experiment after another and finally succeeded. Although the tunnel was closed for two months from 2nd December 1841 until 7th February 1842, it finally opened and no mishap was ever reported.

In 1845, Matthew Tate extended the line from Gosport to the Clarence Yard and in 1847, he constructed the line from Fareham to Cosham, after which commenced the direct Portsmouth line from Godalming to Havant. For thirteen years afterwards, Matthew was under the London and South Western Railway Company as Superintendent of the permanent way in the Bishopstoke district.

In 1852, Hannah gave birth to Ruth Elizabeth, their first daughter. Matthew was now a railway contractor and on his way to being a successful business man. He employed a servant, Fanny Hiscock, who helped Hannah run her house and family. Tragically, Hannah died two years later giving birth to a second daughter on 14th March 1854. Matthew was devastated and the baby was taken and nursed by a relative of Hannah's who lived at Romsey. Unhappily, the baby only lived for a year. An announcement in the Hampshire Independent on Saturday, 1st April 1854, reads: *Died Tate on March 23rd at Fareham. Hannah Tate, beloved wife of Matthew Tate, Inspector of Works on the South Western Railway.*

After coping on his own for five years with a young family and with his business interests expanding, Matthew married Eileen Parkes of Weston on 25th April 1859. She was thirty-three, twelve years younger than Matthew. They were married at Jesus Chapel, St. Mary Extra, South Stoneham. Her father was Edward Parkes, a carpenter and Innkeeper.

Matthew moved to a house at 70 West Street, Fareham, and the 1861 census shows him living there with his second wife, Ellen, the three children of his first marriage, John aged 12, Henry aged 10, and Ruth Elizabeth aged 8, together with a new son, Robert, who had been born ten months earlier on 7th June 1860. They employed two servants at this time, so were obviously moving up in the world. Matthew was now Inspector of 100 miles of the permanent way. He began to look for business in a town which was about to explode in railway circles EASTLEIGH.

In 1864, Thomas Chamberlayne began granting his first building leases and Matthew Tate was the first person to take advantage of this. He built a terrace of 24 houses on the west side of Southampton Road, and also, possibly, a house called The Elms, which was a detached house just to the south of the station. This house was for the use of the head of the signals department and was lived in for a long time by Mr. Annett. Tate's Terrace was built to house railway workers and in 1871 the census showed that only three houses were occupied by men in jobs not related to the railway. One was a policeman, Sergeant Michael Fox, who lived at No. 13, the others were Thomas Stevens, a commercial traveller, who lived at No.15, and James Whitlock, a builder. In No. 23, Richard Henbest was a telegraph store-keeper and his wife ran the grocer's shop. This was Eastleigh's first Post Office.

When these houses were built in 1864, housing was at a premium and any sort of accommodation was hard to find. Nevertheless, it stretches the imagination to appreciate that these small terrace houses accommodated on average a man, his wife, perhaps four children and two lodgers.

When Matthew was in the process of building his terrace, it is reputed that Luther Cook, the signalman, used to spend the time between trains, when on night shift, trundling bricks from the station to the building site. The houses cost £200 to build and they were rated at £9.7.6. (It may be interesting to note that the cost of building Southampton Station in 1841 was £32,329.0.0., and of Winchester Station £3,000.2.11.)

Tate's Terrace also housed a pawnshop and when the houses were demolished in the '60s to make way for a multi-story car park and office blocks, it was found that they had been built with no foundations; also discovered were the remains of pawn tickets that had been carried away by rats.

Besides building Tate's Terrace, Matthew was busy in other ways during these years. In 1867, he was listed as a brickmaker and in 1869, he was District Inspector of the permanent way, London and South Western Railway. His family was growing up and he had moved to 102 West End, Fareham. Listed in the 'Hampshire Directory, 1871', he was described as "*Gentleman farmer of 100 acres of land and water, also brickmaker*". His early love of farming had taken over and was to hold him until the end.

On 22nd March 1869, the year in which his eldest son John reached his majority, Matthew added a codicil to his will which stated that on his death, his eldest son should have the option of purchasing the garden and meadows with the written consent of his wife, Ellen, and the agreement of the trustees, at a price agreed mutually with an independent person.

The census of 1871 gives the ages of Matthew as 58, his wife Ellen as 47, John 22, Ruth 18, Ellen 4, and Jessie 2. Sons Edward Parkes and Herbert Butler were at boarding school at 14 West Street, Fareham. They employed two servants, Ann Carter and Lucy Wayland. As no mention is made of Robert, presumably he too was at school. In 1887, at the age of 28, he was married at Headbourne Worthy to Emily Ann Hunt.

Matthew Tate died on 16th September 1883, aged 70, leaving a personal estate of £5,311.0.9 gross. His will left the estate to his wife, provided she did not marry or co-habit with anyone. There were various legacies to his sons and daughters when they came of age. Matthew was a very astute man and his will was drawn up very carefully considering all possibilities and particularly concerned about his daughters being independent when eventually they married.

One could say that Matthew Tate and his brothers left a legacy of descendants to the railway and to Eastleigh. His brother William (1819 - 1906) was a Railway Inspector and Innkeeper. He became Railway Superintendent on the civil engineering side and is reputed to have designed and built the station at Guildford. Considering that he signed his first marriage certificate with a cross, this is a great achievement.

In May 1871, William's son William was goods clerk at Guildford, earning 22/6 a week. He moved to Winchester in May 1871, with a salary of £80 a year. By March 1898, he was earning £130 a year. He retired on 19th January 1909.

William's son, Henry, served time on the railway as a blacksmith and later became Inspector of the permanent way, following in Uncle Matthew's footsteps. He was working at Camelford station in August 1890, earning £90. He moved to Grately and his earnings were, in 1919, £230 plus bonus of £11. Then he moved to Totton with an increase to £240 in 1922. His rent there was £25. Henry owned three houses in Eastleigh at Nos. 160, 162 and 164 Southampton Road; he lived in a house called "Treforest" in Leigh Road.

Henry's son Matthew (1882-1967) was born at Mottisfont; he served his time in the Eastleigh Railway Workshop from 1897-1905 as a coachbuilder. His toolbox is on view at Eastleigh museum. He served five to seven years to complete his apprenticeship and made his own toolbox and many of the tools it contains.

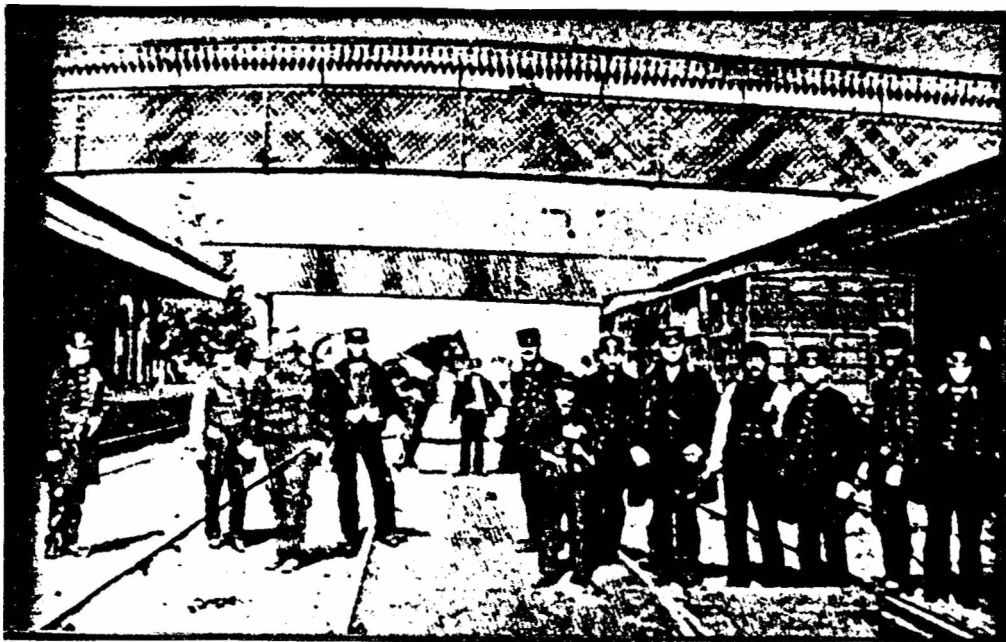
John Tate, great-great-nephew of Matthew Tate (grandson of his brother William) also served on the railway from 1945-1982, first as a porter, then changing to signaller and relief signaller. He manned most of the signal boxes in this area during his working life and saw the change from manual operated boxes to computerised boxes, retiring just before the last of the small boxes was closed down.

This paper is dedicated to Matthew Tate, age 12, great-great-great nephew of Matthew Tate, who lives at Bishopstoke with his parents, brothers and a sister. We hope there will be some railways left to continue our heritage when you grow up.

JEAN INGLIS

July 1987

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Tate's Terrace in 1867, showing Eastleigh's first Post Office. These were some of the earliest houses to be built in the town, now demolished.